

Transport Statement

Proposed Farm Shop,
Unicorn Inn
405 Cronton Rd

May 2025

Client: The Unicorn Inn Ltd



Fastnet Transport Planning

www.fastnetltd.co.uk

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1 Introduction

1.1 Background and Location

- 1.1.1 The Unicorn Inn Ltd have instructed Fastnet Transport Planning (Fastnet) to prepare this Transport Statement (TS) in support of a planning application to the Local Planning Authority at Knowsley Council (KMBC) for a site at Unicorn Inn, Liverpool. The proposal is for the creation of a new artisan farm shop to the rear of the pub car park, with ice cream sales kiosk to the front.

1.2 Scope of Report

- 1.2.1 The primary objective of this TS is to evaluate the potential impacts of the development proposal and to provide recommendations where necessary to ensure efficient and sustainable transportation solutions for the development.
- 1.2.2 Fastnet is committed to delivering an unbiased and evidence-based assessment, utilising industry-standard methodologies, and adhering to relevant guidelines and regulations. By partnering with The Unicorn Inn Ltd we aim to contribute to the successful implementation of the proposal.
- 1.2.3 The remainder of this report is structured as follows:
- Chapter 2 – Planning Policy Context
 - Chapter 3 – Existing Situation and Accessibility
 - Chapter 4 – Development Proposal
 - Chapter 5 – Traffic Impact Assessment
 - Chapter 6 – Conclusion

2 Planning Policy Context

2.1 National Planning Policy Framework (NPPF) December 2024

- 2.1.1 The National Planning Policy Framework (NPPF) is a set of guidelines and principles used to inform planning decisions and policies. The NPPF promotes sustainable development by considering the social, economic, and environmental impacts of transport-related decisions. It encourages transportation solutions that minimise negative effects on climate change, air quality, and public health.
- 2.1.2 The document emphasises the importance of providing accessible transportation options. It encourages the development of integrated and efficient transport networks that promote walking, cycling, and public transport, ensuring that communities are well-connected and easily accessible.
- 2.1.3 The NPPF stresses 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’* (paragraph 116). Considering this, applications for development should adhere to the following principles:
- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - allow for the efficient delivery of goods and enable access by service and emergency vehicles; and,
 - be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 2.1.4 Developments need to be considered on a balanced approach. Refusal should be a last resort, and a proportionate assessment should be conducted. The focus is on incorporating appropriate mitigation measures to address impacts. Collaboration and engagement between developers, local authorities, and transportation agencies are crucial for early dialogue and the identification of effective mitigation

strategies. Contextual factors, such as the development's scale, existing infrastructure, and sustainable transport options, should be considered to evaluate the significance of the impacts.

- 2.1.5 Overall, the NPPF promotes a collaborative and proportionate approach to minimise highway impacts and encourages the implementation of mitigation measures rather than automatic refusal of developments.

2.2 Planning Practice Guidance

- 2.2.1 The concept of sustainable development is a central theme in Planning Practice Guidance, specifically detailed in the sections related to transport.

- Transport Evidence Bases in Plan Making and Decision Taking; and
- Travel Plans, Transport Assessments and Statements in Decision Taking.

- 2.2.2 Each contains detailed information on the various types and sources of data that are crucial for Local Planning Authorities. This information is essential in supporting these authorities as they develop and implement their Local Plan, ensuring it is backed by a robust and appropriate evidence base. Moreover, this guidance proves to be an invaluable tool for the assessment of various projects, including the specific development addressed in this report, offering a comprehensive reference point for evaluation and decision-making processes.

2.3 Knowsley Local Plan (2016-2028) Adopted January 2016

- 2.3.1 The Knowsley Local Plan: Core Strategy was adopted by Knowsley Council in January 2016. It provides the overarching spatial planning framework for the borough up to 2028, setting out policies to guide sustainable development, economic growth, and environmental protection. The plan identifies key areas for housing and employment development, infrastructure improvements, and the preservation of green spaces. It emphasizes the importance of delivering high-quality design, enhancing accessibility, and promoting sustainable transport options to meet the needs of Knowsley's communities.
- 2.3.2 A significant aspect of the plan is the allocation of Sustainable Urban Extensions (SUEs), which release specific Green Belt sites for development to accommodate housing and employment growth. These allocations are intended to support the borough's housing requirement of 8,100 new homes by 2028 and to stimulate economic development. The plan also outlines the need for supporting infrastructure, such as schools, healthcare facilities, and transport networks, to ensure that new developments are well-integrated and contribute positively to the existing urban fabric.

2.4 LCR 4th Local Transport Plan: Developing a Vision for Local Transport to 2040

- 2.4.1 The consultation process for delivering a new, Local Transport Plan (LTP) for the Liverpool City Region was commenced in 2021. This document highlights the problems and challenges that have led to the proposal of various high-level objectives.

2.5 Ensuring a Choice of Travel SPD

- 2.5.1 This SPD developed in collaboration with the other Merseyside Local Authorities and Merseytravel, aims to provide uniform guidance for developers on access and transport requirements in new developments throughout the City. Its key objectives include

- *Ensure a reasonable choice of access by all modes of transport to new development;*
- *Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;*
- *Improving road safety;*
- *Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;*
- *Reduce the level of traffic growth and congestion on the strategic and local road network; and,*
- *Encourage opportunities to improve the quality of development proposals by better use of Transport Assessments and Transport Statements*

3 Existing Situation and Accessibility

3.1 Introduction

- 3.1.1 This section of the report provides a review of the existing highway situation around the development site. This overview includes network descriptions, the traffic conditions of the local network and a safety review. In addition, the accessibility of the proposed development site will also be assessed. This assessment will consider both walking and cycling, as well as public transport.

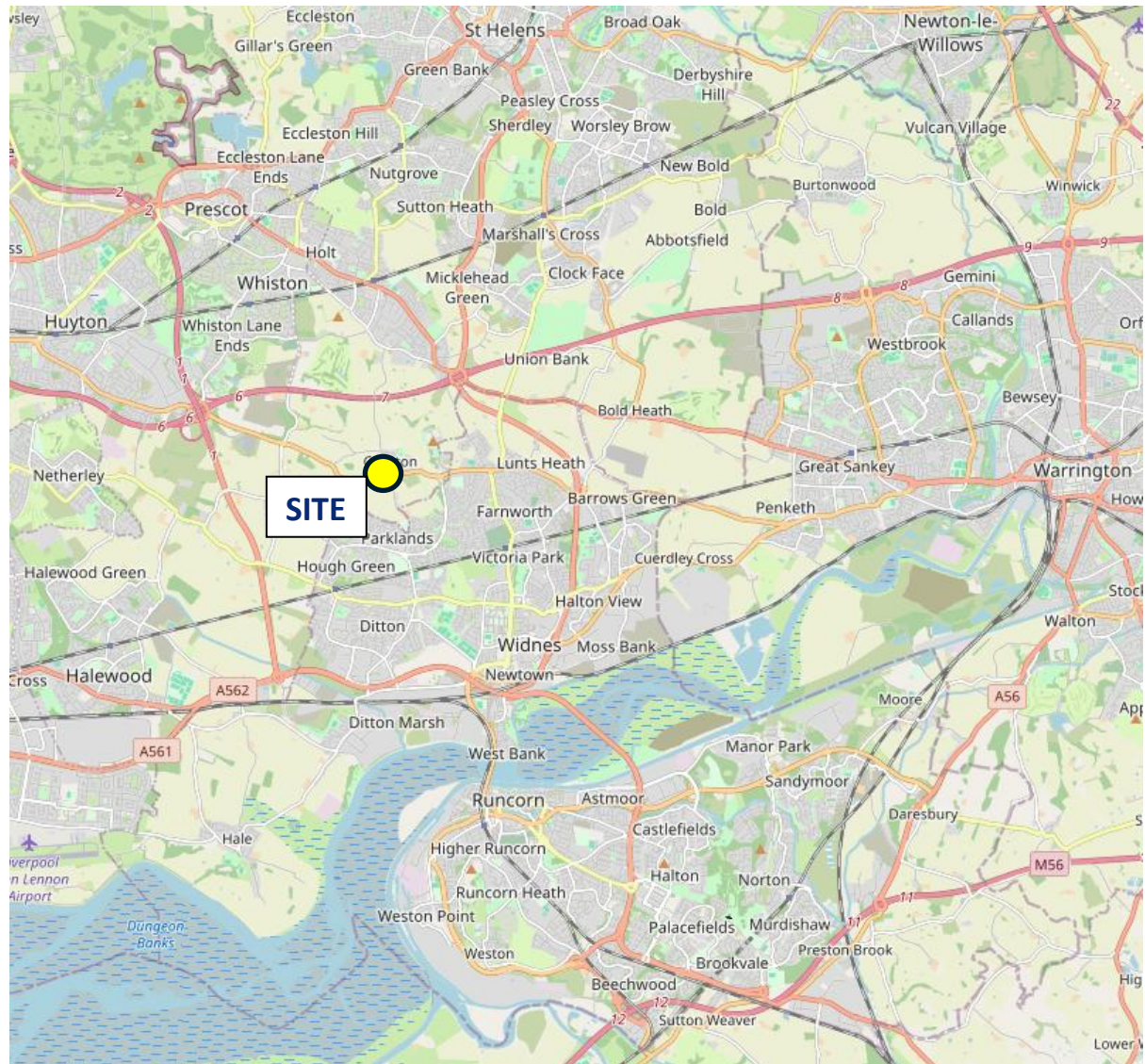
3.2 Current Site

- 3.2.1 The site is currently a level part of unused land with a disused garage at the rear of the existing pub car park.

3.3 Location

- 3.3.1 The site is situated on the southern edge of the village of Cronton. The village is located within the borough of Knowsley, close to the town of Widnes in Halton. It is located approximately 6km to the south east of the town of Huyton. The site is located on Cronton Road (A5080) which is a distributor road leading from Huyton to the outskirts of Warrington. The location is shown on figure 3.1 below.

Figure 3.1 – Site Location Plan



Source: OpenStreetMap®

3.4 Existing Access

- 3.4.1 The site has an entrance from Cronton Road measuring approximately 5.5m wide, which allows for two way traffic. The site access junction achieves visibility splays of 2.4m x 43m in accordance with Manual for Streets, as shown in Appendix A.

3.5 Highway Network

- 3.5.1 The following text provides an overview of the surrounding highway network, taking into account existing walking and cycling infrastructure. A site visit of the area was carried out on 19th April 2025 to ensure the most up to date review possible has been provided.

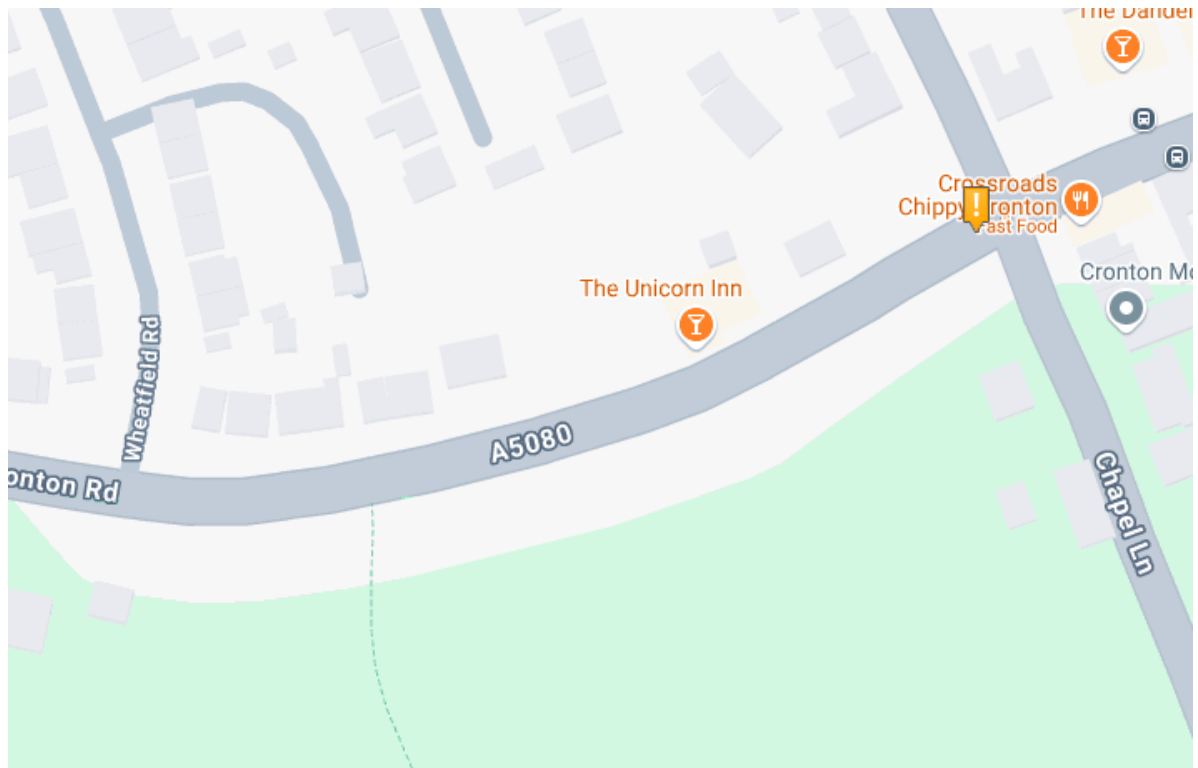
Cronton Road (A5080)

- 3.5.2 Cronton Road is a single carriageway distributor road measuring approximately 7m wide with a double broken centre line enhanced with a red thermoplastic screed separating the opposing lanes. Footways on the northern side of the road measure between 1.5 and 4m wide, on the southern side they are approximately 1.5m wide.
- 3.5.3 Throughout the village, the road is subject to 24 hour waiting restrictions, in the form of double yellow lines. There is a 30mph speed limit in force and it has the benefit of street lighting. The road hosts a number of bus services and bus stops are in close proximity to the site, further details of which are contained in the relevant section below.

3.6 Collision Injury Data Review

- 3.6.1 Collision injury data has been sought for the highway network in the vicinity of the development site for the most recent 5 years available (2018-2022 inclusive). The area comprises Cronton Road from (and including) the junction of Wheatfield Road to Chapel Lane/Smithy Lane, either side of the site frontage. See figure 3.2 below. Data from the national database (STATS19) has been used. Full data is provided in Appendix B.

Figure 3.2 – 5 Year Accident Plan



Source: CrashMap®

- 3.6.2 An interrogation of the data showed that 1 recorded injury accident have took place within the study area in the last 5 years of available data 2019-2023.
- 3.6.3 The collision occurred at the junction of Chapel Lane/Smithy Lane at 2pm on a Friday afternoon in August 2019. The accident occurred when a vehicle collided with a stationary vehicle heading in same direction which was waiting at the traffic signals. It resulted in a slight injury.
- 3.6.4 An isolated accident cannot be indicative, in itself, of any deficiency in the highway network, but nevertheless, this recorded collision would appear to be the result of driver error.

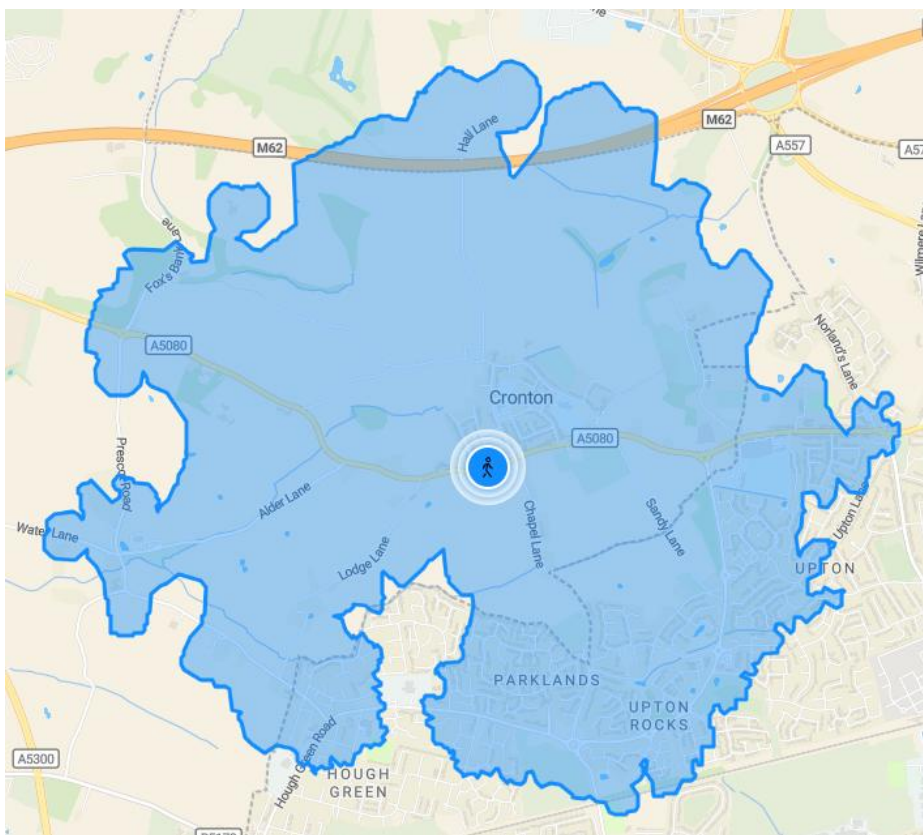
3.7 Walking Accessibility

- 3.7.1 The site has good pedestrian accessibility. Walking offers many health benefits and is often recognised as the most easily accessible mode of sustainable travel. At a local level walking offers the greatest potential to replace short car trips, particularly those under 2km (as recognised by the Chartered Institute of Highways and Transportation (CIHT) document Providing for Journeys on Foot (2000)

‘Preferred maximum distance’ for local services and commuting, etc. For leisure purposes, such as a sports facility like this, it is reasonable to assume that visitors would be willing to travel at least as far as they would for commuting purposes.

- 3.7.2 This site has a number of residential areas within the catchment including all of Cronton Village, parts of Upton Rocks, Hough Green and Parklands. The areas are with a reasonable commuting distance for potential employees, and for customers to visit the store.
- 3.7.3 A number of bus stops are located within a short walk, as discussed below.
- 3.7.4 Figure 3.1 below shows the 2.1km/25 minute isochrone (based on 1.4ms²).

Figure 3.1 25 Minute Walking Isochrone



Source: Openstreetmap/TravelTime API

3.8 Cycling Accessibility

- 3.8.1 Cycling, like walking, is easily accessible for most people and offers a similar array of health benefits. It is commonly accepted that most trips under 5km can be completed via cycling as a mode of travel, offering the opportunity to replace the private car.
- 3.8.2 The latest Government (Department for Transport) guidance on cycle infrastructure – Local Transport Note 1/20 states that ‘two out of every three personal trips are less than five miles in length – which is an achievable distance to cycle for most people.’
- 3.8.3 Based on 16kph average speed, five miles (8km) can be cycled within 30 minutes. A large number of settlements are accessible by bike within this distance from the site, including Huyton, Prescott, Childwall, Halewood and Widnes. This includes a large number of railway stations providing both local and national rail services. Figure 3.4 below shows the 30 minute cycling isochrone.

Figure 3.4 30-Minute Cycling Isochrone



Source: Openstreetmap/TravelTime API

- 3.8.4 Figure 3.5 below shows an extract from the Merseytravel Knowsley Cycle Map. It shows the excellent local cycle infrastructure in the vicinity of the site, including a number of suggested cycle routes

radiating within and from Cronton. It should be noted that the map is somewhat dated now as Queensbury Way has been extended to meet Cronton Road and this has a cycle path alongside. Sandy Lane is a footpath/cycleway leading from Upton Rocks to Cronton providing a pleasant traffic free route to this significant settlement.

Figure 3.5. Local Cycle Facilities



- 3.8.5 The surrounding highway network provides a suitable environment to access the development by cycling, with a wide residential hinterland being within a nationally recognised cycling distance from the site.

3.9 Bus

- 3.9.1 The nearest bus stops are located on Cronton Road, approximately 100m from the site. There are up to 6 services per hour during the day Monday to Saturdays.

- 3.9.2 Table 3.1 below summarises the services available from these bus stops in either direction.

Table 3.1 – Bus Service Provision

Service	Route	Monday – Friday (Start – End / Frequency)	Saturday (Start – End / Frequency)	Sunday (Start – End / Frequency)
6	The Globe (Upton Rocks) – Cronton – Huyton – Kensington – Liverpool	05:15 – 23:30, approx. every 30 mins	05:15 – 23:30, approx. every 30 mins	No service
7	Warrington – Great Sankey – Penketh – Doe Green – Cronton – Huyton – Kensington – Liverpool	06:15 – 00:00, approx. every 30 mins	06:15 – 00:00, approx. every 30 mins	No service
26	Cronton – Upton Rocks – Lunts Heath – Barrows Green – Crow Wood – Widnes	07:55 – 17:30, approx. every 60 mins	07:55 – 16:30, approx. every 60 mins	No service
26A	Widnes Green Oaks – Lugsdale – Ditton – Upton Rocks – Cronton	07:25 – 18:00, approx. every 60 mins	08:30 – 17:00, approx. every 60 mins	No service
10	Widnes (Victoria Park) – Upton Rocks – Cronton – Hough Green (Four Topped Oak)	07:30 – 15:30 (schooldays only), 2 trips AM and PM	No service	No service

- 3.9.3 The range of bus services available from the nearest bus stops provides a high level of public transport accessibility.

3.10 Rail

- 3.10.1 A number of stations can be reached by bus, with the 6 or 7 service passing Huyton Railway Station. A wide number of stations can be accessed by bicycle.

3.11 Summary

- 3.11.1 In summary, it has been shown that the development site has excellent accessibility by a range of sustainable modes of travel. Bus stops are located on Cronton Road and train stations can be accessed by bicycle or by bus. There are a number of advisory on-road routes and some traffic free routes passing within close proximity of the site.

4 Development Proposal

4.1 Introduction

- 4.1.1 The scheme involves the creation of a new artisan farm shop to the rear of the pub car park, with ice cream sales kiosk to the front. The combined farm shop and delicatessen will have a retail floor area of approximately 74m², with the former selling wine, flowers, chocolates, cards, gifts & pet products and the attached deli selling cold meats & cheese. The ice cream kiosk will be approximately 10m². The shop will be open from 9am – 5pm and the kiosk will be open from 11am – 5pm.
- 4.1.2 In the proposed scheme, the car park will retain the existing 39 spaces. Cycle parking will be provided in the form of 4 Sheffield Stands capable of catering for 8 bikes serving both pub and shop.

4.2 Access

- 4.2.1 Access and egress to/from Cronton Road will remain as existing.

5 Highway Impact Assessment

5.1 Introduction

- 5.1.1 The following section of the report quantifies the highway impact of the proposed scheme. As demonstrated below, once traffic is distributed onto the highway network, the proposed development traffic will be negligible.

5.2 Operation

- 5.2.1 The proposed farm shop will be open from 9am to 5pm 7 days per week. The ice cream kiosk will be open 11am to 5pm, although for the purposes of this trip generation exercise, it is assumed to be open 9-5.

5.3 Proposed Vehicular Trip Generation

- 5.3.1 A trip generation exercise has been carried out for the proposed development. Unfortunately the industry standard TRICS database does not contain rural stores or farm shop sites. The nearest equivalent categories available are 'Food Superstore' or 'Convenience Store'. The latter has been chosen as the land use provided the higher trip generation rates of the two uses. The figures used are considered to be extremely robust given the nature of the proposed store. The floor areas of the proposed farm shop and kiosk have been combined in the trip generation calculations as the proposed store could easily have incorporated ice cream sales within a single building, and the resulting pattern of trade would be the same in either configuration.
- 5.3.2 It should be noted that, at the time of writing, the proposed ice cream kiosk had been trading as a small farm shop for a short time, selling some of the produce which the proposed larger shop will be stocking. This makes the trip generation and parking accumulation exercises particularly robust.
- 5.3.3 The following criteria were used to interrogate the database, and the full output data is provided in Appendix C.
- Land Use : 01 - RETAIL
 - Category : O - CONVENIENCE STORE
 - Parameter Range: 50-400m² retail floor area
 - Location Types: Suburban Area, Neighbourhood Centre
 - Days: Weekends

5.3.4 The database was also cross checked to ensure that the weekend trip rates were higher than weekdays, to ensure that the worst case scenario was tested. The weekend rates were found to be considerably higher than those for the weekday and hence these data have been presented here.

5.3.5 Table 5.1 below shows the predicted weekday trip generation for the proposed farm shop and kiosk.

Table 5.1 Predicted Gross Vehicular Trip Generation – Farm Shop and Kiosk - Weekend

	Average Trip Rates (per 100sqm)			Predicted Gross Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
0900-1000	14.345	11.624	25.969	11	9	21
1000-1100	12.119	13.273	25.392	10	11	20
1100-1200	16.818	15.004	31.822	13	12	25
1200-1300	16.158	15.416	31.574	13	12	25
1300-1400	14.592	14.427	29.019	12	11	23
1400-1500	12.984	15.219	28.203	10	12	22
1500-1600	13.328	14.617	27.945	11	12	22
1600-1700	13.758	13.5	27.258	11	11	22

5.3.6 Table 5.1 above shows that, even based upon the extremely robust data for convenience stores, the predicted trip generation is minimal during opening hours, with a customer arriving once every 5 minutes on average throughout the day. Outside of the opening hours, trips will be limited to 2-3 staff members arriving in the morning and departing in the evening.

Pass-by/Diverted/Linked Trips

5.3.7 The proposed farm shop is located directly adjacent to Cronton Road, a well-trafficked route providing good visibility and ease of access for passing vehicles. Given the roadside location and the nature of the use, a significant proportion of the trips generated are expected to be pass-by or diverted trips rather than wholly new trips to the network. Other visits to the shop and kiosk will take place by customers of the pub.

5.3.8 Based on established transport planning practice for similar roadside retail uses, it is appropriate to assume that approximately 35–40% of the trips will be pass-by trips — vehicles already travelling on the A-road making an intermediate stop at the site. A further 10–15% of trips are expected to be diverted, involving minor deviations from existing travel routes. These trips do not add full new vehicle movements to the surrounding road network but instead represent a redistribution of existing traffic patterns.

- 5.3.9 Accordingly, the impact of the proposed farm shop on the overall traffic volume on the surrounding highway network will be proportionally lower than the gross trip generation figures would suggest. Assessment of the development's effects has therefore applied appropriate reductions to account for pass-by and diverted trips, ensuring a robust and realistic evaluation of highway impact.
- 5.3.10 The TRICS Research Report on Pass-by and Diverted Trips (2018) identified that for roadside retail uses such as farm shops, pass-by trip proportions typically range between 30% and 50%, with diverted trips accounting for a further 10–20%, depending on the site's prominence and accessibility.
- 5.3.11 For this exercise, the lowest rate of 30% has been applied for pass-by trips, and no discounting has been made for diverted trips.
- 5.3.12 Table 5.2 below shows the robust net vehicular trip generation, based upon the convenience store trip rates.

Table 5.2 Predicted Net Vehicular Trip Generation – Farm Shop and Kiosk - Weekend

	Predicted Net Trip Generation		
	Arrivals	Departures	Total
0900-1000	8	6	14
1000-1100	7	7	14
1100-1200	9	8	18
1200-1300	9	9	18
1300-1400	8	8	16
1400-1500	7	8	16
1500-1600	7	8	16
1600-1700	8	7	15

5.4 Trip Distribution/Off-site Highway Impact

- 5.4.1 The development traffic will immediately be dispersed onto the surrounding highway network, primarily in either direction along Cronton Road, and it is therefore likely that it will be indiscernible from background traffic.

5.5 Car Parking Accumulation

- 5.5.1 An assessment of the current and proposed car parking demand has been carried out. The current car parking provision is 39 spaces. Anecdotally the car parks do not reach capacity.

- 5.5.2 To quantify the existing demand, a car parking snapshot survey was carried out on 3 separate occasions, designed to correspond with the periods of peak demand for the existing use during the opening hours of the proposed use. Traditionally, public houses that sell food have their busiest period on Sunday lunchtimes, and the owners have confirmed that this is the peak period at the Unicorn Inn.
- 5.5.3 The survey periods were therefore selected as follows:
- Saturday 19th April 13:00;
 - Sunday 20th April 13:30; and,
 - Tuesday 28th April 12:45
- 5.5.4 The survey results summary, shown in Table 5.2 below show that the 39 space car park was operating with significant spare capacity on each of the survey occasions. The Sunday survey was Easter Sunday, which tends to be one of the busier trading days of the year for the pub.

Table 5.2 Car Parking Survey Results summary.

	Sat 19/4 13:00	Sun 20/4 13:30	Tue 28/4 12:45
Surveyed Parked Cars	8	18	29
Total Spaces Available	31	21	10
Spare Capacity	74%	54%	35%

- 5.5.5 The predicted car parking demand has been calculated based upon first principles. The average duration of a visit to the farm shop is expected to be in the vicinity of 5 minutes. The average vehicular arrival rate is 1 vehicle per 5 minutes, but allowing for overlaps, it is expected that the maximum demand will be 3 customer vehicles at any one time.
- 5.5.6 There is expected to be a maximum of 3 staff on site at any one time, at weekends when it is busiest, when the maximum staff car parking demand is expected to be 2 car parking spaces. It is likely that the additional part time staff member will be drawn from the local area, who would not need to travel by car to reach the store, so the figure could be less. During the week there will be a maximum of 2 staff on site.
- 5.5.7 The existing car park has adequate spare capacity to cater for the demand for the proposed staff and customer parking.
- 5.5.8 The KMBC parking standards set out in the 'Ensuring a Choice of Travel' SPD state that pubs/restaurants should have a maximum of 1 space per 5m² of public floorspace. The pub has approximately 166m² public floorspace, which equates to a maximum provision of 33 car parking spaces. The car park, at 39

spaces therefore has an over provision of 6 spaces. The retail car parking requirements are 1 space per 14m² for food retail or 1 space per 20m² for non-food retail. At the higher rate, the floor area of 74m² which equates to a requirement of 5 spaces.

5.6 Servicing

- 5.6.1 The proposed facility will lead to a small increase in deliveries to the site than currently takes place for the public house. The arrangements for existing deliveries and refuse collection will remain as they do currently. Due to the size of vehicles, the twice weekly refuse collection takes place from Cronton Road prior to the pub opening, as does a weekly drinks delivery (dray), loading and unloading on the double yellow lines fronting the pub building, which is legally permitted. There will be no change to this arrangement, and it has no impact on the proposed development. A daily food order arrives prior to 10 am, in 'transit' sized van, and this utilises the car park which can access and egress the car park in a forward gear. See Appendix A for a swept path analysis.
- 5.6.2 The proposed scheme will, on average, see an additional daily delivery, which will also take place in 'transit' sized van, prior to the pub opening.
- 5.6.3 This report is accompanied by a draft Delivery and Servicing Management Plan (Appendix D) which sets out proposals to formally control how deliveries and servicing take place.

5.7 Summary

- 5.7.1 In summary, the extremely robust vehicular trip generation exercise, using the industry standard TRICS database and drawing upon robust first principles, has shown that the number of vehicles expected from the creation of a new artisan farm shop to the rear of the pub car park, with ice cream sales kiosk to the front will have negligible impact on the surrounding highway network.
- 5.7.2 The retained 39 car parking spaces will easily be able to cater for the existing pub and the proposed uses.
- 5.7.3 The proposed ice cream kiosk has been trading as a farm shop for a short time and this makes the trip generation and car parking accumulation exercises even more robust as some trips will already be occurring.
- 5.7.4 The site is accessed from Cronton Road which is served by frequent buses, with a number of residential areas within walking distance and cycle facilities nearby. This means that the predicted vehicular trip generation levels are likely to be overestimated, making the assessment even more robust.

6 Conclusion

6.1 Summary

- 6.1.1 Fastnet has been commissioned by The Unicorn Inn Ltd to provide transport planning advice in support of their planning application for the creation of a new artisan farm shop to the rear of the pub car park, with ice cream sales kiosk to the front on land at the Unicorn Inn, Cronton.
- 6.1.2 The units will be reached via the existing site access and egress onto Cronton Road. A significant proportion of the traffic associated with the proposals will be pass-by trips, made by those already travelling along Cronton Road, or making slight diversions to their journey to reach the shop/kiosk. The modest increase in traffic will be dispersed on the local highway network and is unlikely to be discernible from background traffic flows.
- 6.1.3 The existing car park meets the maximum KMBC parking standards for the pub, plus the proposed shop and kiosk. Car park surveys have also been carried out which show that the retained level of car parking can easily accommodate the actual and proposed demand for car parking.
- 6.1.4 There will be a minor increase in servicing trips to the site as a result of the proposals, which can easily be accommodated within the existing car park, with visits taking place prior to the pub opening. A draft Delivery and Servicing Management Plan has been produced to coordinate deliveries.
- 6.1.5 The site has been shown to be highly accessible by public transport, with bus stops immediately adjacent to the site on Yew Tree Lane, Princess Road and Honey's Green Lane, providing services to destinations across Liverpool and beyond. Railway stations can be accessed by bus or bicycle for trains to a range of destinations locally and nationally.
- 6.1.6 The site is also highly accessible by bike, and on foot, with a local route passing the site frontage on Yew Tree Lane, and a National Cycle Network route a short distance away. A number of residential areas and places of employment, including a range of schools, are within the nationally recognised walking distance.
- 6.1.7 The accident injury record for the vicinity of the site has been interrogated and it was discovered that just 2 recorded road traffic collisions had occurred in the most recent 5 years of data available in the vicinity of the site. The two collisions had no common factors to suggest any deficiency in the local highway network.

6.2 Conclusion

- 6.2.1 It is clear that the development will have a negligible impact on the local highway network. The development will certainly not have a 'severe' impact on the surrounding network, and it is considered

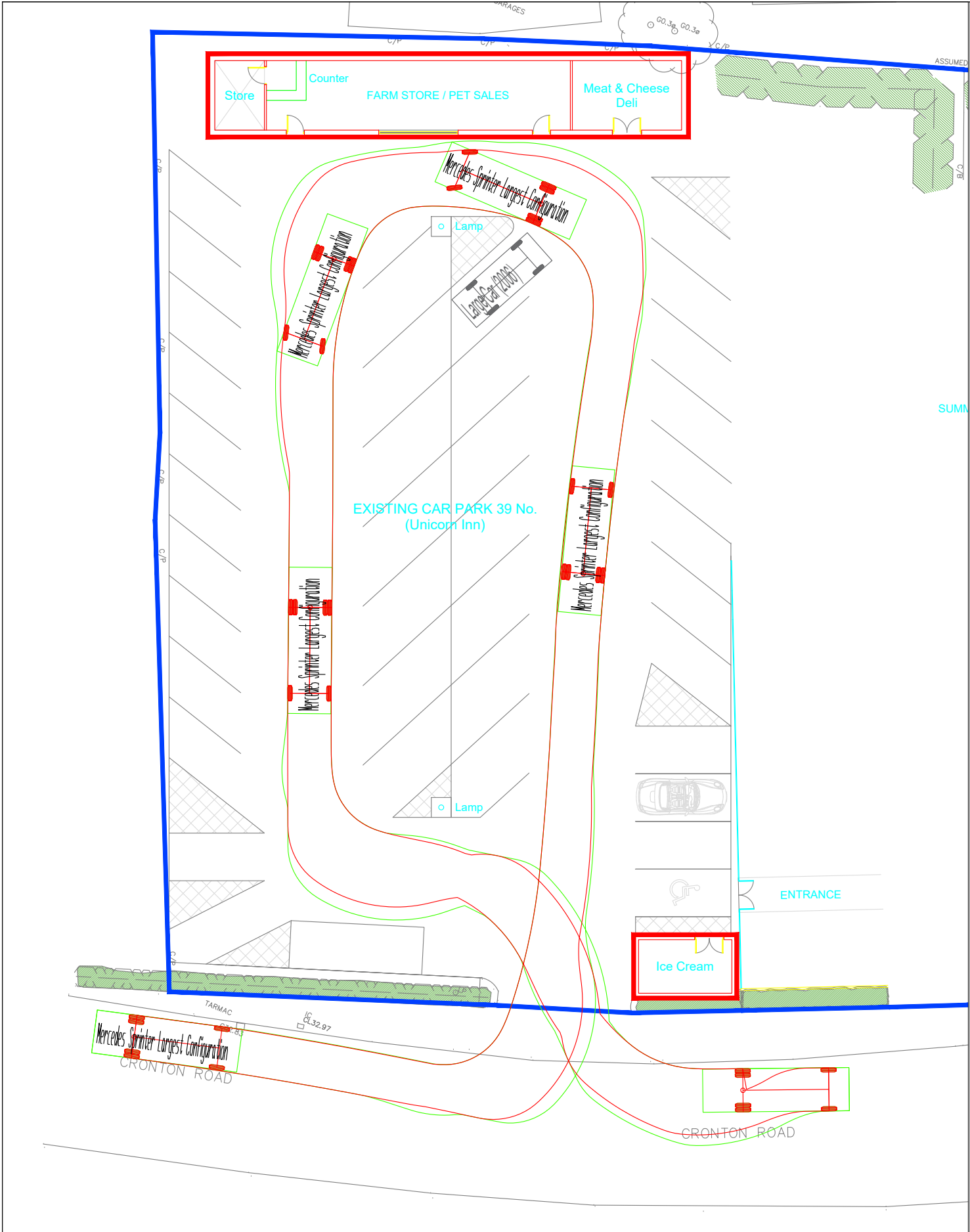
that, in the context of the NPPF, there are no reasons relating to transport or highways for objecting to the application.

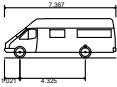


Appendix A – Technical Drawings



KEY PLAN	VEHICLE MODELS USED IN SWEEP PATH ANALYSIS	NOTES		 Fastnet Transport Planning 54 St James Street Liverpool L1 0AB 07529 204 168 www.fastnetltd.co.uk Registered in England and Wales: 13286661	DRAWING TITLE SITE ACCESS VISIBILITY SPLAYS		REVISIONS		
					CLIENT -				
					PROJECT UNICORN INN, CRONTON				
					DRAWING NO. J250404-002		SCALE @ A3 1:-	REV -	FIRST ISSUE



VEHICLE MODEL	NOTES	DRAWING TITLE		REVISIONS
 Mercedes Sprinter Largest Configuration Overall Length 7.367m Overall Width 2.175m Overall Body Height 2.598m Min Body Ground Clearance 0.371m Track Width 2.175m Lock to lock time 4.90s Wall to Wall Turning Radius 7.600m		SWEPT PATH ANALYSIS OF LARGE PANEL VAN		
		CLIENT		
		PROJECT		
		DRAWING NO.	SCALE @ A4	REV
		J250404-003	1:250	FIRST ISSUE
				DRAWN R.OSBORNE
				CHECKED J.PARRY
				REV DATE 12/05/25

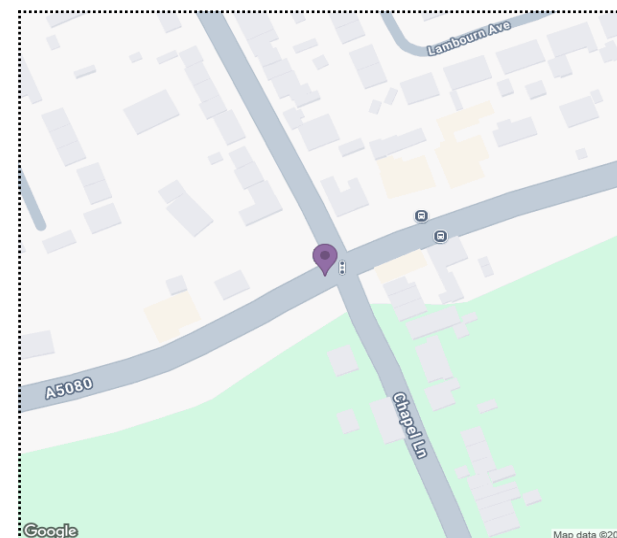


Appendix B – Collision Data



Validated Data

Crash Date:	Friday, August 23, 2019	Time of Crash:	13:55:00	Crash Reference:	2019051912205
Highest Injury Severity:	Slight	Road Number:	A5080	Casualties:	1
Highway Authority:	Knowsley			Vehicles:	2
Local Authority:	Knowsley			OS Grid Reference:	349380 388259
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, August 23, 2019

Time of Crash: 13:55:00

Crash Reference: 2019051912205

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Female	66 - 75	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix C – TRICS Output

Calculation Reference: AUDIT-617801-250428-0456

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TV TEES VALLEY	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: Retail floor area
 Actual Range: 50 to 400 (units: sqm)
 Range Selected by User: 50 to 770 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/03/24

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:

Saturday 2 days
 Sunday 3 days

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

Selected survey types:

Manual count 5 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) 3
 Neighbourhood Centre (PPS6 Local Centre) 2

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 3
 Built-Up Zone 1
 Village 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 4 days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 4 days
 F2(a) 1 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:

1,000 or Less	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 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	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 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	3 days
1.1 to 1.5	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-01-O-01 DENTON STREET CARLISLE	CO-OPERATIVE	CUMBERLAND
	Suburban Area (PPS6 Out of Centre) Built-Up Zone		
	Total Retail floor area:	175 sqm	
	Survey date: SATURDAY	25/06/16	Survey Type: MANUAL
2	MS-01-O-01 MILLFIELDS COURT SAINT HELENS ECCLESTON	SAINSBURY'S LOCAL	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Retail floor area:	400 sqm	
	Survey date: SUNDAY	24/04/22	Survey Type: MANUAL
3	NF-01-O-03 HALL ROAD NORWICH LAKENHAM	CO-OP DAILY	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Retail floor area:	388 sqm	
	Survey date: SATURDAY	17/09/22	Survey Type: MANUAL
4	NN-01-O-02 STATION ROAD NEAR PETERBOROUGH NASSINGTON	LONDIS	NORTH NORTHAMPTONSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Retail floor area:	50 sqm	
	Survey date: SUNDAY	15/10/23	Survey Type: MANUAL
5	TV-01-O-01 CLIFTON AVENUE BILLINGHAM	SAINSBURY'S LOCAL	TEES VALLEY
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total Retail floor area:	200 sqm	
	Survey date: SUNDAY	22/05/22	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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	294	0.510	2	294	0.000	2	294	0.510
06:00 - 07:00	3	329	1.518	3	329	0.810	3	329	2.328
07:00 - 08:00	5	243	4.204	5	243	3.792	5	243	7.996
08:00 - 09:00	5	243	10.387	5	243	8.656	5	243	19.043
09:00 - 10:00	5	243	14.345	5	243	11.624	5	243	25.969
10:00 - 11:00	5	243	12.119	5	243	13.273	5	243	25.392
11:00 - 12:00	5	243	16.818	5	243	15.004	5	243	31.822
12:00 - 13:00	5	243	16.158	5	243	15.416	5	243	31.574
13:00 - 14:00	5	243	14.592	5	243	14.427	5	243	29.019
14:00 - 15:00	4	291	12.984	4	291	15.219	4	291	28.203
15:00 - 16:00	4	291	13.328	4	291	14.617	4	291	27.945
16:00 - 17:00	4	291	13.758	4	291	13.500	4	291	27.258
17:00 - 18:00	4	291	14.789	4	291	16.251	4	291	31.040
18:00 - 19:00	4	291	13.500	4	291	13.672	4	291	27.172
19:00 - 20:00	4	291	13.758	4	291	13.242	4	291	27.000
20:00 - 21:00	4	291	8.083	4	291	9.888	4	291	17.971
21:00 - 22:00	4	291	6.019	4	291	6.707	4	291	12.726
22:00 - 23:00	3	329	1.417	3	329	1.822	3	329	3.239
23:00 - 24:00	2	394	0.000	2	394	0.508	2	394	0.508
Total Rates:			188.287			188.428			376.715

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:	50 - 400 (units: sqm)
Survey date range:	01/01/16 - 19/03/24
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	3
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	294	0.000	2	294	0.000	2	294	0.000
06:00 - 07:00	3	329	0.000	3	329	0.000	3	329	0.000
07:00 - 08:00	5	243	0.247	5	243	0.247	5	243	0.494
08:00 - 09:00	5	243	0.330	5	243	0.247	5	243	0.577
09:00 - 10:00	5	243	0.165	5	243	0.247	5	243	0.412
10:00 - 11:00	5	243	0.247	5	243	0.165	5	243	0.412
11:00 - 12:00	5	243	0.165	5	243	0.247	5	243	0.412
12:00 - 13:00	5	243	0.165	5	243	0.165	5	243	0.330
13:00 - 14:00	5	243	0.165	5	243	0.165	5	243	0.330
14:00 - 15:00	4	291	0.172	4	291	0.172	4	291	0.344
15:00 - 16:00	4	291	0.258	4	291	0.258	4	291	0.516
16:00 - 17:00	4	291	0.086	4	291	0.086	4	291	0.172
17:00 - 18:00	4	291	0.172	4	291	0.172	4	291	0.344
18:00 - 19:00	4	291	0.086	4	291	0.086	4	291	0.172
19:00 - 20:00	4	291	0.000	4	291	0.000	4	291	0.000
20:00 - 21:00	4	291	0.172	4	291	0.172	4	291	0.344
21:00 - 22:00	4	291	0.086	4	291	0.086	4	291	0.172
22:00 - 23:00	3	329	0.101	3	329	0.101	3	329	0.202
23:00 - 24:00	2	394	0.000	2	394	0.000	2	394	0.000
Total Rates:			2.617			2.616			5.233

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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	294	0.000	2	294	0.000	2	294	0.000
06:00 - 07:00	3	329	0.101	3	329	0.101	3	329	0.202
07:00 - 08:00	5	243	0.165	5	243	0.165	5	243	0.330
08:00 - 09:00	5	243	0.165	5	243	0.082	5	243	0.247
09:00 - 10:00	5	243	0.000	5	243	0.082	5	243	0.082
10:00 - 11:00	5	243	0.082	5	243	0.082	5	243	0.164
11:00 - 12:00	5	243	0.000	5	243	0.000	5	243	0.000
12:00 - 13:00	5	243	0.000	5	243	0.000	5	243	0.000
13:00 - 14:00	5	243	0.000	5	243	0.000	5	243	0.000
14:00 - 15:00	4	291	0.000	4	291	0.000	4	291	0.000
15:00 - 16:00	4	291	0.000	4	291	0.000	4	291	0.000
16:00 - 17:00	4	291	0.000	4	291	0.000	4	291	0.000
17:00 - 18:00	4	291	0.000	4	291	0.000	4	291	0.000
18:00 - 19:00	4	291	0.000	4	291	0.000	4	291	0.000
19:00 - 20:00	4	291	0.086	4	291	0.086	4	291	0.172
20:00 - 21:00	4	291	0.000	4	291	0.000	4	291	0.000
21:00 - 22:00	4	291	0.000	4	291	0.000	4	291	0.000
22:00 - 23:00	3	329	0.000	3	329	0.000	3	329	0.000
23:00 - 24:00	2	394	0.000	2	394	0.000	2	394	0.000
Total Rates:			0.599			0.598			1.197

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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	294	0.000	2	294	0.000	2	294	0.000
06:00 - 07:00	3	329	0.000	3	329	0.000	3	329	0.000
07:00 - 08:00	5	243	0.000	5	243	0.000	5	243	0.000
08:00 - 09:00	5	243	0.495	5	243	0.330	5	243	0.825
09:00 - 10:00	5	243	0.330	5	243	0.330	5	243	0.660
10:00 - 11:00	5	243	0.495	5	243	0.495	5	243	0.990
11:00 - 12:00	5	243	0.577	5	243	0.495	5	243	1.072
12:00 - 13:00	5	243	0.577	5	243	0.742	5	243	1.319
13:00 - 14:00	5	243	0.165	5	243	0.165	5	243	0.330
14:00 - 15:00	4	291	0.516	4	291	0.602	4	291	1.118
15:00 - 16:00	4	291	0.602	4	291	0.516	4	291	1.118
16:00 - 17:00	4	291	0.602	4	291	0.344	4	291	0.946
17:00 - 18:00	4	291	0.172	4	291	0.516	4	291	0.688
18:00 - 19:00	4	291	0.430	4	291	0.430	4	291	0.860
19:00 - 20:00	4	291	0.602	4	291	0.602	4	291	1.204
20:00 - 21:00	4	291	0.172	4	291	0.086	4	291	0.258
21:00 - 22:00	4	291	0.086	4	291	0.172	4	291	0.258
22:00 - 23:00	3	329	0.000	3	329	0.000	3	329	0.000
23:00 - 24:00	2	394	0.000	2	394	0.000	2	394	0.000
Total Rates:			5.821			5.825			11.646

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	294	0.510	2	294	0.000	2	294	0.510
06:00 - 07:00	3	329	1.417	3	329	0.709	3	329	2.126
07:00 - 08:00	5	243	3.380	5	243	3.050	5	243	6.430
08:00 - 09:00	5	243	9.233	5	243	7.749	5	243	16.982
09:00 - 10:00	5	243	13.603	5	243	10.800	5	243	24.403
10:00 - 11:00	5	243	11.212	5	243	12.366	5	243	23.578
11:00 - 12:00	5	243	15.829	5	243	13.932	5	243	29.761
12:00 - 13:00	5	243	15.499	5	243	14.757	5	243	30.256
13:00 - 14:00	5	243	13.603	5	243	13.603	5	243	27.206
14:00 - 15:00	4	291	12.296	4	291	14.531	4	291	26.827
15:00 - 16:00	4	291	12.554	4	291	13.672	4	291	26.226
16:00 - 17:00	4	291	12.812	4	291	12.726	4	291	25.538
17:00 - 18:00	4	291	14.445	4	291	15.649	4	291	30.094
18:00 - 19:00	4	291	12.984	4	291	13.156	4	291	26.140
19:00 - 20:00	4	291	13.242	4	291	12.726	4	291	25.968
20:00 - 21:00	4	291	7.653	4	291	9.372	4	291	17.025
21:00 - 22:00	4	291	5.933	4	291	6.621	4	291	12.554
22:00 - 23:00	3	329	1.215	3	329	1.619	3	329	2.834
23:00 - 24:00	2	394	0.000	2	394	0.508	2	394	0.508
Total Rates:			177.420			177.546			354.966

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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	294	0.000	2	294	0.000	2	294	0.000
06:00 - 07:00	3	329	0.000	3	329	0.000	3	329	0.000
07:00 - 08:00	5	243	0.412	5	243	0.330	5	243	0.742
08:00 - 09:00	5	243	0.577	5	243	0.577	5	243	1.154
09:00 - 10:00	5	243	0.577	5	243	0.495	5	243	1.072
10:00 - 11:00	5	243	0.577	5	243	0.660	5	243	1.237
11:00 - 12:00	5	243	0.742	5	243	0.742	5	243	1.484
12:00 - 13:00	5	243	0.330	5	243	0.330	5	243	0.660
13:00 - 14:00	5	243	0.824	5	243	0.660	5	243	1.484
14:00 - 15:00	4	291	0.430	4	291	0.430	4	291	0.860
15:00 - 16:00	4	291	0.516	4	291	0.688	4	291	1.204
16:00 - 17:00	4	291	0.688	4	291	0.602	4	291	1.290
17:00 - 18:00	4	291	0.172	4	291	0.258	4	291	0.430
18:00 - 19:00	4	291	0.430	4	291	0.430	4	291	0.860
19:00 - 20:00	4	291	0.430	4	291	0.430	4	291	0.860
20:00 - 21:00	4	291	0.258	4	291	0.344	4	291	0.602
21:00 - 22:00	4	291	0.000	4	291	0.000	4	291	0.000
22:00 - 23:00	3	329	0.101	3	329	0.101	3	329	0.202
23:00 - 24:00	2	394	0.000	2	394	0.000	2	394	0.000
Total Rates:			7.064			7.077			14.141

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.

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	294	0.000	2	294	0.000	2	294	0.000
06:00 - 07:00	3	329	0.000	3	329	0.000	3	329	0.000
07:00 - 08:00	5	243	0.000	5	243	0.000	5	243	0.000
08:00 - 09:00	5	243	0.082	5	243	0.000	5	243	0.082
09:00 - 10:00	5	243	0.000	5	243	0.000	5	243	0.000
10:00 - 11:00	5	243	0.000	5	243	0.000	5	243	0.000
11:00 - 12:00	5	243	0.082	5	243	0.082	5	243	0.164
12:00 - 13:00	5	243	0.165	5	243	0.165	5	243	0.330
13:00 - 14:00	5	243	0.000	5	243	0.000	5	243	0.000
14:00 - 15:00	4	291	0.086	4	291	0.086	4	291	0.172
15:00 - 16:00	4	291	0.000	4	291	0.000	4	291	0.000
16:00 - 17:00	4	291	0.172	4	291	0.086	4	291	0.258
17:00 - 18:00	4	291	0.000	4	291	0.172	4	291	0.172
18:00 - 19:00	4	291	0.000	4	291	0.000	4	291	0.000
19:00 - 20:00	4	291	0.000	4	291	0.000	4	291	0.000
20:00 - 21:00	4	291	0.000	4	291	0.000	4	291	0.000
21:00 - 22:00	4	291	0.000	4	291	0.000	4	291	0.000
22:00 - 23:00	3	329	0.000	3	329	0.000	3	329	0.000
23:00 - 24:00	2	394	0.000	2	394	0.000	2	394	0.000
Total Rates:			0.587			0.591			1.178

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.

Appendix D – Draft Delivery & Servicing Management Plan

Technical Note

DRAFT DELIVERY & SERVICING MANAGEMENT PLAN

Unicorn Inn, 405 Cronton Rd

Project Reference: J250404

Client: The Unicorn Inn Ltd

Revision: -

Status: Issue

Author: JP

Date: May 2025

FASTNET TRANSPORT PLANNING

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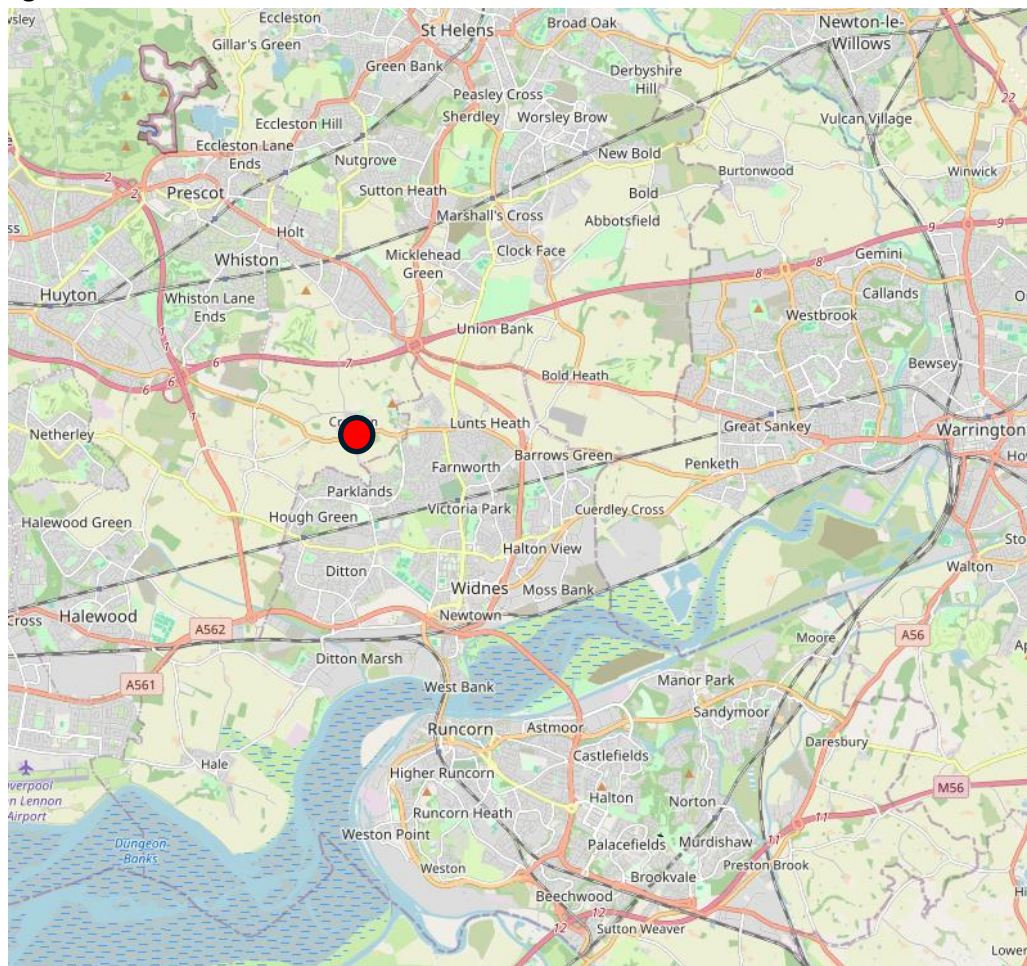
1 Introduction

- 1.1.1 The Unicorn Inn Ltd have instructed Fastnet Transport Planning to prepare this Delivery & Servicing Management Plan (DSMP) to accompany the planning application issued to Knowsley Council (KMBC) seeking the creation of new artisan farm shop to the rear of pub car park, with ice cream sales kiosk at the Unicorn Inn, 405 Cronton Rd.

2 Site Context

- 2.1.1 The site is currently a level part of unused land with a disused garage at the rear of the existing pub car park. A site location plan is provided below at Figure 2.1. There is an on-site car park with a capacity of 39 vehicles, one of which is a disabled space. The car park is to remain unchanged.
- 2.1.2 The site has an entrance from Cronton Road measuring approximately 5.5m wide, which allows for two way traffic.

Figure 2.1 Site Location Plan



Source: Openstreetmap Contributors ©

Cronton Road (A5080)

- 2.1.3 Cronton Road is a single carriageway distributor road measuring approximately 7m wide with a double broken centre line enhanced with a red thermoplastic screed separating the opposing lanes. Footways on the northern side of the road measure between 1.5 and 4m wide, on the southern side they are approximately 1.5m wide.
- 2.1.4 Throughout the village, the road is subject to 24 hour waiting restrictions, in the form of double yellow lines. There is a 30mph speed limit in force and it has the benefit of street lighting. The road hosts a number of bus services and bus stops are in close proximity to the site, further details of which are contained in the relevant section below.

3 Purpose

3.1 Definitions

3.1.1 Deliveries and Servicing can be defined as follows:

Servicing: Refers to the activities related to maintaining or supporting operations at a particular location. This can include tasks such as waste collection, cleaning services, maintenance work, and other routine support tasks that keep a site functioning properly.

Deliveries: Involves the transport of goods or materials to and from a site. Deliveries are primarily focused on the transportation of products, stock, or supplies to the premises.

3.2 Objective

3.2.1 The purpose of the DSMP is to ensure that the proposed development is serviced in a controlled and efficient manner, in order to minimise disruption to other users of the highway network and to minimise the environmental impact.

3.3 Aims

3.3.1 In pursuit of the overriding Objective set out above, the DSMP has a number of key aims which are set out as follows:

- The co-ordination of vehicles both delivering to and collecting from the site;
- The regulation of vehicle types and sizes;
- The identification of servicing and waste collection vehicle parking;
- Identification of responsible person; and,
- Contribute towards staff, supplier and road user safety.

4 Collection/Delivery and Servicing Requirements

4.1 Types of Delivery/Collection and Servicing

4.1.1 The combined site, including farm shop, ice cream kiosk and public house, has only modest delivery and servicing requirements. Only the following activities give rise to regular vehicle movements:

- Food deliveries;
- Beverage deliveries;
- Waste/recycling collection; and,
- Cleaning.

4.2 Overview

4.2.1 The public house has been operating for many years and the types of vehicles visiting the site for each purpose has settled into a routine, with no reported problems.

4.2.2 The types and frequencies of vehicles which visit the site are in line with the previous use of the site, although vehicle sizes tend to be smaller, reflecting more local suppliers compared to the national supermarket chain which we understand tended to use HGVs to service the site.

4.2.3 Collections/deliveries are generally scheduled to arrive during the morning before the pub opens. Given the frequency, it is not common for more than one delivery vehicle to be visiting the site at any one time, and for this reason it has not been necessary to invoke a formal booking procedure for inbound delivery vehicles.

4.2.4 The deliveries predominantly take place from the car park, but can legally take place on Cronton Road. It should be noted that this is only necessary for refuse collection and dray vehicles which are too large to enter the car park.

4.3 Expected Delivery/Collection Vehicle Types and Frequencies

Beverages (Dray)

4.3.1 The beverage deliveries take place once per week on average. The visits usually take up to 10 minutes as empty barrels are collected and new ones delivered, along with a wide range of other drinks. Maximum vehicle sizes are rigid or small articulated HGVs. Due to the size of the vehicle, they currently park on Cronton Road adjacent the pub frontage near to the side doorway. This is permitted as loading and unloading is allowed on double yellow lines.

Food

- 4.3.2 Deliveries generally take place will be in a range of vehicles up to 'Transit' sized standard and refrigerated vans. Dwell times are expected to be 5-10 minutes depending upon the size of order. Combined deliveries for all site activities take place up to 2 times per day on average.

Waste/recycling

- 4.3.3 Waste and recycling collection is carried out by a private operator in standard refuse collection vehicles. The collections take place 2 times per week with a dwell time of approximately 1-2 minutes. The refuse collection takes place from Cronton Road with an operative collecting the bins from the storage area at the rear of the premises, then returning them after emptying.

4.4 Expected Servicing Vehicle Types and Frequencies

- 4.4.1 Both pub, shop and kiosk have limited servicing requirements. The main type of servicing is cleaning, which takes place every morning, and involves a small number of pub staff, who when travelling by car, during the daytime when the pub is closed, park in the car park.
- 4.4.2 Other servicing is limited to periodic (reactive) maintenance, such as kitchen equipment repairs or minor building/furniture repairs. All of this activity is required to take place when the facilities are closed. Operatives usually travel in a single car or van which is parked in the car park.

5 Delivery and Servicing Management

- 5.1.1 This section sets out the measures and management techniques appropriate to the site which have been considered suitable for inclusion.
- 5.1.2 The DSMP will be maintained, monitored and implemented by a designated member of the management team, most likely to be the General Manager.

Vehicle Parking Locations

- 5.1.3 Suppliers are informed that the designated loading and unloading area is within the car park, with the exception of the alcoholic beverages which are delivered from on-street. This information is effectively communicated through email correspondence with suppliers and made accessible on the pub's website.
- 5.1.4 The location is clearly outlined in the respective supplier contracts, as appropriate, to ensure compliance. This approach will also help to minimise instances of inconsiderate parking, thereby reducing the potential for any local congestion.

Scheduling Deliveries During the Morning

- 5.1.5 The management team schedule all deliveries during the morning when the pub is closed, preferably outside of highway peak hours whenever feasible. This strategy is discussed with the appointed suppliers prior to appointment, prioritising those willing to operate within this preferred delivery framework.

Reduce Delivery, Servicing and Collection Frequencies

- 5.1.6 The management will aim to reduce the frequency of individual deliveries, servicing, and collections, as fewer visits will result in decreased vehicle trips, reduced mileage, and lower CO₂ emissions associated with the site. This approach can also help minimise delivery costs.
- 5.1.7 This will be achieved by evaluating the options for deliveries and collections that could be consolidated between the different site uses, such as for office supplies, catering, and waste management. Efforts will be made to combine servicing and deliveries wherever feasible.
- 5.1.8 Additionally, a review of on-site storage capacity will be conducted to determine if materials can be stockpiled, allowing for larger, less frequent deliveries. This could result in cost savings and free up staff time by reducing the number of deliveries that need to be managed.

Minimise the Number of Suppliers

- 5.1.9 The number of suppliers will be reviewed initially and on an annual basis as part of the procurement process. Simplifying the supplier base can potentially reduce costs through economies of scale and enhance efficiency by minimising the need for repeated ordering and invoice processing.

Waste Management

- 5.1.10 The management will, from time to time, assess the waste collection services and, if necessary, select new suppliers deemed suitable for handling the different types of waste generated on-site. At present, a single contractor is used for the multiple waste streams, in order to minimise the number of collections.
- 5.1.11 Waste collection occurs in the morning when the pub is closed.

Alternative Vehicle Types

- 5.1.12 The management will encourage the use of more sustainable delivery methods, such as cargo bicycles and motorcycles if possible. While it is acknowledged that vans and lorries will be necessary for most deliveries, procurement and pub management will engage with delivery and supply companies to explore opportunities for adopting these alternative modes whenever feasible.

Low/No Emissions Vehicles

- 5.1.13 Suppliers will be encouraged to use “greener vehicles” with lower emissions for their servicing and delivery trips to the site whenever possible. This may include the use of electric or hybrid vehicles, potentially resulting in cost savings for the supplier that could be passed on.

6 Implementation

- 6.1.1 The DSMP, as a live document, will be reviewed and updated as needed when local conditions or delivery processes change, and at appropriate regular intervals. The appointed responsible person will oversee its continuous implementation and review.
- 6.1.2 Additionally, all appointed contractors and delivery companies will be required to comply with and implement suitable management systems that align with the goals and requirements of the final agreed DSMP.

7 Monitoring

- 7.1.1 The impact of the site's delivery and servicing activities will be monitored by the responsible person. The effectiveness of the DSMP will be assessed through data collection by reception and management. This will involve tracking the number of deliveries made to the site each day and identifying the associated activities.
- 7.1.2 Monitoring will include gathering delivery and servicing data, including, but not limited to the following information:
- Frequency of visits from service providers;
 - Staff members placing orders and the regularity of their orders;
 - Volume or size of items delivered or collected;
 - Types of goods being transported to and from the site;
 - Level of urgency for each goods movement;
 - Loading procedures;
 - Mode of transport (e.g., bicycle, van, LGV, refuse collection vehicle) and vehicle specifications;
 - Feedback (positive or negative) from suppliers, staff or third parties;
 - Procedures and criteria for selecting suppliers or delivery companies; and,
 - Opportunities to reduce administrative and on-site processing time for delivery and servicing.
- 7.1.3 These factors will be regularly reviewed to ensure that the management strategies outlined in the DSMP are effective and support the management in meeting the objectives of the organisation, including minimising any negative impacts of delivery and servicing activities.

7.2 Seeking Improvement

Through the monitoring regime, site management will assess the performance of the DSMP. If they consider the site's operations to be significantly affecting the local highway network, or areas for improvement have been identified, a plan will be developed in coordination with the local authority.