



Transport Statement

Pilch Lane, Huyton, Knowsley

Client: Breck Homes Ltd



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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Transport Statement (TS) assesses the highways and transportation implications associated with the proposal for a development comprising of up to 35 dwellings on land situated off Pilch Lane, Huyton.
- 1.1.2 The site itself sits within the boundary of Knowsley Metropolitan Borough Council (KMBC), however, Pilch Lane, the road from which access is to be taken is under the jurisdiction of Liverpool City Council (LCC). Given the above, KMBC is the Local Planning Authority (LPA) and LCC is the Local Highway Authority (LHA) for this development proposal. Image 1.1 below shows the boundary of the local authorities in blue, in relation to the site.

Image 1.1: Local Authority Boundary



Source: [Google Earth](#)

- 1.1.3 This document has been prepared in accordance with the Government's Planning Practice Guidance (PPG): *Travel Plans, Transport Assessments and Statements* (2014) and *Transport evidence bases in plan making and decision taking* (2015). It considers the accessibility of the site and safety for all modes of travel including walking, cycling and public transport.
- 1.1.4 This TS has been produced by Prime Transport Planning (Prime) and forms part of the documentation produced to support the full planning application by Breck Homes Ltd (Breck).

- 1.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.6 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.7 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.8 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.2.1 Given the proximity of the administrative between KMBC and LCC, Prime contacted the highway's officers at both authorities via email on the 1st of May 2025 to set out the proposed scope and methodology of the TS. The highway's officers at KMBC responded the same day, accepting the methodology that had been set out in our original e-mail, however, at the time of writing, no response has been received from the highway's officers at LCC. The original Scoping Note (SN) and response from KMBC are provided in Appendix A.
- 1.2.2 Following this introduction, the remainder of this report is structured as follows:
- Section 2 summarises the relevant local and national transport policy and guidance;
 - Section 3 describes the existing situation in terms of the site location, local highway network and traffic conditions, whilst also reviewing the collision records for the local highway network;
 - Section 4 provides details of the development proposal including the access strategy and parking arrangements;
 - Section 5 details access to the site by sustainable modes of travel, which includes walking, cycling and public transport;
 - Section 6 forecasts the potential impact of the development traffic on the adjacent highway network; and
 - Section 7 concludes the findings of the report.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

2.1.1 It is important that any developments conform to and complement national and local planning policy. This section details the policies that are relevant to this development.

2.1.2 As previously mentioned, the site is situated on the boundary of the KMBC and LCC administrative area, as such, relevant policies from each authority have been included below.

2.2 National Planning Policy Framework

2.2.1 The current National Planning Policy Framework (NPPF) was published in December 2024, with slight amendments on 7th February 2025, and sets out the Government's current planning policies. At the heart of NPPF is 'a presumption in favour of sustainable development' as detailed in paragraphs 10 and 11.

2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'

2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.2.6 Paragraph 117 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7 Paragraph 118 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed and monitored'*.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed on in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Manual for Streets

2.4.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.4.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).

2.4.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.4.4 In September 2010 a companion document *Manual for Streets 2* - wider application of the principles (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.5 Liverpool City Region 4th Local Transport Plan: Developing a Vision for Local Transport to 2040

2.5.1 The Liverpool City Region (LCR) Local Transport Plan 4 (LTP4) is due to be adopted in 2025 and will provide the statutory framework for transport strategy and plans across all authorities in the Merseyside area including KMBC and LCC. At the time of writing this TS, a draft version of the LTP4 is the most recently available document and sets out:

‘...the plans, policies and ambitions for transport services and transport investment in the city region until 2040.’

- 2.5.2 A move away from car dependency and towards active travel and public transport use is a key theme of LTP4 with plans in place to create new or reopen bus lanes across the LCR for the first time since they were phased out in 2014, as well as to create active travel routes and low traffic streets.

2.6 Ensuring a Choice of Travel SPD

- 2.6.1 Both KMBC and LCC have a similar document which appraises the accessibility of development proposals by sustainable modes of transport. These documents were originally developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new developments across the wider Merseyside area. The overall objectives of both the KMBC and LCC documents are:

- ‘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 space through the provision of less car parking spaces where appropriate.’

2.7 Knowsley Local Plan Core Strategy (2016)

- 2.7.1 The Knowsley Local Plan Core Strategy sets out the vision, objectives and policies which will guide development within the Borough up to 2028.
- 2.7.2 Of relevance to this report, *Strategic Objective 6 – Sustainable Transport* seeks to ensure new development encourages a reduction in the overall need to travel, prioritising active and sustainable methods between housing and employment/education and other amenities.

2.8 Liverpool Local Plan (2013-2033)

- 2.8.1 The Liverpool Local Plan (LLP) was adopted in January 2022 but covers the period from 2013 to 2033, and ‘provides a long-term spatial vision, strategic priorities and policies for future development in the City over the next 15-20 years’. The document continues by stating that transport is one of the topics that will be specifically focussed on.
- 2.8.2 The vision of the document is set out in Chapter 4, with part of it being as follows:

‘By 2033 Liverpool will be a sustainable, vibrant and distinctive and inclusive global city at the heart of the City Region. Fairness and inclusivity will be at the heart of the City’s growth. Development opportunities will have been maximised to create an economically prosperous city with sustainable communities and an outstanding and high quality natural and built environment’.

2.8.3 Chapter 14 of the LLP is titled *Sustainable Transport and Accessibility*, which provides several policies and those relevant to this site are as follows:

- Policy TP1 - Improving Accessibility and Managing Demand for Travel;
- Policy TP5 - Cycling;
- Policy TP6 - Walking and Pedestrians;
- Policy TP8 - Car Parking and Servicing; and
- Policy TP9 - Public Transport.

2.9 Summary

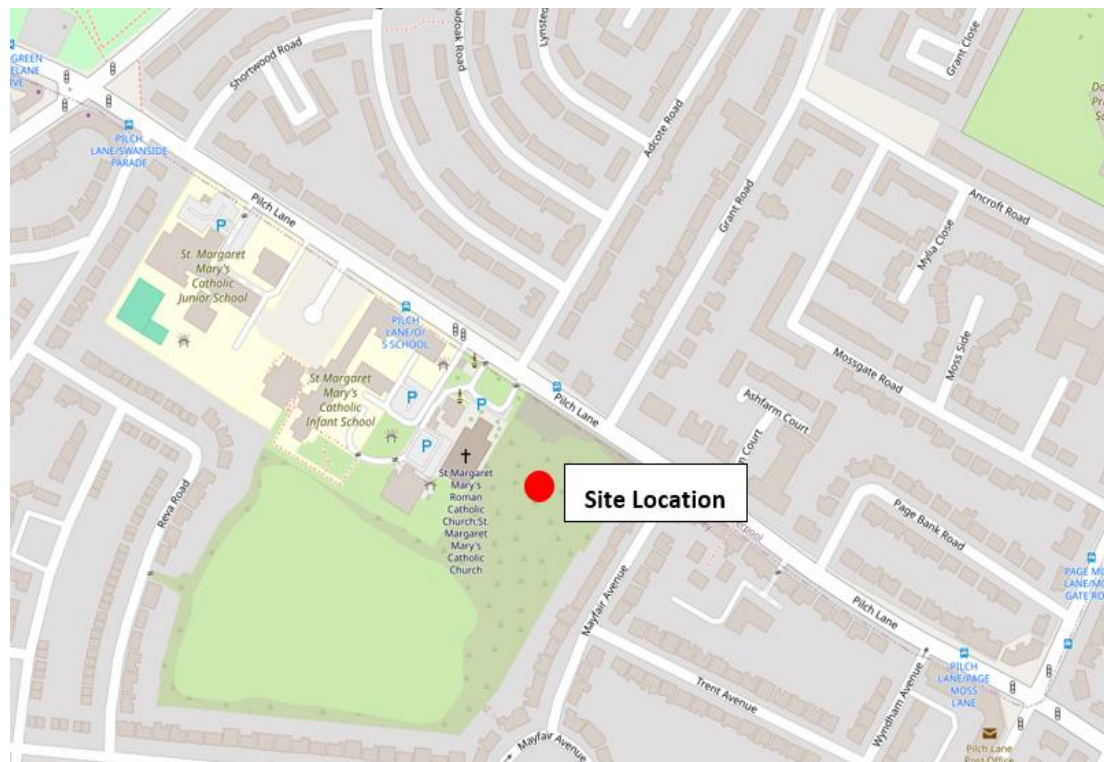
2.9.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies, and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The development site is situated south of Pilch Lane, Huyton. Historically, the site was occupied by the Boundary Public House which was demolished in 2011, leaving the area as an undeveloped brownfield site.
- 3.1.2 The site is bound to the north by Pilch Lane, providing circa 90m of frontage and access to the site in its current form. The eastern boundary is formed by existing residential properties that front Mayfair Avenue, undeveloped green space forms the site's southern boundary and Saint Margaret Mary's Catholic Church and Infant School abut the site to the west.
- 3.1.3 The location of the site in context of the local highway network is illustrated in Image 3.1 below:

Image 3.1: Site Location and Local Highway Network



Source: [OpenStreetMap](https://www.openstreetmap.org/)

3.2 Local Highway Network

Pilch Lane

- 3.2.1 As mentioned above, Pilch Lane forms the site's northern boundary, providing circa 90m of frontage and access to the site in its current form. In the vicinity of the site Pilch Lane is a circa 9.5m wide road

- running in a northwest to southeast alignment, acting as a distributor road to various residential neighbourhoods and community amenities within the Dovecot/Swanside area.
- 3.2.2 The surrounding area is a well established residential neighbourhood, as such Pilch Lane is equipped with wide footways on either side of the carriageway ranging from 2.0 – 3.5m in width. Street lighting, dropped kerbs and tactile paving are provided along its length, with the road being subject to a 30mph speed limit.
- 3.2.3 A significant number of dwellings, commercial properties and community/educational amenities have direct frontage to Pilch Lane, with multiple private driveways/accesses and on street parking along its length. Various single and double yellow lines are present along the carriageway, with Traffic Regulation Order (TRO) signage stating *'No Stopping, Mon – Sat, 7am-7pm'* along the site frontage.
- 3.2.4 As previously mentioned, Saint Margaret Mary's Catholic Infant School abuts the site to the west, with St Margaret Mary's Catholic Junior School located a short distance further northwest. Circa 60m west of the site's northwestern corner, a controlled crossing facilitates pedestrian movements, equipped with a push button, tactile paving and dropped kerbs. Adjacent to the school's frontage with Pilch Lane *'School-Keep-Clear'* road markings are present with a TRO stating *'No Stopping, Mon – Fri, 8am – 5pm, on entrance markings'*.
- 3.2.5 Multiple bus stops are located along Pilch Lane, with the nearest to the site directly opposite serviced by southeast bound services. For northwest bound services the nearest stop is adjacent to Saint Margaret Mary's Catholic Church and School. The stop for northwest bound services provides shelter, seating and timetable information. This bus stop is also subject to a TRO stating *'No stopping 7am – 7pm, except busses'*. The stop for southeast bound services is marked by a flag and pole, with timetable information provided.
- 3.2.6 Northwest of the site, Pilch Lane forms a signalised junction with Dovecot Avenue and Campbell Drive, this junction providing cycle facilities in the form of advanced stop lines on all but the Pilch Lane southern approach. The road continues northwest and forms the southeastern arm of the A57 East Prescott Road/Blackmoor Drive/Pilch Lane/Brookside Avenue roundabout. Pedestrian crossing facilities in the form of dropped kerbs and tactile paving are provided across the Pilch Lane, Brookside Avenue and Blackmoor Drive approaches to this junction with a pelican crossing being provided on the Prescott Road westerly approach.
- 3.2.7 To the southeast Pilch Lane forms a signalised junction with Page Moss Lane and Childwall Lane. Pedestrian facilities in the form of red/green men, tactile paving and dropped kerbs are provided on all approached to this junction together with advanced stop lines on all approaches for cyclists. Further southeast, the road transitions to Pilch Lane East and routes under the Liverpool to Manchester Victoria Station railway line, connecting to the Bowring Park Interchange via A5080 Roby Road. Due to the width of the carriageway that routes under the railway bridge, vehicles travelling

north must stop and give way to southbound vehicles, the approach to the bridge is signed with ‘low bridge’ warnings, with a clearance height of 3.65m.

A57 East Prescott Road

- 3.2.8 The A57 East Prescott Road is a key east to west route, facilitating connections between Liverpool city centre and the surrounding suburbs of Huyton, Dovecot and Knotty Ash. In the vicinity of these scheme proposals this is a dual carriageway with 2 lanes in each direction, circa 2m to 3m footways are provided, the road is subject to a 40mph speed limit and street lighting is provided.

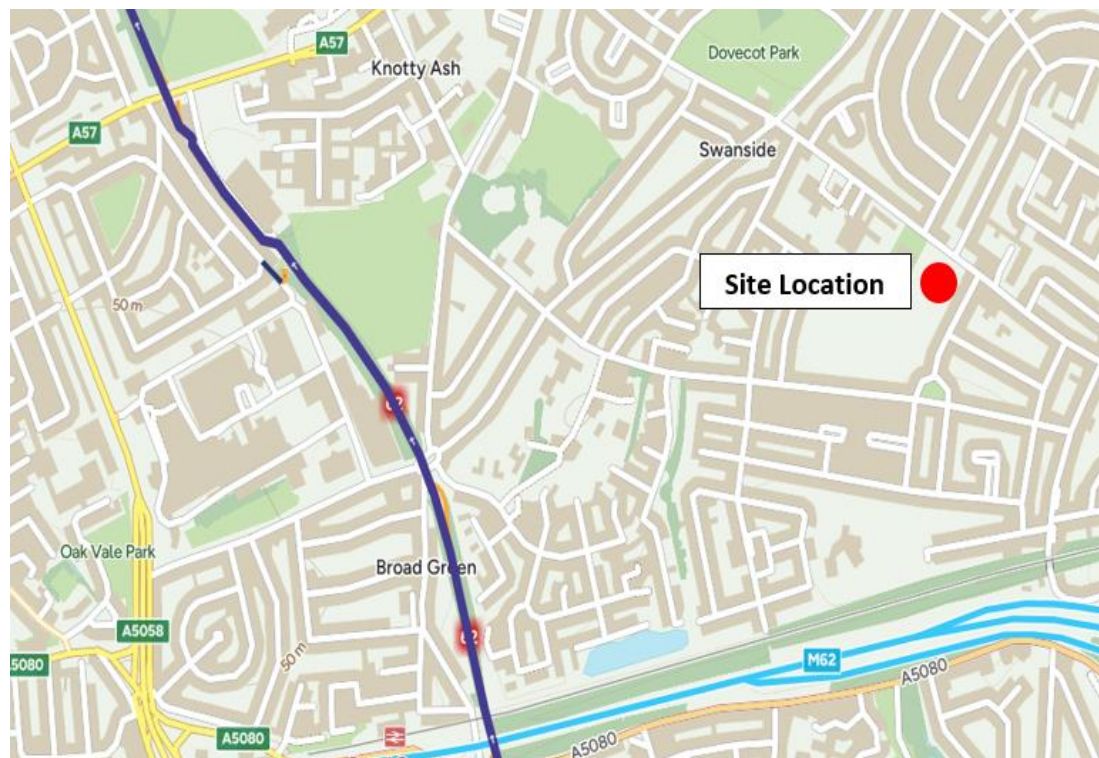
3.3 Existing Traffic Conditions

- 3.3.1 A member of Prime attended site during the morning peak of the 1st of April 2025. During this visit traffic flows were witnessed to be generally free flowing with relatively little in the way of queues and delays being observed at the key junctions in the area. It should however be noted that traffic associated with the drop off time for Saint Margaret Mary’s School caused some minor delays on Pilch Lane over a short period of time.
- 3.3.2 Pedestrian activity in the area was witnessed to be quite high, especially with parents/guardians walking their children to school. The pedestrian infrastructure in the area did appear to offer good quality walking routes for the users. Public transport was also noted to be regular and frequent.

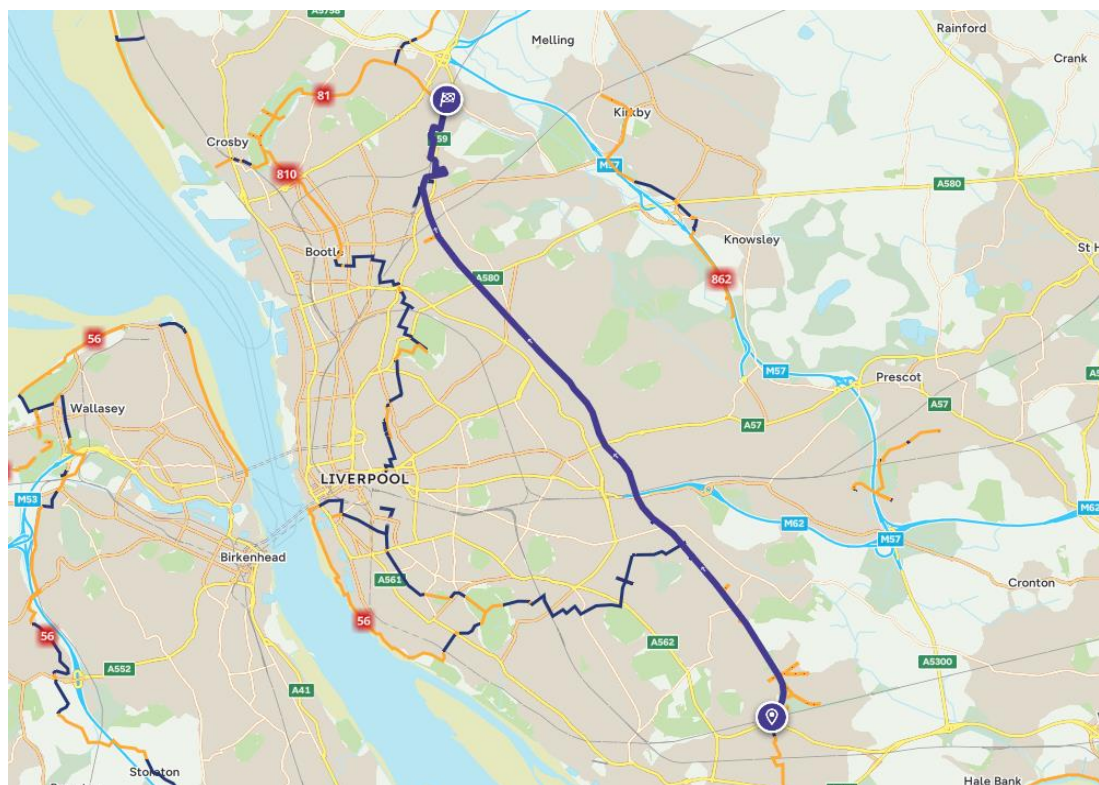
3.4 Cycle facilities

- 3.4.1 The site benefits from proximity to an existing cycle route in the local area known as the ‘*Liverpool Loop Line*’ which is designated as National Cycle Route 62 and forms part of the Trans Pennine Trail. The ‘*Liverpool Loop Line*’ offers an off road, car free cycle route between Aintree in the north to Speke/Halewood in the south. Further afield it connects Southport to Hull.

Access to the cycle route from the site is facilitated at the junction of Cambell Drive/ Thingwall Hall Drive, adjacent to Broadgreen Hospital, a circa 1km/3 minute cycle ride to the south-west of the site. Image 3.2 is an extract from the Sustrans online mapping system which highlights the route in blue in relation to the site, Image 3.3 is also an extract from the Sustrans online mapping system which shows some of the wider destinations this route serves.

Image 3.2: Liverpool Loop Line in Relation to the Site

Source: [Sustrans: Liverpool Loopline](#)

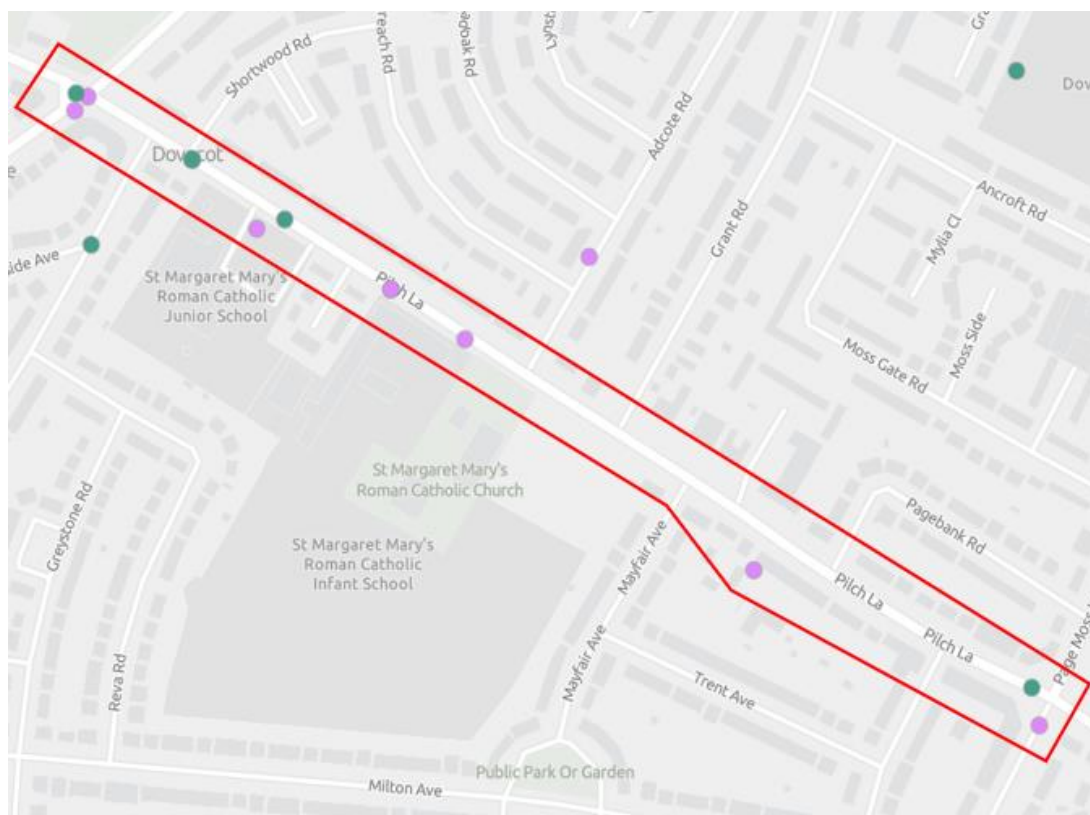
Image 3.3: Wider Destinations Served by The Loop Line

Source: [Sustrans: Liverpool Loopline](#)

3.5 Road Safety

- 3.5.1 A review of the Department for Transport Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the most recent five-year period available (2019 – 2023) has been undertaken for the highway surrounding the development site. This includes the section of Pilch Lane from its junction with Dovecot Avenue/Campbell Drive to its junction with Page Moss Lane/Childwall Lane. The extent of the study area for this review was agreed by the highway's officers at KMBC, however the officers at LCC are yet to respond.
- 3.5.2 Image 3.3 illustrates the recorded incidents in the study area, which is highlighted within the red outline. Serious collisions are represented by green dots, and slight by purple dots.

Image 3.3: MAVRIC Extract



Source: [MAVRIC](#)

- 3.5.3 An examination of the above shows that there have been 11 collisions within the study area. Of these, 7 resulted in slight injuries being sustained and 4 resulted in serious injuries being sustained. There were no incidents resulting in fatal injuries.
- 3.5.4 The serious incidents are summarised below:
- The first recorded serious collision occurred on the 28th of January 2020, involving one vehicle and resulting in one pedestrian casualty. This collision took place at the Page Moss Lane/ Pilch Lane E/ Childwall Lane/Pilch Lane signalised junction.

- The second recorded serious collision occurred on the 6th of February 2020, involving two vehicles and resulting in three casualties. This collision took place in proximity to Shortwood Road.
- The third recorded serious collision occurred on the 3rd of February 2022, involving one vehicle and resulting in one pedestrian casualty. This collision took place along the frontage of the St Margeret Mary's Catholic Junior School.
- The latest recorded serious collision occurred on the 15th of September 2023, involving a bicycle and pedestrian, resulting in one pedestrian casualty. This collision took place at the Dovecot Avenue/Pilch Lane/ Campbell Drive signalised junction.

3.5.5 The remaining slight collisions are summarised below:

- The first recorded slight collision occurred on the 20th of May 2019 involving two vehicles and resulting in one pedestrian casualty. This collision occurred at the Page Moss Lane/ Pilch Lane E/ Childwall Lane/Pilch Lane signalised junction.
- The second recorded slight collision occurred on the 27th of June 2019 involving one vehicle and one cyclist, resulting in one cyclist casualty. This collision took place at the Page Moss Lane/ Pilch Lane E/ Childwall Lane/Pilch Lane signalised junction.
- The third recorded slight collision occurred on the 24th of November 2020 involving three vehicles and resulting in two casualties. This collision occurred along the frontage of St Margaret Mary's Catholic Infant School.
- The fourth recorded slight collision occurred on the 28th of August 2021 involving two vehicles and resulting in one pedestrian casualty. This collision occurred in proximity to the Pilch Lane/ Mayfair Avenue priority controlled junction.
- The fifth recorded slight collision occurred on the 20th of July 2022 involving one vehicle and resulting in one pedestrian casualty. This collision occurred at the Dovecot Avenue/Pilch Lane/ Campbell Drive signalised junction.
- The sixth recorded slight collision occurred on the 29th of September 2023 involving one vehicle and resulting in one pedestrian casualty. This collision occurred at the Dovecot Avenue/Pilch Lane/ Campbell Drive signalised junction.
- The latest recorded slight incident occurred on the 14th of November 2023 involving one vehicle and resulting in one pedestrian casualty. This collision occurred along the frontage of St Margaret Mary's Catholic Infant School.

3.5.6 Given the section of Pilch Lane under consideration is nearly 1km in length, the role of Pilch Lane in the hierarchy of roads in the area, the level of traffic on Pilch Lane and the volume of pedestrians associated with St Margaret Mary's school, 11 incidents in a 5 year period (i.e. just over 2 per annum) is not an unreasonable number of incidents.

- 3.5.7 The above would therefore suggest that there are no existing road safety issues in the area surrounding the development site that would preclude the delivery of the proposals or influence the location of any proposed access into the site. It should also be noted that no collisions occurred along the site frontage.

4 DEVELOPMENT PROPOSALS

4.1 Development Proposals

- 4.1.1 Breck is seeking full planning permission for the development of up to 35 dwellings on land situated off Pilch Lane, Huyton.
- 4.1.2 The proposed site layout, prepared for Breck outlines a development comprising of 14 x 1 bed dwellings, 4 x 2 bed dwellings, 15 x 3 bed dwellings and 2 x 4 bed dwellings.

4.2 Proposed Site Access

Vehicular Access

- 4.2.1 Vehicular access to the site will be provided via a new priority controlled junction from Pilch Lane. Drawing P25034-001A in Appendix B highlights the proposed access arrangement and shows a 5.5m wide carriageway, 2 x 2.0m wide footways tying into the existing footways on Pilch Lane and 6.0m junction radii. These design parameters are in accordance with guidance set out in MfS.
- 4.2.2 An examination of Drawing P25034-001A also shows visibility splays of 2.4 x 56m are to be provided, these ensure a robust access strategy whose visibility splays are capable of accommodating the Stopping Site Distance (SSD) requirements for speeds on Pilch Lane of up to 37mph. Given the 30mph speed limit that can be found on Pilch Lane, this is an extremely robust and safe access design.
- 4.2.3 Following feedback from KMBC, it should be noted that the developer is willing to extend the existing single yellow lines and the Traffic Regulation Order (TRO) on Pilch Lane, stating ‘No stopping, Mon–Sat, 7am–7pm’ into the site to discourage parking outside designated spaces within the development and onto Pilch Lane itself. Costs associated with the TRO amendment (including legal orders, consultation, signage and lining) will be paid by the developer and secured via a Section 278 Agreement with KMBC.

Cycle and Pedestrian Access

- 4.2.4 Pedestrian and cyclist access will be provided via the new priority controlled junction onto Pilch Lane. Dropped kerbs and tactile paving will be provided across the access to aid pedestrians movements along Pilch Lane and into/out of the development, this includes pedestrians pushing buggies, wheelchair users and partially sighted pedestrians.

Internal Circulation

- 4.2.5 The proposed internal layout has been designed based on MfS principles with the 5.5m carriageway width continuing into the site along with 2.0m wide footways being provided on both sides of the

carriageway. All properties will be within the Building Regulations required 30m resident carry and 25m refuse worker carry distances.

- 4.2.6 Drawing P25034-002A in Appendix B also shows that a large refuse collection vehicle (11.2m) the largest standard vehicle expected to regularly access the site, can safely utilise the proposed access and the turning head to access and egress the site in forward gear.

4.3 Parking Provision

Car Parking

- 4.3.1 As outlined above, these scheme proposals sit within the administrative area of KMBC. It is their parking standards that are therefore applicable to this development.
- 4.3.2 KMBC parking requirements are set out in the *Ensuring a Choice of Travel SPD*, for a residential development in this area, 1 bedroom dwellings require 1 parking space, 2-3 bedroom dwellings require 2 parking spaces, and 4 bedroom dwellings require 3 parking spaces.
- 4.3.1 Given the above requirements, 58 parking places are required. According to the proposed site layout, the development will provide 64 car parking spaces, surpassing the requirement of the authority and ensuring no overspill parking will take place on Pilch Lane as a result of the development. However, as previously noted the applicant is willing to enter discussion to secure a Section 278 agreement to provide appropriate measures.
- 4.3.2 Each property will be provided with electric vehicle (EV) charging facilities in line with *Approved Document S* of the Building Regulations.

Cycle Parking

- 4.3.3 KMBC's cycle parking requirements are also set out in the *Ensuring a Choice of Travel SPD*, with 1 bedroom dwellings requiring 1 allocated and 1 communal spaces, 2 – 3 bedroom dwellings requiring 2 allocated and 1 communal spaces, and 4 bedroom dwellings requiring 4 allocated and 2 communal spaces.
- 4.3.4 An appropriate level of space for the secure parking of bicycles will be provided within the curtilage of each property, with communal/visitor spaces also provided.

4.4 Summary

- 4.4.1 As discussed in this section, access will be provided by a new priority-controlled junction off Pilch Lane. The dimensions of the access will accord with MfS standards and provide safe access for all road users including occasional large vehicles such as those associated with refuse collection. The proposed visibility splays have also been demonstrated to be in excess of the SSD requirements for the prevailing 30mph speed limit on Pilch Lane thus providing an extremely robust and safe access design.

- 4.4.2 The development proposals, particularly the access arrangement, will conform to national and local policy and guidance. The design reflects the MfS principles of inclusive design, shifting from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users, controlling speeds, not overdesigning and creating permeable streets. These principles in turn help the site to conform to NPPF guidance including paragraph 115 in terms of giving priority to pedestrian and cycle movements, *'safe and suitable access to the site can be achieved for all users'*

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. NPPF (2024) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access on Foot

- 5.2.1 The site is located on the border of the well established residential suburbs of Huyton and Dovecot, thus benefiting from a wide network of good quality footways, equipped with controlled crossings, street lighting, dropped kerbs and tactile paving.
- 5.2.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Walking Distances

Criteria	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document *Providing for Journeys on Foot* (2000)

- 5.2.3 From the site, there are a significant number of amenities within the CIHT’s ‘*preferred maximum*’ walking distance of 1200m for local service trips. These include but are by no means limited to multiple convenience and grocery stores, hot food takeaways, a post office, a pharmacy/medical centre and public open spaces.
- 5.2.4 The site’s location provides access to extensive educational opportunities within the CIHT recommended maximum walking distance of 2,000m for commuting and school journeys. Pedestrians

from the site can easily access educational facilities such as Saint Margaret Mary's Catholic Infant School and Junior School, Malvern Primary School and Cardinal Heenan High School.

- 5.2.5 Given the site's location, it is clear that future residents will have access to a wealth of amenities, as well as educational and employment opportunities, which are within a reasonable walking distance from the site. It is therefore concluded that walking can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.

5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km and also as part of longer journeys by public transport.
- 5.3.2 The CIHT document Cycle Friendly Infrastructure (2004) suggests that distances up to 8km '*can be cycled comfortably by a reasonably fit person*'. LTN 1/20 Cycle Infrastructure Design states similar, that:

'Two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people'.

- 5.3.3 Given the location of the site, an 8km catchment extends as far north as Kirkby, as far east as Rainhill, as far south as Speke and as far west as Liverpool city centre. As previously mentioned The '*Liverpool Loop Line*' offers a traffic free, off road route between Aintree in the north and Speke/Halewood in the south and can be accessed via Cambell Drive/Thingwall Hall Drive, a circa 1km/3 minute cycle ride to the south-west of the site. Given that this catchment covers numerous areas, neighbourhoods, and industrial/retail estates it is reasonable to conclude that cyclists from the site will be able to access a significant range of amenities, employment opportunities and educational institutions.

5.4 Access by Public Transport

Bus

- 5.4.1 The CIHT document *Planning for Public Transport in Developments* recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately a 1.4m/s walking speed.
- 5.4.2 As previously mentioned, the nearest bus stops are located on Pilch Lane, with the stop for southeast bound services directly opposite the site, this being a circa 60m walk from the centre of the site. For northwest bound services the nearest stop is adjacent to Saint Margaret Mary's Catholic Church and School, this being a circa 170m walk from the centre of the site. Both these bus stops are well within the above mentioned recommended walking distance of up to 400m to bus waiting facilities from new developments.

- 5.4.3 The stop for southeast bound services is marked by a flag and pole, with timetable information provided. The stop for northwest bound services provides shelter, seating and timetable information. Table 5.2 summarises the services that can be accessed from the bus stops described above and which are of relevance to the proposals. The information above has been obtained from Traveline (<https://www.traveline.info>). Copies of timetable information available at the time of writing can be provided upon request.

Table 5.2: Summary of Key Bus Services

Service	Route	Weekday			Weekend	
		AM	Inter	PM	Saturday	Sunday
8	Liverpool – Huyton (Circular)	2/hr	2/hr	2/hr	2/hr	n/a
9	Liverpool – Huyton (Circular)	2/hr	2/hr	2/hr	2/hr	n/a
15	Liverpool - Huyton	5/hr	5/hr	6/hr	2/hr until 0800, then 4/hr	2/hr until 1000, then 3/hr
C42	Croxteth - Widnes	2 services: 0800 and 1724			n/a	n/a

Source: [Plan Your Journey | Traveline](#)

- 5.4.4 As shown above the 8, 9 and 15 services provide frequent routes between Liverpool and Huyton, calling at Queen Square Bus Station and Huyton Bus Station. From Liverpool city centre the 8 and 9 services route through Kensington and Old Swan then toward Huyton and return via similar route, with the 15 service routing from Liverpool city centre through Tuebrook and West Derby toward Huyton and return via similar route. These services will enable future residents to commute to employment/educational opportunities and avail of leisure amenities within the various district centres along the route.
- 5.4.5 Given the scale and nature of the development, it is reasonable to conclude that bus travel will be a convenient option for future residents of the proposed development, especially for commuting and trips to/from education centres or employment centres.

Rail

- 5.4.6 As mentioned above, there are frequent bus services to Queen Square bus station in Liverpool city centre, this bus station being located a circa 5 minute walk from Lime Street rail station. This station offers access to local, regional and national rail services.
- 5.4.7 The site is also situated within walking distance of two City Line rail stations, namely Broadgreen and Roby. Both stations can be reached within a circa 30 minute walk or circa 7 to 10 minute cycle ride.
- 5.4.8 Both stations are on the Liverpool to Manchester Victoria railway line, thus are serviced by the same services. During peak periods the stations provide access to 3 trains per hour between Liverpool Lime Street and Manchester Victoria, 1 train per hour between Liverpool Lime Street and Manchester

Airport, and 2 trains per hour between Liverpool and Wigan North Western via St. Helens. An hourly service to Blackpool via Preston is also available.

5.4.9 Both stations are staffed, with a ticket office and waiting facilities. Broadgreen Station provides 127 parking spaces, 8 accessible spaces and 10 cycle storage spaces. Roby Station does not provide any car parking but provides 8 cycle storage spaces.

5.4.10 Similarly, rail travel will allow future residents to access various employment/educational opportunities and leisure amenities within Liverpool or Manchester city centre. Future residents will also be able to change services at rail hubs for additional regional and national services.

5.5 Minimum Accessibility Standards (MASA)

5.5.1 For the purpose of assessment and due to the site's location in the KMBC administrative area, it is the guidance contained in the KMBC Ensuring a Choice of Travel SPD that has been used for the purpose of this assessment. This MASA guidance has been used to demonstrate that the development proposal is compliant with accessibility requirements. The MASA requires a score to be given for all developments based on the land use type, scale, location and facilities provided.

5.5.2 A residential development of this size is classified in the standards as 'medium' in an 'other urban' area. Given the number of proposed dwellings and the site's location, the minimum required scores are as set out in Table 5.3 below.

Table 5.3: Minimum Required MASA Scoring

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access & parking
C3 - Dwelling Houses, 'Medium', 'Other Urban'	4	3	5	1

5.5.3 A summary of the scoring awarded is provided in Table 5.4, while the MASA is provided in full in Appendix C.

Table 5.4: MASA Scoring Results

Development Type, Location, Size	Awarded score for walking	Awarded score for cycling	Awarded score for public transport	Awarded score for vehicle access & parking
C3 - Dwelling Houses, 'Medium', 'Other Urban'	4	3	5	1

- 5.5.4 Table 5.3 and 5.4 demonstrate that the development proposals meet the minimum scoring requirements of the MASA exercise, reflecting the safe design of the proposals and the highly sustainable location of the site.

5.6 Summary

- 5.6.1 This section of the report has demonstrated that the site is in a highly sustainable location where a range of local amenities, educational establishments and employment opportunities are located within nationally recognised acceptable walking and cycling distances from the site.
- 5.6.2 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2 of this report, the NPPF states that *‘significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes’*, as well as providing *‘safe and suitable’* access for all.

6 TRIP GENERATION

6.1 Introduction

6.1.1 This section of the report details the methodology used to predict the demand associated with the proposed development.

6.2 Vehicular Trip Generation

6.2.1 In order to determine the traffic generation associated with the proposed development, the TRICS 7.11.4 database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.

6.2.2 As TRICS has a limited affordable housing sites in similar locations, trip rates associated with private dwellings have been calculated. These are typically higher than trip rates associated with affordable dwellings, therefore a robust assessment has been undertaken. The actual trip generation is likely to be lower than this.

6.2.3 The full reports of the TRICS data and selection process are included in Appendix D.

6.2.4 The derived trip rates were then applied to the 35 dwellings resulting in the trip generation. The likely level of traffic generated in both the AM and PM peak periods are presented in bold text in Table 6.1.

Table 6.1: TRICS Derived Trip Rates and Trip Generation for 35 Dwellings

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.073	0.256	0.329	3	9	12
08:00-09:00	0.168	0.369	0.537	6	13	19
09:00-10:00	0.155	0.186	0.341	5	7	12
10:00-11:00	0.139	0.167	0.306	5	6	11
11:00-12:00	0.163	0.162	0.325	6	6	11
12:00-13:00	0.178	0.184	0.362	6	6	13
13:00-14:00	0.17	0.172	0.342	6	6	12
14:00-15:00	0.172	0.211	0.383	6	7	13
15:00-16:00	0.291	0.204	0.495	10	7	17
16:00-17:00	0.289	0.171	0.46	10	6	16
17:00-18:00	0.315	0.183	0.498	11	6	17
18:00-19:00	0.238	0.145	0.383	8	5	13
Daily (12hr)	2.351	2.41	4.761	82	84	166

6.2.5 As highlighted in Table 6.1, the site is likely to generate in the region of 19 two-way trips in the AM peak hour and 17 two-way trips in the PM peak hour, acting as a worst-case scenario for this development. This equates to circa 1 vehicle movement every three minutes in both peak periods, this will be an imperceptible increase in traffic flows on Pilch Lane and will not result in a severe impact

on the operation of the adjacent highway network. The forecast peak hour trips are lower than the 30-trip threshold in the GTA above which junction capacity assessments should be considered.

6.2.6 It should be stated that no allowance has been made for any future reduction in car travel based on any potential increased use of sustainable modes of travel.

6.2.7 Whilst the site has lay vacant for many years, it is important to note that its previous use as public house would have generated traffic to a level which we assume would have likely been comparable to, or possibly higher than, the proposed use.

6.3 Summary

6.3.1 This section has explained the trip forecasting methodology for the development proposal.

6.3.2 Using a robust trip generation calculation method, the above demonstrates that the site would generate minimal volumes of traffic during the network and residential peak periods. As such, it is expected that the proposed development will not have a detrimental impact on the highway network, adhering to policy TP1 of the *Liverpool Local Plan* and Policy CS7 of the *Knowsley Local Plan* as no transport implications have been identified from this exercise.

6.3.3 The above would suggest that the development proposals will not result in an '*unacceptable impact on highway safety*' and the cumulative impact of the development can certainly not be considered '*severe*', meaning that according to paragraph 116 of the NPPF, as described in Section 2 of this report, the development should not be refused on transport grounds.

7 SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 This TS considers the highways and transportation implications associated with a proposed development comprising of up to 35 dwellings on land situated off Pilch Lane, Huyton. The proposed development will comprise of 14 x 1 bed dwellings, 4 x 2 bed dwellings, 15 x 3 bed dwellings and 2 x 4 bed dwellings.
- 7.1.2 A review of collision data for the local area has been undertaken for the most recent five years available on MAVRIC. The data indicates that there are no existing road safety issues in the area surrounding the development site that would preclude the delivery of the proposals or influence the location of any proposed access into the site. It should also be noted that no collisions occurred along the site frontage.
- 7.1.3 Vehicular access to the site will be provided via a new priority controlled junction from Pilch Lane, with a 5.5m wide carriageway, 2 x 2.0m wide footways tying into the existing footways and 6.0m junction radii. These design parameters are in accordance with guidance set out in MfS. Visibility Splays of 2.4 x 56m are to be provided, these ensure a robust access strategy whose visibility splays are capable of accommodating the Stopping Site Distance (SSD) requirements for speeds on Pilch Lane of up to 37mph. Given the 30mph speed limit that can be found on Pilch Lane, this is an extremely robust and safe access design.
- 7.1.4 Pedestrian and cyclist access will be provided via the new priority controlled junction onto Pilch Lane. Dropped kerbs and tactile paving will be provided across the access to aid pedestrians movements along Pilch Lane and into/out of the development, this includes pedestrians pushing buggies, wheelchair users and partially sighted pedestrians.
- 7.1.5 The development will provide 64 car parking spaces, this being in line with the KMBC requirements for a development of this size and nature. An appropriate level of space for the secure parking of bicycles will be provided within the curtilage of each property, with communal/visitor spaces also provided.
- 7.1.6 An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local amenities, education and employment opportunities on foot, by cycle and by public transport. Future residents of the site will benefit from an extensive network of footways, pedestrian crossing facilities, the proximity of the Loop Line cycle path and also the proximity of local bus stops and rail stations.
- 7.1.7 All of these facilities offer the opportunity for future residents of the site to use sustainable modes of transport to access jobs, services and educational establishments.

7.2 Conclusion

- 7.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of safety and capacity. The impact is best described as negligible.
- 7.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, we would be happy to consult further with them.

APPENDIX A

SCOPING NOTE & CORRESPONDENCE

SCOPING CHECKLIST FOR: Development comprising of up to 35 dwellings on land situated off Pilch Lane, Huyton

HIGHWAY AUTHORITY: Liverpool City Council (LCC)

DATE PREPARED: 30/04/25

Ref	Item	Intention	LHA Comments
1	Level of planning approval sought? e.g. outline, full.	Full Planning Permission	
2	Size and description of development proposals	Construction of circa 35no. 1,2,3 and 4 bed dwellings off Pilch Lane. Parking for each property will be provided in accordance with KMBC parking standards, i.e. 1 bed 1 space, 2/3 bed 2 space, 4 bed 3 spaces (inc. garage space) An appropriate level of space for the secure parking of bicycles will be provided within the curtilage of each property, with communal/visitor spaces also provided. Please see attached proposed site plan in Appendix I.	
3	Description of existing land use	The land associated with the proposed development was historically occupied by the Boundary Public House, which was demolished in 2011. The site currently consists of undeveloped brownfield land.	
4	Does the development involve the relocation of an existing use?	No.	
5	What transport based supporting documents will be produced?	Transport Statement. <u>Please advise if a Travel Plan is required.</u>	
6	Details of any other developments to be taken into account.	<u>Please advise if there are any other developments in the area that need to be taken account of.</u>	
7	Details of any adjacent highway improvement proposals by others	<u>Please advise if there are any highway improvement schemes in the area that need to be taken account of.</u>	

SCOPING CHECKLIST FOR: Development comprising of up to 35 dwellings on land situated off Pilch Lane, Huyton

HIGHWAY AUTHORITY: Liverpool City Council (LCC)

DATE PREPARED: 30/04/25

8	When would the site be fully operational?	By 2030 or earlier (assumed).																												
9	How will vehicular trip generation be derived for the proposal?	Vehicular trip rates have been derived from the TRICS 7.11.4 database and are presented in the table below together with the resulting trip generation. Trip rates have been derived for private dwellings without an adjustment for affordable dwellings in order to offer a robust assessment: <table><tr><th rowspan="2">Time</th><th colspan="3">Trip Rates</th><th colspan="3">Trip Generation</th></tr><tr><th>Arrivals</th><th>Departures</th><th>Total</th><th>Arrivals</th><th>Departures</th><th>Total</th></tr><tr><td>08:00-09:00</td><td>0.168</td><td>0.369</td><td>0.537</td><td>6</td><td>13</td><td>19</td></tr><tr><td>17:00-18:00</td><td>0.315</td><td>0.183</td><td>0.498</td><td>11</td><td>6</td><td>17</td></tr></table> The TRICS output is attached separately in Appendix II. <u>Please confirm acceptance of the above trip rates for the purposes of the assessment.</u>	Time	Trip Rates			Trip Generation			Arrivals	Departures	Total	Arrivals	Departures	Total	08:00-09:00	0.168	0.369	0.537	6	13	19	17:00-18:00	0.315	0.183	0.498	11	6	17	
Time	Trip Rates			Trip Generation																										
	Arrivals	Departures	Total	Arrivals	Departures	Total																								
08:00-09:00	0.168	0.369	0.537	6	13	19																								
17:00-18:00	0.315	0.183	0.498	11	6	17																								
10	How will non-car mode trip generation be derived for the proposal?	In order to forecast the likely number of multimodal trips to be generated by the proposed development, total person trip rates will be derived from the TRICS database and will be applied to 2011 Census mode share data for the Knowsley 14 (E02001340) Mid layer super output area (MSOA).																												
11	What is the extent of the accident study area to be considered?	Pilch Lane from the Dovecot Avenue/Pilch Lane/ Campbell Drive signalised junction to the Page Moss Lane/ Pilch Lane E/ Childwall Lane/Pilch Lane signalised junction. <u>Please indicate acceptance of study area and use of CrashMap</u>																												
12	Is a new or modified highway access likely?	Yes, a new priority controlled junction from Pilch Lane is proposed to serve the site, consisting of a 5.5m wide carriageway, 6.0m radii, 2.0m wide internal footways and dropped kerbs. Please see Drawing P25034-001 in Appendix I																												

SCOPING CHECKLIST FOR: Development comprising of up to 35 dwellings on land situated off Pilch Lane, Huyton

HIGHWAY AUTHORITY: Liverpool City Council (LCC)

DATE PREPARED: 30/04/25

13	What level of car parking is required?	KMBC parking requirements are set out in the <i>Ensuring a Choice of Travel SPD</i>, for a residential development in this area, 1 bedroom dwellings require 1 parking space, 2-3 bedroom dwellings require 2 parking spaces, and 4 bedroom dwellings require 3 parking spaces. Each property has been provided with a suitable level or provision based on these standards	
14	Are special provisions required for cyclists, pedestrians, those with a disability or public transport?	To be reviewed as part of the Transport Statement.	
15	What planning policy should the development comply with?	• NPPF; • MfS/MfS2; • Merseyside Local Transport Plan 3 (LTP3); • 4th LTP: Developing a Vision for Local Transport to 2040; • Ensuring a Choice of Travel SPD; and <u>Please advise if any more documents should be taken into account.</u>	
16	Are there any other special circumstances relevant to this proposal?	<u>Please advise.</u>	

APPENDIX I - PROPOSED SITE PLAN / TECHNICAL DRAWING

APPENDIX II – TRICS OUTPUT

Carrick McClean

From: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Sent: 01 May 2025 14:55
To: Anthony Morley
Subject: RE: Development comprising of up to 35 dwellings on land situated off Pilch Lane, Huyton

Good Afternoon Ant,

Thanks for the information regarding this scheme. KMBC are content with the methodology as set out in your scoping note insofar as it affects Knowsley. I can confirm that no TP would be required according to the Ensuring a Choice of Travel SPD. As you have stated the primary impact will be upon the LCC highway network, so much of the content of your note will need to be approved by them, e.g. accident study extents, trip rates, junction design, etc.

I hope this is helpful, but please do get in touch if you have any further queries.

Kind regards
Jon

From: Anthony Morley
Sent: 01 May 2025 14:30
To: Parry, Jon
Subject: Development comprising of up to 35 dwellings on land situated off Pilch Lane, Huyton

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Secured by Check Point

Afternoon Jon,

Please see attached a brief scoping note for a development site on Pilch Lane.

There is some history to this site, so you may have seen some proposals for this site already, although the attached is the latest iteration and one which will be formally submitted soon. The site will comprise a singular access onto Pilch Lane, for up to 35 dwellings. The site sits within Knowsley, but would require access from the LCC Highway.

I have attached a small note which covers the proposals and also some technical drawings, although I would imagine Knowsley will determine the internals and LCC will need to determine the access and offsite impacts.

Any comments you have at this stage are welcome, although I believe Alan Kilroe has mainly been provided input from a highways perspective so far.

Best Regards,

Anthony Morley
Associate
Prime Transport Planning

DD: +44 (0)151 728 1867

www.primetp.co.uk



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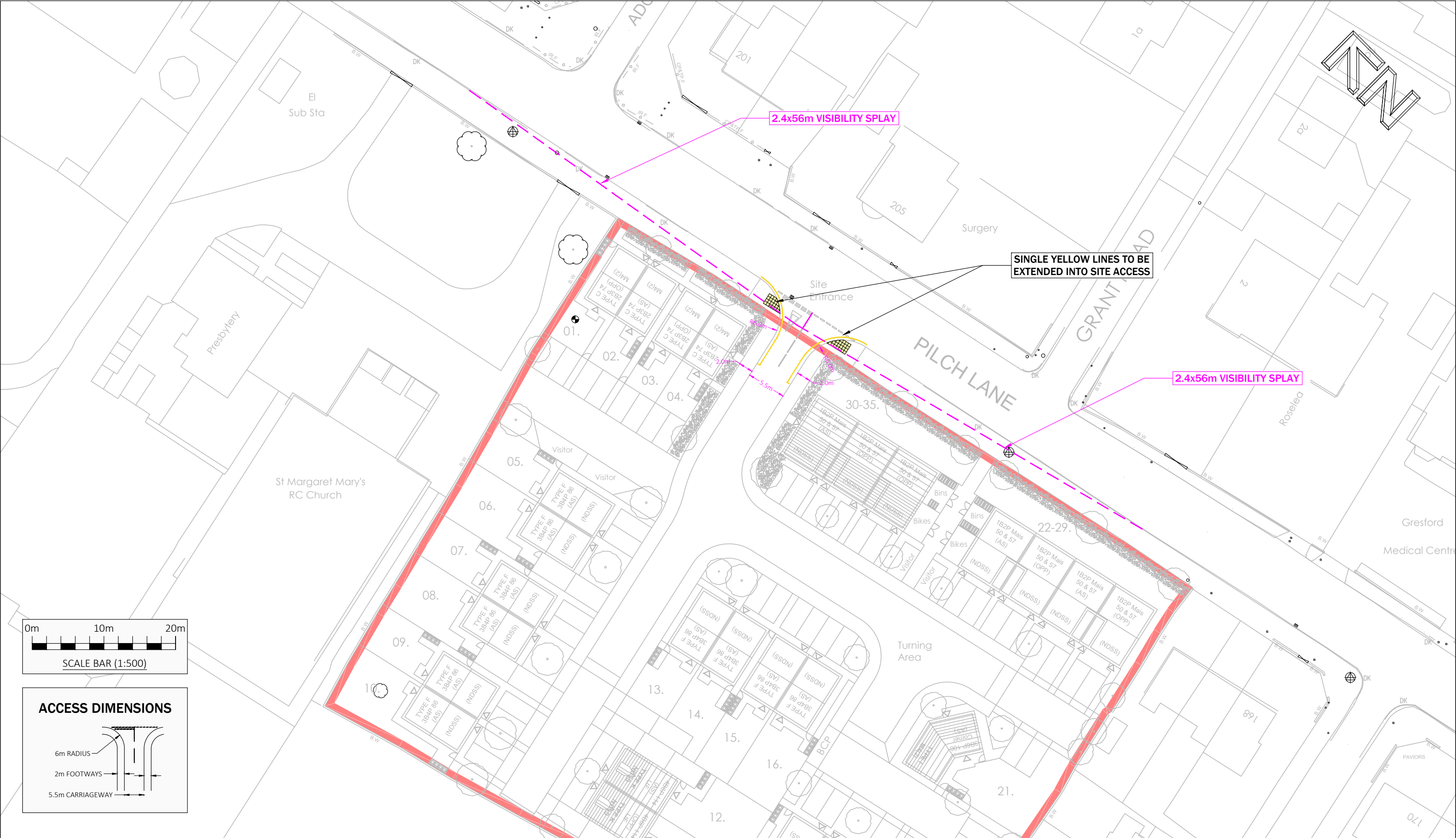
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APPENDIX B

TECHNICAL DRAWINGS



APPENDIX C

MASA

Accessibility Assessment Form

Access on foot		Points	Score	Justification for Scoring
Location	<u>Residential Development:</u> Is the site within 800m of a district or local centre (see Accessibility Maps) OR <u>Non-residential development:</u> Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2 Located within 800m of local centre
		No	0	
Internal layout	Does ‘circulation’ and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1 Circulation and access for pedestrians is direct safe and easy
		No	0	
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting	Yes	-1	1 No barriers
		No	1	
	Total Score		4	
	Minimum score required		4	
Comments or action needed to correct any shortfall				

Access by Cycle			Points	Score	Justification for Scoring
Location	<u>Residential Development:</u> Is the site within 1500m of a district or local centre (see Accessibility Maps) Or <u>Non-residential development:</u> Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	Located within 1500m of district/ local centre
		No	0		
Internal layout	Does 'circulation' and access inside the site reflect appropriate and direct cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes	1	1	Circulation and access reflects appropriate and direct routes
		No	0		
External Access	Is the development within 400m of an existing or proposed designated cycle route and/ or proposes to create a link to a cycle route, or develop a route.	Yes	1	-1	located ~1km from Loop Line
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	
		No	0		
	Total Score		3		
	Minimum score required		3		
Comments or action needed to correct any shortfall					

Access by Public Transport			Points	Score	Justification for Scoring
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?	Yes	2	2	2 bus stops located nearby
		No	0		
	Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and / or bus stop infrastructure.	Yes	0	1	no barriers
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	2	
	Medium (two or three bus or tram services or trains an hour)		1		
	Low (less than two bus or tram services or trains an hour)		0		
Other	The proposal contributes to bus priority measures serving the site	Yes	1	0	no contributions
		No	0		
	The proposal contributes to bus stops, bus interchange, tram facilities or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	Yes	1	0	no contributions
		No	0		
	The proposal contributes to an existing or new supported bus service	Yes	1	0	no contributions
		No	0		
	Total Score			5	
	Minimum score required			5	
Comments or action needed to correct any shortfall					

Parking			Points	Score	Justification for Scoring
Parking	The off-street parking provided is as advised in Section 4 for that development type	Yes	1	1	
		No	0		
	The off street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development).	Yes	2		
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1		
		No	0		
	Does it supports the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)	Yes	1		
		No	0		
		Total Score			1
	Minimum score required			1	
Comments or action needed to correct any shortfall.					

APPENDIX D

TRICS OUTPUT

Calculation Reference: AUDIT-753001-250328-0350

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	5 days
	KC KENT	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	EC CHESHIRE EAST	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
	IM ISLE OF MAN	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

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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: 23 to 57 (units:)
Range Selected by User: 20 to 60 (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: 23/05/14 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	8 days
Tuesday	6 days
Wednesday	11 days
Thursday	6 days
Friday	5 days

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

Selected survey types:

Manual count	36 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)	11
Edge of Town	22
Neighbourhood Centre (PPS6 Local Centre)	3

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	35
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	7 days - Selected
Servicing vehicles Excluded	31 days - Selected

Secondary Filtering selection:**Use Class:**

C3 36 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:

1,001 to 5,000	2 days
5,001 to 10,000	13 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	24 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	12 days
No	24 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	36 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	CT-03-A-01	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD			
	STOTFOLD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	46		
	Survey date: WEDNESDAY	22/06/22	Survey Type: MANUAL	
3	DC-03-A-09	MIXED HOUSES		DORSET
	A350			
	SHAFTESBURY			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL	
4	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL	
5	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
6	DH-03-A-03	SEMI-DETACHED & TERRACED		DURHAM
	PILGRIMS WAY			
	DURHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	57		
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL	
7	EC-03-A-06	TERRACED HOUSES		CHESHIRE EAST
	GREYSTOKE ROAD			
	MACCLESFIELD			
	HURDSFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	47	
	Survey date: MONDAY	13/03/23	Survey Type: MANUAL
9	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	36	
	Survey date: MONDAY	18/03/24	Survey Type: MANUAL
10	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
11	HC-03-A-17 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
12	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
13	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
14	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
15	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	50	
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

16	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16	SEMI-DETACHED & TERRACED	HIGHLAND	Survey Type: MANUAL
17	IM-03-A-05 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: TUESDAY 21/05/24	MIXED HOUSES	ISLE OF MAN	Survey Type: MANUAL
18	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
19	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE	Survey Type: MANUAL
20	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 21/09/16	MIXED HOUSING	LEEDS	Survey Type: MANUAL
21	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/19	MIXED HOUSES	NORFOLK	Survey Type: MANUAL
22	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: 55 Survey date: TUESDAY 21/09/21	MIXED HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
23	NF-03-A-37 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: TUESDAY 27/09/22	MIXED HOUSES	NORFOLK	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	NF-03-A-51	SEMI-DETACHED	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL
25	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD		
	HUCKNALL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
26	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	PALACE ROAD		
	RIPON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
27	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
28	PS-03-A-02	DETACHED / SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
29	SC-03-A-07	MIXED HOUSES	SURREY
	FOLLY HILL		
	FARNHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	41	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL
30	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
31	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	BRIDGWATER		
	NORTHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
32	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT		
	STAFFORD		
	MEADOWCROFT PARK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL			
34	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL			
35	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19 Survey Type: MANUAL			
36	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16 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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-03-A-01	15/10/20	COVID
WO-03-A-07	01/10/20	COVID

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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	36	39	0.073	36	39	0.256	36	39	0.329
08:00 - 09:00	36	39	0.168	36	39	0.369	36	39	0.537
09:00 - 10:00	36	39	0.155	36	39	0.186	36	39	0.341
10:00 - 11:00	36	39	0.139	36	39	0.167	36	39	0.306
11:00 - 12:00	36	39	0.163	36	39	0.162	36	39	0.325
12:00 - 13:00	36	39	0.178	36	39	0.184	36	39	0.362
13:00 - 14:00	36	39	0.170	36	39	0.172	36	39	0.342
14:00 - 15:00	36	39	0.172	36	39	0.211	36	39	0.383
15:00 - 16:00	36	39	0.291	36	39	0.204	36	39	0.495
16:00 - 17:00	36	39	0.289	36	39	0.171	36	39	0.460
17:00 - 18:00	36	39	0.315	36	39	0.183	36	39	0.498
18:00 - 19:00	36	39	0.238	36	39	0.145	36	39	0.383
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.351			2.410			4.761

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: 23 - 57 (units:)
 Survey date range: 23/05/14 - 23/05/24
 Number of weekdays (Monday-Friday): 38
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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.