

## **Land at Bradley Fold Farm Cottages, Bradley Lane, Radcliffe, Bolton, BL2 6RW**

### **Indicative TRICS Total Traffic Generation Assessment for Bradley Lane & Minor Access Road junction serving Site**

#### **Introduction**

We understand that the client's intention is for all site traffic to enter and exit via only Bradley Lane junction but also: -

- that existing residential dwellings currently largely utilise opposing vehicular access onto Browns Road; and
- industrial use vehicular access off track and 'The Queens Hotel' 'public house' utilises the Bradley Lane junction

This section will outline assumed trip rates and trip generation for assumed 115sqm 'Public House and Restaurant' use to represent typical associated trips via similar public house to Queens Hotel (public house and restaurant) against proposed dwelling to account for expectant total traffic via this minor road junction via Bradley Lane. For the purposes of this assessment, the industrial use has not been covered and is only indicative assessment of potential trips that could be traversing via this junction. The provision of 195sqm has been gathered from area measurement from OS base map for assumed ground floor level and assumed that 60% of this area is 'front-of-house' (public use), resulting in 117sqm, and therefore applied 115sqm.

#### **TRICS - Trip Rates & Trip Generation for '115sqm - Public House with Restaurant'**

We have interrogated the latest TRICS 8.2.6 land use trip database for deriving 'total vehicles' trip generation during weekdays for 115sqm 'pub and restaurant' use that is similar to this public house. Whilst TRICS is a comprehensive council endorsed trip rate database it is limited in having data for certain specific sites and therefore acts a guide on trip rates. The following parameters have been applied in gathering an appropriate average trip rate: -

- Trip Rates - 'Total Vehicles';
- 06 – Hotel, Food & Drink - 'C – Pub/Restaurant;
- Gross Floor Area – minimum '112 and 230 (double) – 3 No. weekday sites (only has 'edge of town' sites); and
- Date Range:- '14/12/90' to '07/11/25'

The AM and PM weekday highway peak hour (including daily) trip rates for total vehicles, have been derived and shown in **Table 1** below: -

**Table 1: Total Vehicles - TRICS Trip Rate and Trip Generation for '115sqm' 'Pub & Restaurant' Use**

| Mode                                 | Weekday Highway Peak Hours | Trip Rates & Trip Generation |           |                |
|--------------------------------------|----------------------------|------------------------------|-----------|----------------|
|                                      |                            | Arrival                      | Departure | Total          |
| <b>Total Vehicles</b>                | 0800 - 0900                | 2.000                        | 2.667     | 4.667          |
| <b>115sqm 'Pub &amp; Restaurant'</b> | 1700 - 1800                | 6.494                        | 3.680     | 10.174         |
|                                      | Daily                      | 61.411                       | 63.776    | 125.187        |
| <b>Total Vehicles</b>                | 0800 - 0900                | <b>3</b>                     | <b>3</b>  | <b>6</b>       |
| <b>115sqm 'Pub &amp; Restaurant'</b> | 1700 - 1800                | <b>8</b>                     | <b>5</b>  | <b>12 (13)</b> |
|                                      | Daily                      | <b>71</b>                    | <b>74</b> | <b>144</b>     |

**Table 1** above outlines assumed 'total vehicles' trip rate and trip generation figures from the TRICS output for a typical '115sqm public house with restaurant' use across weekday highway peak hours and on a daily weekday basis. Such a public house use of this size, based on the above, could be seen to generate 3 No. arrivals and 6 No. departures, totalling up to 6 No. 'total vehicle' trips (or 3 No. 'two-way' total vehicle trips) during the AM weekday highway peak hour

Whilst based on the above during the weekday PM highway peak hour, it could be seen that the provision of up to 8 No. arrival trips and 5 No. departure trips, totals up to 13 No. total vehicle trips (i.e. up to 7 No. 'two-way' total vehicle trips). Also from Table 1, such a use could be seen to generate up to 71 No. arrivals and 74 No. departures trips per day, totalling up to 144 No. daily 'total vehicular' trips (i.e. up to 72 No. 'two-way' total daily trips).

Without an actual classified vehicle turning count at the junction and access track, it is difficult to ascertain the amount and split of existing traffic associated with the access track to each existing use via this junction. The above TRICS assessment is only indicative and acts as a means to derive assumed general assessment of associated trips that could be seen to be utilising minor access road and Bradley Lane junction with a similar sized public house. We are aware that there is access to industrial unit via public right of way 'access track' which should be factored into this assessment as well via this junction.

However, we would expect that such trips over certain hours (especially morning when closed to public) would be less than stated above, given context of the site in proximity to surrounding resident properties who may not choose to use non-car modes access via site, other local competition, and differing opening hours to the TRICS dataset.

### **First Principle 'Trip' Assessment for Proposals**

As a similar exercise within latest TRICS assessment for 1 No. 'privately owned' dwelling this could be seen to generate generally up to '3 to 4' No. new 'two-way' daily total vehicular trips. Also worth considering that prospective occupier for a dwelling may not necessarily have access to a private vehicle or instead choose to use non-car modes for local trips, have option to 'work from home' for those who are employed and therefore associated daily total vehicular trips will vary day to day (i.e. deliveries and service-related trips). For prospective 'employed' residents who do not work from home, associated vehicular trips on the local highway network are generally congregated within largely AM & PM weekday highway peak hours, whereby public house is not open to public during AM weekday highway peak period and site traffic between both uses is segregated within the access itself.

### **Summary**

Given assumed total daily vehicular trips for all existing uses (excluding any other uses not examined above), it is clear that whilst TRICS data above is indicative (and unclear without actual traffic survey data) it does provide a working basis of potential assumed consented total vehicular trips expected via this junction at present. Given the amount of current total trips could be lower than above (i.e. differing opening hours for public house, current use of track by industrial unit, etc.), that whilst there will be a marginal increase of total expected vehicular residential trips associated for proposals, that this is considered low against assumed consented total trips through this junction, and in itself the proposals would not create a material trip impact at this junction.

TRICS 'Public House & Restaurant' trip rate output is attached.

We welcome feedback on the above should you request any additional provisions to

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: C - PUB/RESTAURANT

Selected Vehicle Type: Total Vehicles

*\*BOLD print indicates peak (busiest) period*

Selected regions and areas:

|    |                       |                          |
|----|-----------------------|--------------------------|
| 01 | <b>GREATER LONDON</b> |                          |
|    | HK                    | HACKNEY 1 day            |
|    | IS                    | ISLINGTON 1 day          |
| 02 | <b>SOUTH EAST</b>     |                          |
|    | ES                    | EAST SUSSEX 1 day        |
|    | HC                    | HAMPSHIRE 1 day          |
|    | WG                    | WOKINGHAM 1 day          |
| 03 | <b>SOUTH WEST</b>     |                          |
|    | CW                    | CORNWALL 1 day           |
| 04 | <b>EAST ANGLIA</b>    |                          |
|    | CA                    | CAMBRIDGESHIRE 1 day     |
| 05 | <b>EAST MIDLANDS</b>  |                          |
|    | DS                    | DERBYSHIRE 1 day         |
| 06 | <b>WEST MIDLANDS</b>  |                          |
|    | WM                    | WEST MIDLANDS 1 day      |
| 08 | <b>NORTH WEST</b>     |                          |
|    | GM                    | GREATER MANCHESTER 1 day |

*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:              | GFA                    |
| Actual Range:           | 112 to 380 (units:sqm) |
| Range Selected by User: | 112 to 390 (units:sqm) |
| Parking Spaces Range:   | 0 - 115                |

|                             |                      |
|-----------------------------|----------------------|
| Public Transport Provision: |                      |
| Selection by:               | All Surveys Included |
| Date Range:                 | 14/12/90 to 07/11/25 |

*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                | 3 days |
| Tuesday               | 4 days |
| Friday                | 3 days |

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

|                        |    |
|------------------------|----|
| Selected survey types: |    |
| Manual count           | 10 |
| Direction ATC Count    | 0  |

*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        | 3 days |
| Edge of Town         | 4 days |
| Neighbourhood Centre | 2 days |
| Free Standing        | 1 days |

*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: |        |
| Built-Up Zone                     | 1 days |
| High Street                       | 1 days |
| No Sub Category                   | 4 days |
| Out of Town                       | 1 days |
| Residential Zone                  | 3 days |

*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 Vehicle Counts: |        |
| Servicing vehicles Included            | 2 days |
| Servicing vehicles Unknown             | 8 days |

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Secondary Filtering Selection:

Use Class:

|             |            |
|-------------|------------|
| Sui Generis | 10 surveys |
|-------------|------------|

*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:

356 - 13330

Population within 1 mile:

|                   |           |
|-------------------|-----------|
| 1,001 to 5,000    | 2 surveys |
| 10,001 to 15,000  | 3 surveys |
| 15,001 to 20,000  | 1 surveys |
| 25,001 to 50,000  | 2 surveys |
| 50,001 to 100,000 | 1 surveys |
| 100,001 or More   | 1 surveys |

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

Population within 5 miles:

|                    |           |
|--------------------|-----------|
| 25,001 to 50,000   | 1 surveys |
| 50,001 to 75,000   | 2 surveys |
| 75,001 to 100,000  | 1 surveys |
| 100,001 to 125,000 | 1 surveys |
| 125,001 to 250,000 | 2 surveys |
| 250,001 to 500,000 | 1 surveys |
| 500,001 or More    | 2 surveys |

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

Car ownership within 5 miles:

|             |           |
|-------------|-----------|
| 0.5 or Less | 1 surveys |
| 0.6 to 1.0  | 4 surveys |
| 1.1 to 1.5  | 4 surveys |
| Unknown     | 1 surveys |

*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.*

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Petrol filling station:

*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 | 10 surveys |
|----|------------|

*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:

|                 |           |
|-----------------|-----------|
| 6a - Excellent  | 1 surveys |
| 6b - Excellent  | 1 surveys |
| No PTAL Present | 8 surveys |

*This data displays the number of surveys within the selected set by PTAL rating category.*

COVID-19 Restrictions:

No

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|                                                                                                                                                                       |            |                |                    |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------------|--------------------|---------------------|
| <b>1</b><br>HIGH STREET<br>CAMBRIDGE<br>CHESTERTON<br>Suburban Area<br>High Street<br>Gross floor area: 348.00 sqm<br>Survey date: Tuesday 20/06/2023                 | CA-06-C-02 | PUB/RESTAURANT | CAMBRIDGESHIRE     | Survey Type: Manual |
| <b>2</b><br>FORE STREET<br>CAMBORNE<br>POOL<br>Suburban Area<br>No Sub Category<br>Gross floor area: 285.00 sqm<br>Survey date: Friday 21/09/2007                     | CW-06-C-01 | PUB/RESTAURANT | CORNWALL           | Survey Type: Manual |
| <b>3</b><br>CHATSWORTH ROAD<br>CHESTERFIELD<br>BRAMPTON<br>Neighbourhood Centre<br>No Sub Category<br>Gross floor area: 275.00 sqm<br>Survey date: Monday 16/10/2023  | DS-06-C-01 | PUB/RESTAURANT | DERBYSHIRE         | Survey Type: Manual |
| <b>4</b><br>A259 SOUTH COAST RD<br>TELSCOMBE<br>TELSCOMBE CLIFFS<br>Edge of Town<br>No Sub Category<br>Gross floor area: 369.00 sqm<br>Survey date: Friday 14/11/1997 | ES-06-C-01 | PUB/RESTAURANT | EAST SUSSEX        | Survey Type: Manual |
| <b>5</b><br>A6 CHORLEY ROAD<br>NEAR WIGAN<br>BLACKROD<br>Free Standing<br>No Sub Category<br>Gross floor area: 360.00 sqm<br>Survey date: Friday 13/12/1991           | GM-06-C-02 | PUB/RESTAURANT | GREATER MANCHESTER | Survey Type: Manual |
| <b>6</b><br>PROVIDENCE HILL<br>BURLESDON<br>Edge of Town<br>Residential Zone<br>Gross floor area: 112.00 sqm<br>Survey date: Monday 27/09/1993                        | HC-06-C-01 | PUB/RESTAURANT | HAMPSHIRE          | Survey Type: Manual |
| <b>7</b><br>COMMERCIAL STREET<br>SHOREDITCH<br>Neighbourhood Centre<br>Built-Up Zone<br>Gross floor area: 320.00 sqm<br>Survey date: Tuesday 19/11/2013               | HK-06-C-01 | PUB/RESTAURANT | HACKNEY            | Survey Type: Manual |

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|                                                                                                                                                           |            |                |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------------|---------------------|
| 8                                                                                                                                                         | IS-06-C-01 | PUB/RESTAURANT | ISLINGTON           |
| NEWINGTON GREEN RD<br>CANONBURY<br>NEWINGTON GREEN<br>Suburban Area<br>Residential Zone<br>Gross floor area: 350.00 sqm<br>Survey date: Monday 22/09/2014 |            |                |                     |
|                                                                                                                                                           |            |                | Survey Type: Manual |
| 9                                                                                                                                                         | WG-06-C-01 | PUB/RESTAURANT | WOKINGHAM           |
| BARKHAM ROAD<br>WOKINGHAM<br>Edge of Town<br>Residential Zone<br>Gross floor area: 150.00 sqm<br>Survey date: Tuesday 15/11/1994                          |            |                |                     |
|                                                                                                                                                           |            |                | Survey Type: Manual |
| 10                                                                                                                                                        | WM-06-C-02 | PUB/RESTAURANT | WEST MIDLANDS       |
| PENNWOOD LANE<br>WOLVERHAMPTON<br>PENN COMMON<br>Edge of Town<br>Out of Town<br>Gross floor area: 200.00 sqm<br>Survey date: Tuesday 22/11/2016           |            |                |                     |
|                                                                                                                                                           |            |                | Survey Type: Manual |

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 195 sqm shown in shaded columns

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals | Estimated Trip Rate | Departures | Estimated Trip Rate | Totals | Estimated 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         | 1        | 150      | 2.000    | 3.900               | 1.333      | 2.600               | 3.333  | 6.500               |
| 08:00-09:00         | 1        | 150      | 2.000    | 3.900               | 2.667      | 5.200               | 4.667  | 9.100               |
| 09:00-10:00         | 1        | 150      | 0.667    | 1.300               | 2.000      | 3.900               | 2.667  | 5.200               |
| 10:00-11:00         | 6        | 279      | 0.597    | 1.165               | 0.239      | 0.466               | 0.836  | 1.631               |
| 11:00-12:00         | 8        | 267      | 1.359    | 2.650               | 0.843      | 1.645               | 2.202  | 4.295               |
| 12:00-13:00         | 9        | 277      | 3.970    | 7.741               | 1.684      | 3.284               | 5.654  | 11.025              |
| 13:00-14:00         | 9        | 277      | 2.727    | 5.317               | 2.927      | 5.708               | 5.654  | 11.025              |
| 14:00-15:00         | 9        | 277      | 1.002    | 1.955               | 2.646      | 5.160               | 3.648  | 7.115               |
| 15:00-16:00         | 10       | 277      | 0.831    | 1.620               | 1.120      | 2.183               | 1.951  | 3.803               |
| 16:00-17:00         | 10       | 277      | 1.192    | 2.324               | 0.795      | 1.549               | 1.987  | 3.873               |
| 17:00-18:00         | 10       | 277      | 2.095    | 4.085               | 1.481      | 2.887               | 3.576  | 6.972               |
| 18:00-19:00         | 10       | 277      | 3.178    | 6.197               | 1.770      | 3.451               | 4.948  | 9.648               |
| 19:00-20:00         | 9        | 291      | 2.978    | 5.808               | 2.253      | 4.393               | 5.231  | 10.201              |
| 20:00-21:00         | 9        | 291      | 1.833    | 3.574               | 1.680      | 3.276               | 3.513  | 6.850               |
| 21:00-22:00         | 9        | 291      | 1.260    | 2.457               | 2.176      | 4.244               | 3.436  | 6.701               |
| 22:00-23:00         | 9        | 291      | 0.764    | 1.489               | 2.291      | 4.467               | 3.055  | 5.956               |
| 23:00-00:00         | 7        | 307      | 0.233    | 0.454               | 1.630      | 3.179               | 1.863  | 3.633               |
| <b>Total Rates:</b> |          |          | 28.686   | 55.934              | 29.535     | 57.592              | 58.221 | 113.526             |

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:           | 112 - 390 (units: sqm)  |
| Survey date date range:                       | 13/12/1991 - 16/10/2023 |
| Number of weekdays (Monday-Friday):           | 10                      |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*