



TRANSPORT ASSESSMENT

Proposed Artificial Grass Pitch, Top Park, Bury

October 2023

Prepared for: Steve Wells Associates

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Document Record

Project Name	P2416_20231019_AGP, Top Park, Bury - Transport Assessment			
	Issue 1	Revision 1	Revision 2	Revision 3
Date:	25.09.23	17.10.23	19.10.23	
Prepared by:	JA	JA	JA	
Checked by:	JT	JT	JT	
Authorised by:	JT	JT	JT	

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1. INTRODUCTION

INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Steve Wells Associates Ltd to prepare a Transport Assessment to accompany a planning application for a development at Top Park, Ramsbottom, Bury, to provide a 3G artificial grass pitch (AGP) and associated developments.

Site Location and Development Proposals

- 1.2 The site is located approximately 1.1km south east of Ramsbottom town centre and 6.7km north of Bury town centre. Broadly, it is bound to the west by the A676 Bolton Road West and residential dwellings to the east, south and north. The site location is shown in **Figure 1.1** below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



Source: Google Earth

- 1.3 The site is currently an open playing field, used for general recreation. There are a number of football pitches marked on the site, with the northernmost pitch to be replaced by a new, fenced and floodlit 3G AGP. Furthermore, the development proposals include an extension to the existing pavilion car park, as well as improvements to the existing access from Bolton Road West, to the west of the site.



1.4 The proposed 3G AGP will be capable of accommodating the following pitch configurations:

- 1 x 11 vs 11 adult pitch; or
- 1 x 9 vs 9 Under 11s/12s; or
- 2 x 7 vs 7 Under 9s/10s; or
- 4 x 5 vs 5 Under 7s/8s.

1.5 The proposed pavilion extension will provide additional changing facilities, as a betterment to the existing arrangements. As well as the improvements to the existing access, the car park will be extended by 28 spaces (74 total) to better accommodate vehicles associated with the site, as an alternative to parking on the adjacent highway network.

REPORT STRUCTURE

1.6 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site by non-car modes;

Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;

Section 5 summarises the anticipated vehicle trip generation associated with the development proposals;

Section 6 considers the access, parking and servicing arrangements; and

Section 7 offers a summary and conclusion.



2. POLICY REVIEW

INTRODUCTION

- 2.1 This section of the Transport Assessment identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – DCLG, September 2023)

- 2.2 The revised National Planning Policy Framework was published in September 2023 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.3 The NPPF 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 would be severe"* (Paragraph 111). Paragraph 112 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that *encourage public transport use*;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.



- 2.4 This Transport Assessment will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

LOCAL POLICY

Greater Manchester Transport Strategy 2040 – Transport for Greater Manchester (TfGM), February 2017

- 2.5 The Greater Manchester Transport Strategy outlines how TfGM's ambitions for a radical new approach to planning the transport system in support of long-term needs and aspirations across Greater Manchester. The Transport Strategy builds on that vision, highlighting the priority interventions needed to achieve it.
- 2.6 The overarching vision for Greater Manchester by 2040 is to have *“world class connections that support long-term, sustainable economic growth and access to opportunity for all”*. The specific transport visions, which aim to achieve the overarching vision for Greater Manchester are as follows:
- *“Supporting sustainable economic growth;*
 - *Protecting our environment;*
 - *Improving quality of life for all; and*
 - *Developing an innovative city-region.”*
- 2.7 The following policy has been acknowledged as relevant to the development proposals:
- a) **Policy 4:** *“TfGM will continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network”.*

- 2.8 The development proposals will meet the policy aspirations of the TfGM Greater Manchester Transport Strategy by providing a new amenity in a highly accessible location, supporting a reduction in the highway impact.

Bury Local Transport Strategy 2040 (Draft)

- 2.9 The Bury Local Transport Strategy sets out the ambitions of the local Council, and its partners, for a fully-integrated public transport system across bus, tram, train and bike, formally known as the Bee Network. Having signed up to the Greater Manchester 2040 Transport Strategy which outlines an ambition for half of all journeys to be made by cycling, walking or public transport by 2040, the transport vision of the Bury Local Transport Strategy is:



“By 2040, The Borough’s townships will be connected by a modern and efficient transport network, providing attractive, sustainable transport links both within and beyond the Borough. The improvements to transport and connectivity will help to grow the economy and reduce deprivation”

2.10 Six strategic objective are set out, in order to deliver the vision of the Strategy. These are:

- **Support sustainable economic growth and regeneration:** By enabling new jobs and houses in the Borough to be delivered in a sustainable manner through targeted transport investment in key growth and development locations;
- **Reduce carbon emissions:** By investing in low carbon travel to support the climate emergency and help Bury be carbon neutral by 2038;
- **Encourage healthy and active lifestyles:** By creating a comprehensive walking and cycling network to encourage more journeys to be undertaken on foot and by bicycle across the Borough;
- **Improve connectivity:** By delivering a high quality, modern and integrated multimodal transport network to improve connectivity between and within the Borough’s strategic towns, rural areas, the wider city region and beyond;
- **Improve the maintenance and management of the transport network:** By ensuring the best and most cost-effective use of existing resources to manage and maintain a safe and resilient transport network; and
- **Improve road safety:** By continuing to work with Transport for Greater Manchester and others, such as Greater Manchester Police, to reduce the number of casualties on our roads and achieve the GM vision of reducing deaths to close to zero by 2050.

2.11 The development proposals will contribute towards the policy aspirations of both local transport strategy by providing a new facility, at the heart of the community, where it is expected that a large majority of people will travel to / from the site on foot or by bicycle. This Transport Assessment will demonstrate that the proposed development can be accessed safely, by all users, in line with Policy 4 of the TfGM Greater Manchester Transport Strategy

3. ACCESSIBILITY

INTRODUCTION

- 3.1 This section of the Transport Assessment describes the existing infrastructure that will facilitate and encourage site users to walk, cycle or use public transport, rather than to travel by car.

ACTIVE TRAVEL OPTIONS

Pedestrian Access

- 3.2 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

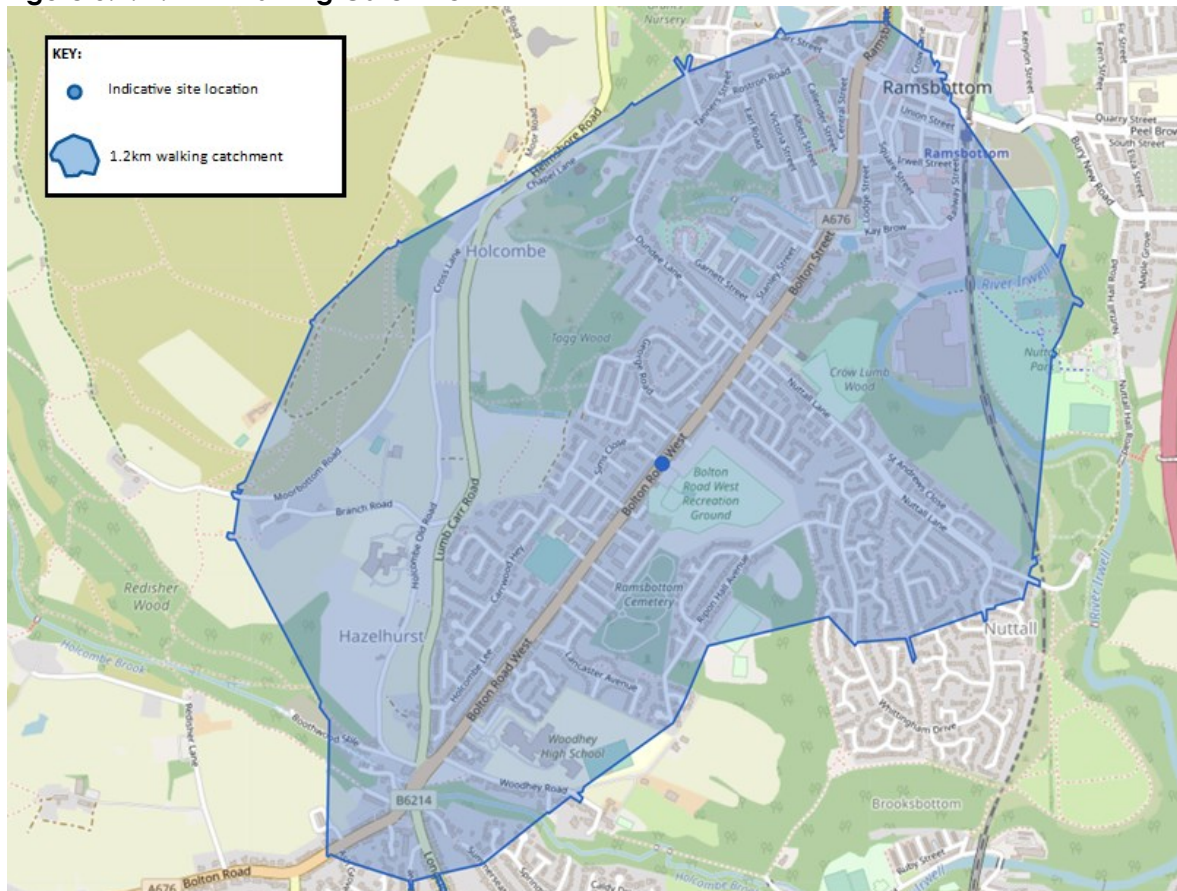
Table 3.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

(Source: IHT)

- 3.3 As **Table 3.1** shows, a 1.2km catchment is the preferred maximum walking distance for 'elsewhere'. A 1.2km walking catchment of the site includes parts of Ramsbottom, Hazelhurst and Nuttall. **Figure 3.1**, overleaf, illustrates a 1.2km walking catchment from the proposed site entrance.

Figure 3.1: 1.2km Walking Catchment



(Source: Open Street Map)

- 3.5 The A676 Bolton Road West is bound by 2.2m wide footways and street lighting on both sides, with residential dwellings taking direct frontage access to the east and west. Extending broadly north-south along the western boundary of the site, there are a number of residential access roads that form priority T-junctions with Bolton Road West with dropped kerbs supporting pedestrian movement across these junctions, in the vicinity of the site.
- 3.6 Approximately 20m north of the site access, a signalised crossing comprising dropped kerbs and tactile paving has been recently installed, supporting pedestrian movement east-west across Bolton Road West. Furthermore, a build out comprising dropped kerbs and tactile paving has been installed, supporting pedestrian movement across the Bolton Road West / Ada Street junction, to the west of the site access.
- 3.7 Pedestrian access to the site is currently provided from Bolton Road West, via the shared entrance. It is proposed for this to be improved by providing a 1m wide footway to the north side of the access, tying in with the footways on Bolton Road West. Dropped kerbs



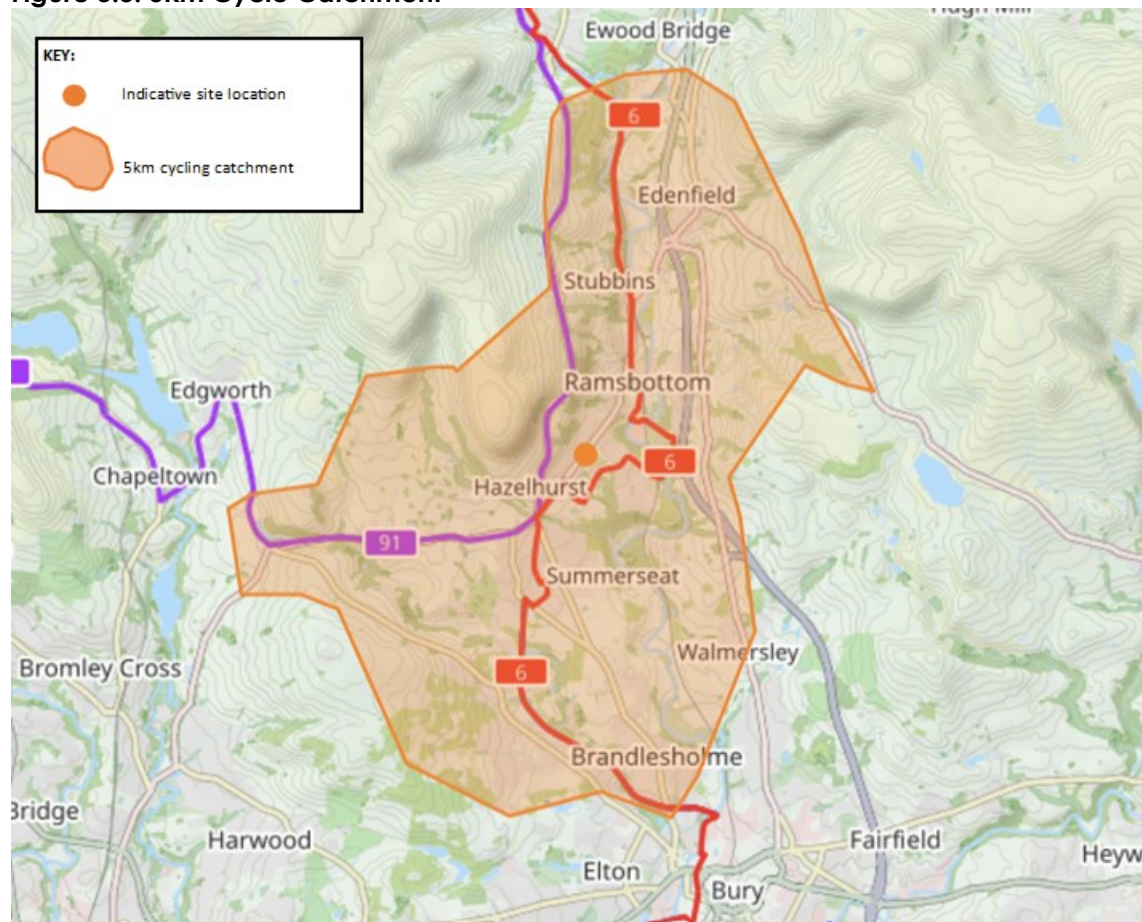
and tactile paving will also be provided across the access from Bolton Road West. The vehicular access is also to be widened to 5.6m, to better allow for two-way vehicle movements in/out of the site.

- 3.8 Approximately 700m southwest of the site access, a signalised pedestrian crossing comprising dropped kerbs and tactile paving supports pedestrian movement north-south. Minor access roads in the vicinity of this junction benefit from dropped kerbs and tactile paving. Approximately 350m northeast of the site access, a staggered signalised crossroads junction gives access north, towards Ramsbottom, and east towards Nuttall. Pedestrian refuge islands comprising dropped kerbs and tactile paving supports movement across all arms of the junction, which is bound by guardrails on all approaches.
- 3.9 It is anticipated that walking would be an attractive travel choice for users of the site, particularly those living nearby.
- 3.10 It should be noted that access to the site and onto the wider playing fields will be maintained at all times as there will be locked access gates on the vehicular access only. The pedestrian access to the site, from Bolton Road West, will not be changed.

Cycle Access

- 3.11 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes the entirety of Ramsbottom, Hazelhurst, Summerseat, Stubbins, Edenfield, Brandlesholme and Walmersley. **Figure 3.3**, overleaf, illustrates a 5km cycle catchment from the site.

Figure 3.3: 5km Cycle Catchment



(Source: Open Cycle Map)

- 3.12 As can be seen in **Figure 3.3**, the closest cycle route to the site is National Cycle Network Route (NCN) 6, which passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere. This route can be accessed in a 1.3km (4-minute cycle) via Ripon Hall Avenue, which extends along the southern boundary of the site. To the west, the Lancashire Cycleway, formally recognised as NCN Regional Route 91, extends north-west away from the site. NCN Regional Route 91 is a 211km paved, circular route that encompasses Lancashire.
- 3.13 It is anticipated that cycling would represent an attractive travel option for future visitors of the site. A number of cycle routes have been identified within the vicinity of the site which could be utilised to access the site from the surrounding residential areas. The road network in the vicinity of the site is considered suitable for cyclists and the recent introduction of a signalised crossing on Bolton Road West assists east-west movement to / from the site.

PUBLIC TRANSPORT

Bus Services

- 3.14 The closest bus stops to the site are located on Bolton Road West. The southbound stop is located adjacent to the proposed vehicular access, whereas the northbound stop is located approximately 170m south. These stops comprise a flag and pole; the northbound stop also benefits from a raised kerb. Additional bus stops are located to the north of the site access, with the southbound stop benefitting from timetable information. **Figure 3.4**, below, illustrates the location of the closest bus stops, whilst **Table 3.2** summarises the bus services that can be accessed from the stops.

Figure 3.4: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Services (Bolton Road West)

Service	Route	Frequency (per hour)		
		Weekday	Saturday	Sunday
472	Bury – Ramsbottom	3	3	2
474	Bury – Ramsbottom	3	3	2
B1	Bury - Ramsbottom	1	1	-

- 3.15 As can be seen in **Table 3.2**, there are regular bus services available within a short walk of the site, Monday – Sunday, which offer services to a range of local and regional



destinations. Monday - Saturday, there are up to 7 services per hour serving the site. It is, therefore, considered that travel by bus would be a viable option for those accessing the site from further afield.

SUMMARY

- 3.16 Overall, the site is within easy reach of surrounding residential areas on foot, by bike or public transport. It is considered that there is good sustainable transport infrastructure within the vicinity of the proposed development site and, as such, the proposals are consistent with national and local policy objectives.

4. LOCAL HIGHWAY NETWORK

INTRODUCTION

- 4.1 This section of the Transport Statement considers the nature of the existing highway network, and summarises the historic accident data for the area surrounding the site.

HIGHWAY NETWORK

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 The development is to continue to take vehicular access on the western boundary of the site, from the A676 Bolton Road West. At this point, Bolton Road West has an approximate carriageway width of 7.5m and is bound 2.2m wide footways and street lighting on both sides. In the vicinity of the site, double yellow line parking restrictions are in place along the



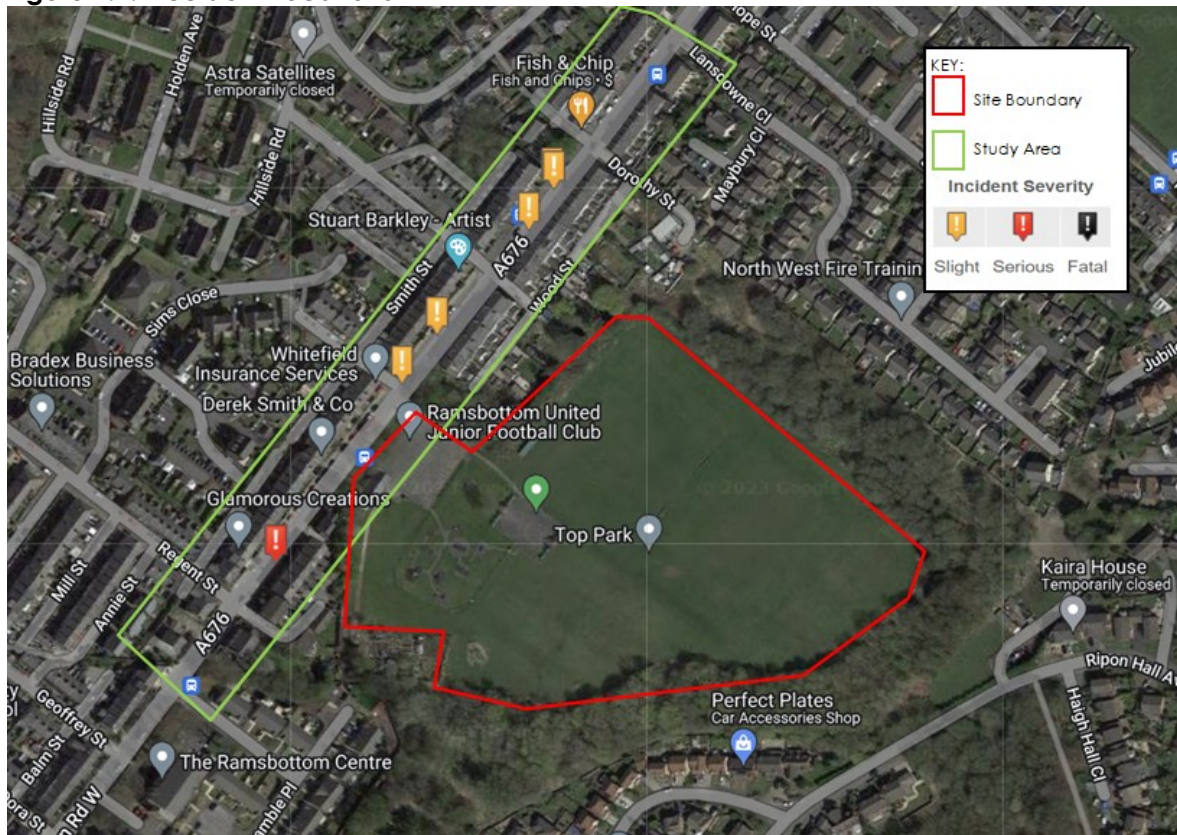
eastern boundary of the carriageway, with on-street parking taking place to the north. Vehicles are subject to a 30mph speed limit along Bolton Road West. In the vicinity of the bus stops along Bolton Road West, signage indicates no stopping is permitted 07:00-23:00, except buses. The Traffic Regulation Orders and recently installed signalised crossing in the vicinity of the site access help to protect visibility for vehicles emerging from the access by restricting parking / waiting to the east of the carriageway.

- 4.4 Approximately 350m northeast of the site access, Bolton Road West widens to two lanes on approach to a staggered signalised crossroads junction, which includes advanced stop lines for cyclists. This junction benefits from pedestrian refuge islands comprising dropped kerbs and tactile paving, with guardrails in place on all approaches. The dedicated right-turn lane on Bolton Road West gives access east, towards Nuttall via Nuttall Lane. St Andrew's C.E. Primary School takes direct frontage access along the eastern boundary of Nuttall Lane, which is bound by 'SCHOOL-KEEP-CLEAR' road markings and signage which indicates no stopping is permitted Monday – Friday 08:00-17:00 on entrance markings.
- 4.5 To the north, Bolton Street extends north towards Ramsbottom town centre. In the vicinity of the junction, Bolton Street has an approximate carriageway width of 7.5m and is bound by footways and street lighting on both sides. Local amenities and residential dwellings take direct frontage access on both sides and pedestrian movement across the carriageway is supported by a pedestrian refuge island comprising dropped kerbs and tactile paving.

ROAD SAFETY

- 4.6 Accident data for the most recent 5-year period (2017 – 2021) has been obtained from www.crashmap.co.uk for the network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The accident study area is shown in **Figure 4.2**, overleaf.

Figure 4.2: Accident Locations



(Source: Crashmap)

- 4.7 As can be seen in **Figure 4.2**, a total of 6 accidents were recorded across the accident study area in the most recent 5-year period. Of these 6 accidents, 5 were slight in nature and 1 resulted in serious injuries; no fatalities were recorded.
- 4.8 To the southwest of the site access, a serious accident was recorded in 2017 involving 1 car and 1 pedestrian, resulting in 1 casualty. In 2020, 2 separate accidents involving motorcyclists were recorded, both resulting in 1 casualty suffering slight injuries. In 2017, an incident involving 1 pedestrian and 1 car resulting in 1 casualty, and in 2021 a collision involving 1 car and 1 goods vehicle resulted in 2 casualties suffering slight injuries.
- 4.9 To summarise, an average of 1.2 accidents per year across the study area has been recorded, which includes the A676 Bolton Road West, a key route through the local area. This level of accidents does not suggest a significant pre-existing road safety issue. The development proposals are not expected to have a material impact on this.
- 4.10 It is not known if the collisions on Bolton Road West are directly attributed to users of the existing site. However, the introduction of the signalised crossing on Bolton Road West is expected to provide a betterment for pedestrians accessing the site.



5. TRIP GENERATION

INTRODUCTION

- 5.1 As has been discussed, the development proposals comprise a new 3G AGP and an improved pavilion building. There is a remaining grass pitch on the site, the usage of which has also been considered as part of this assessment. It should be noted that the trip generation does not breakdown existing and predicted usage.
- 5.2 This section of the Transport Assessment will consider the trip generation associated with the development proposals.

TRIP GENERATION

- 5.3 Typically, trip rates for the proposed development would be obtained from the TRICS database, or through counts of existing movements at the site. However, in this instance pitch usage information has been based on extensive experience of similar developments.

Proposed 3G AGP – Football Season - September to April

- 5.4 **Table 5.1**, overleaf, provides a breakdown of the expected participant numbers across the day, during a typical week, during the football season. This is based on the total number of participants per time slot. With regard to activities involving children, it has been assumed that children will be dropped off by their parents, who will remain on site for the duration of the activity, and then leave in the time period following the activity finishing.

Table 5.1: Participant Numbers – Football Season

Time Period	Weekday			Saturday			Sunday		
	3G Pitch	1 x 11v11 grass pitches	Total	3G Pitch	1 x 11v11 grass pitches	Total	3G Pitch	1 x 11v11 grass pitches	Total
09:00-10:00	Limited Use.			40	0	40	40	0	40
10:00-11:00				40	22	62	40	22	62
11:00-12:00				28	0	28	28	0	28
12:00-13:00				36	22	58	36	22	58
13:00-14:00				0	0	0	0	0	0
14:00-15:00				22	0	22	22	0	22
15:00-16:00				0	0	0	0	0	0
16:00-17:00				40	0	40	40	0	40
17:00-18:00	80	0	80	40	0	40	40	0	40
18:00-19:00	80	0	80	Closed	0	0	Closed	0	0
19:00-20:00	60	0	60	Closed	0	0	Closed	0	0
20:00-21:00	60	0	60	Closed	0	0	Closed	0	0
21:00-22:00	40	0	40	Closed	0	0	Closed	0	0

- 5.5 During the daytime Monday-Friday, it is expected that use of the AGP will be limited, with the increase in use likely taking place on weekday evenings.

Proposed 3G AGP – Off Season May - August

- 5.6 **Table 5.2**, overleaf, provides a breakdown of the expected participant numbers across the day, during a typical week (May - August). This is based on the total number of participants per time slot. It is expected that children will be dropped off prior to the club starting and picked up again at the end of the session. **Table 5.2** demonstrates that there could be 50 participants at the holiday club, however, the trip generation associated with these would be at the start and end of the day, only.



Table 5.2: Participant Numbers – Off Season

Time Period	Weekday			Saturday			Sunday		
	3G Pitch	1 x 11v11 grass pitches	Total	3G Pitch	1 x 11v11 grass pitches	Total	3G Pitch	1 x 11v11 grass pitches	Total
09:00-10:00	50	0	50	0	0	0	0	0	0
10:00-11:00	50	0	50	60	22	82	0	0	0
11:00-12:00	50	0	50	0	0	0	40	0	40
12:00-13:00	50	0	50	0	0	0	22	0	22
13:00-14:00	50	0	50	60	22	82	0	0	0
14:00-15:00	50	0	50	0	0	0	22	0	22
15:00-16:00	0	0	0	0	0	0	22	0	22
16:00-17:00	0	0	0	0	0	0	0	0	0
17:00-18:00	80	0	80	0	0	0	0	0	0
18:00-19:00	80	0	80	Closed	0	0	Closed	0	0
19:00-20:00	60	0	60	Closed	0	0	Closed	0	0
20:00-21:00	60	0	60	Closed	0	0	Closed	0	0
21:00-22:00	40	0	40	Closed	0	0	Closed	0	0

- 5.7 The weekday daytime usage replicates holiday camps that could be facilitated on the AGP.

Total Player Trips

- 5.8 Based on the total number of participants expected for each hour period across a typical operating day it is possible to predict the person trip generation of the site. It has been assumed that participants will arrive in the hour period before their activity and depart in the hour period following their activity. No allowance has been made for officials/coaches associated with the activities. It would be expected that these would be in addition to participant numbers, limited to a maximum of two per activity taking place. **Table 5.3** and **Table 5.4** outline the likely two-way, person trip generation during the football season and during the off season.



Table 5.3: Player Trip Generation – Football Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	Limited Use.			40	0	40	40	0	40
09:00-10:00				62	0	62	62	0	62
10:00-11:00				28	40	68	28	40	68
11:00-12:00				58	62	120	58	62	120
12:00-13:00				0	28	28	0	28	28
13:00-14:00				22	58	80	22	58	80
14:00-15:00				0	0	0	0	0	0
15:00-16:00				40	22	62	40	22	62
16:00-17:00	80	0	80	40	0	40	40	0	40
17:00-18:00	80	0	80	0	40	40	0	40	40
18:00-19:00	60	80	140	0	40	40	0	40	40
19:00-20:00	60	80	140	0	0	0	0	0	0
20:00-21:00	40	60	100	0	0	0	0	0	0
21:00-22:00	0	60	60	0	0	0	0	0	0
22:00-23:00	0	40	40	0	0	0	0	0	0

- 5.9 The information in **Table 5.3** demonstrates that the peak two-way person trip generation of the site will be between 18:00-19:00 and 19:00-20:00 on a weekday, when the site is expected to generate 140 two-way player trips. At the weekend, between 10:00-11:00, it is expected that the site could generate 120 two-way player trips.



Table 5.4: Player Trip Generation – Off Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	50	0	50	0	0	0	0	0	0
09:00-10:00	0	0	0	82	0	82	0	0	0
10:00-11:00	0	0	0	0	0	0	40	0	40
11:00-12:00	0	0	0	0	82	82	22	0	22
12:00-13:00	0	0	0	82	0	82	0	40	40
13:00-14:00	0	0	0	0	0	0	22	22	44
14:00-15:00	0	50	50	0	82	82	22	0	22
15:00-16:00	0	0	0	0	0	0	0	22	22
16:00-17:00	80	0	80	0	0	0	0	22	22
17:00-18:00	80	0	80	0	0	0	0	0	0
18:00-19:00	60	80	140	0	0	0	0	0	0
19:00-20:00	0	80	80	0	0	0	0	0	0
20:00-21:00	40	60	100	0	0	0	0	0	0
21:00-22:00	0	60	60	0	0	0	0	0	0
22:00-23:00	0	40	40	0	0	0	0	0	0

- 5.10 The information in **Table 5.4** illustrates that the site could be expected to generate 140 two-way player trips between 18:00-19:00 on a typical weekday. During the off season, it could be expected that the site could generate a maximum of 82 two-way player trips between 09:00-10:00, 11:00-12:00, 12:00-13:00 and 14:00-15:00 on a Saturday.
- 5.11 Clearly not all these trips would be by car; indeed, it has been demonstrated that the proximity of the pitches to surrounding residential areas will be conducive to encouraging more sustainable modes.
- 5.12 The mode split data for 5-a-side football pitches from TRICS (albeit from a single comparable site) suggests that typically 55.5% of trips would be by car (either single or multi-occupant), whilst the remaining 44.5% would be by other modes (walk, cycle, bus/coach). Applying this proportion to the proposed development and the weekday



peak hour, during the football season, it might be expected that 78 two-way trips would occur by car, with the remaining 62 travelling by other modes. In the Saturday peak, of the 120 additional two-way trips, 67 would be by car, with the remaining 53 by other modes. The TRICS modal split is attached at **Appendix B**.

- 5.13 Not all those travelling by car to the pitches will do so as a single occupant. To provide further assurance, interrogation of the TRICS database has been carried out to corroborate the likely number of trips generated by the development proposals and the resultant demand for parking.
- 5.14 While no full-size football pitches are included within the TRICS database, there are four surveys for 5-a-side pitches, which represent sites most comparable to the development proposals. **Table 5.5** shows the PM weekday peak hour trip rates (per pitch). The full TRICS output is attached at **Appendix C**.

Table 5.5: TRICS Vehicle Trip Rates – 5-a-side Pitch – Development Peak Hour

Weekday PM (17:00 – 18:00)		
Arrival	Departure	Two-Way
3.563	1.563	5.124

- 5.15 The trip rates shown in **Table 5.5** illustrate that a typical 5-a-side pitch would generate some 5 two-way vehicle trips in the weekday peak hour. Assuming each of the two teams playing arrives with 6 players, including 1 substitute, a likely multi-occupancy rate of 2.34 players per car can be calculated, which confirms that the use of a ratio of 2 players per car for the proposed development can be considered particularly robust.
- 5.16 Applying this ratio to the number of additional players that are anticipated to travel by car and arrive / depart in the weekday PM peak, suggests that 78 two-way vehicle trips would take place in a maximum of 39 cars. During the weekend peak period, the 67 two-way vehicle trips would take place in a maximum of 34 cars. This does not account for spectator trips, however, many of the activities at the site are related to junior sport where it would be expected that parents/guardians would make up the majority of spectators and may have already brought their child by car. Therefore, them staying to watch their child and utilising a space in the car park has already been taken account of in the assessment.
- 5.17 **Tables 5.6** and **5.7** summarise the total vehicle trips (two-way) by hour / day as a consequence of the development proposals.



Table 5.6: Proposed Two-Way Vehicle Trip Generation – Football Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	Limited Use.			11	0	11	11	0	11
09:00-10:00				17	0	17	17	0	17
10:00-11:00				8	11	19	8	11	19
11:00-12:00				16	17	33	16	17	33
12:00-13:00				0	8	8	0	8	8
13:00-14:00				6	16	22	6	16	22
14:00-15:00				0	0	0	0	0	0
15:00-16:00				11	6	17	11	6	17
16:00-17:00	22	0	22	11	0	11	11	0	11
17:00-18:00	22	0	22	0	11	11	0	11	11
18:00-19:00	17	22	39	0	11	11	0	11	11
19:00-20:00	17	22	39	0	0	0	0	0	0
20:00-21:00	11	17	28	0	0	0	0	0	0
21:00-22:00	0	17	17	0	0	0	0	0	0
22:00-23:00	0	11	11	0	0	0	0	0	0



Table 5.7: Proposed Two-Way Vehicle Trip Generation – Off Season

Time Period	Weekday			Saturday			Sunday		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00 – 09:00	14	0	14	0	0	0	0	0	0
09:00 - 10:00	0	0	0	23	0	23	0	0	0
10:00 - 11:00	0	0	0	0	0	0	11	0	11
11:00 - 12:00	0	0	0	0	23	23	6	0	6
12:00 - 13:00	0	0	0	23	0	23	0	11	11
13:00 - 14:00	0	0	0	0	0	0	6	6	12
14:00 - 15:00	0	14	14	0	23	23	6	0	6
15:00 - 16:00	0	0	0	0	0	0	0	6	6
16:00 - 17:00	22	0	22	0	0	0	0	6	6
17:00 - 18:00	22	0	22	0	0	0	0	0	0
18:00 - 19:00	17	22	39	0	0	0	0	0	0
19:00 - 20:00	17	22	39	0	0	0	0	0	0
20:00 - 21:00	11	17	28	0	0	0	0	0	0
21:00 - 22:00	0	17	17	0	0	0	0	0	0
22:00 – 23:00	0	11	11	0	0	0	0	0	0

- 5.18 It has been illustrated that the maximum number of vehicle trips, during the peak hours, as a result of the development proposals occurs during the Weekday peak hour (18:00-19:00 and 19:00-20:00), with an additional 39 two-way trips. It should be noted that not all of the trip generation is new with the existing grass pitches already well used by community groups. Albeit, the introduction of a floodlit AGP will allow use all year round by providing a surface which can be utilised in winter and lighting facilitating use in an evening.



6. PARKING

INTRODUCTION

- 6.1 This section of the Transport Assessment considers the parking demand and likely car park accumulation associated with the development proposals, during the peak period of use.

ACCESS

- 6.2 The proposed development is to be accessed via the existing priority T-junction with Bolton Road West, along the western boundary of the site. This access is to be widened to be 5.6m to better provide for two-way movement in/out of the site. In addition, dropped kerbs and tactile paving will be provided on Bolton Road West, across the access. The vehicular will be bound by a 1m wide footway along the northern boundary, providing a route for pedestrians into the site from Bolton Road West. This can be seen on the updated site access drawing attached at **Appendix D**.
- 6.3 The drawing attached at **Appendix D** demonstrates visibility splays of 2.4m x 43m, in line with the posted speed limit (30mph) on Bolton Road West. These visibility splays are protected by the Traffic Regulation Orders in place on Bolton Road West.

PARKING DEMAND

- 6.4 As previously discussed, site usage information has been provided for the proposed AGP and 11 a side grass pitch, and this has been translated into two-way vehicle movements across the day.
- 6.5 Based on the information in the **Section 5**, it is anticipated that at the busiest time, there may be a crossover between bookings, with players arriving for the start of one booking, before players of the preceding booking will depart. It is likely that players will arrive between 5-10 minutes before each booking and depart between 5-10 minutes after each booking and, therefore, the period of cross-over and maximum demand is limited.
- 6.6 **Tables 6.1** and **6.2** provides a breakdown for arrivals and departures for the football season and off season, respectively, and subsequent parking accumulation, for the proposed pitches, based on timetable information provided earlier in this report.

Table 6.1: Parking Accumulation – Football Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Parking Accum	Arrival	Departure	Parking Accum	Arrival	Departure	Parking Accum
08:00 – 09:00	Limited Use.			11	0	11	11	0	11
09:00 - 10:00				17	0	28	17	0	28
10:00 - 11:00				8	11	25	8	11	25
11:00 - 12:00				16	17	24	16	17	24
12:00 - 13:00				0	8	16	0	8	16
13:00 - 14:00				6	16	6	6	16	6
14:00 - 15:00				0	0	6	0	0	6
15:00 - 16:00				11	6	11	11	6	11
16:00 - 17:00	22	0	22	11	0	22	11	0	22
17:00 - 18:00	22	0	44	0	11	11	0	11	11
18:00 - 19:00	17	22	39	0	11	0	0	11	0
19:00 - 20:00	17	22	34	0	0	0	0	0	0
20:00 - 21:00	11	17	28	0	0	0	0	0	0
21:00 - 22:00	0	17	11	0	0	0	0	0	0
22:00 – 23:00	0	11	0	0	0	0	0	0	0

6.7 As can be seen in the parking accumulation provided in **Table 6.1**, the greatest demand for parking during the football season, occurs between the hours of 17:00-18:00 with a demand for 44 car parking spaces.

Table 6.2: Parking Accumulation – Off Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Parking Accum	Arrival	Departure	Parking Accum	Arrival	Departure	Parking Accum
08:00 – 09:00	14	0	14	0	0	0	0	0	0
09:00 - 10:00	0	0	14	23	0	23	0	0	0
10:00 - 11:00	0	0	14	0	0	23	11	0	11
11:00 - 12:00	0	0	14	0	23	0	6	0	17
12:00 - 13:00	0	0	14	23	0	23	0	11	6
13:00 - 14:00	0	0	14	0	0	23	6	6	6
14:00 - 15:00	0	14	0	0	23	0	6	0	12
15:00 - 16:00	0	0	0	0	0	0	0	6	6
16:00 - 17:00	22	0	22	0	0	0	0	6	0
17:00 - 18:00	22	0	44	0	0	0	0	0	0
18:00 - 19:00	17	22	39	0	0	0	0	0	0
19:00 - 20:00	17	22	34	0	0	0	0	0	0
20:00 - 21:00	11	17	28	0	0	0	0	0	0
21:00 - 22:00	0	17	11	0	0	0	0	0	0
22:00 – 23:00	0	11	0	0	0	0	0	0	0

6.8 As can be seen in the parking accumulation provided in **Table 6.2**, the greatest demand for parking during the off season, occurs between the hours of 17:00-18:00, with a demand for 44 car parking spaces.

6.9 Even at the busiest time, therefore, there would be 26 spaces free within the car park. As such, the proposed level of car parking is sufficient to cater for the development proposals. This allows sufficient capacity for if spectators wish to attend matches and park at the site. However, it should already be noted, that many spectators are expected to be parents/guardians associated with junior activities, who have already travelled to the site and utilised a parking space in bringing their child to the site. The uplift in parking is to accommodate any crossover at peak time which currently results in vehicles parking on the adjacent highway network, which reduces parking amenity for local residents.



- 6.10 The proposed development is to provide 70 parking spaces and it has been demonstrated through the parking accumulation exercise that the expected level of car parking demand can be accommodated within the site.
- 6.11 The car park will be made up of 70 standard car parking spaces, with an additional 2 DDA compliant spaces and 2 EV charging spaces (74 total spaces).
- 6.12 It is proposed to provide 6no. Sheffield cycle stands, capable of accommodating 12no. cycles. The maximum number of participants on site at any time is expected to be no more than 82, however there is likely to be crossover between activities, where 140 participants could be on site at one time. At present there is no formal cycle parking at the site and, therefore, by the development providing some formal cycle parking, this is a betterment to the existing situation and will help to encourage cycling to/from the site.

SERVICING

- 6.13 Refuse collection will take place from the kerb on Bolton Road West, with bins being wheeled to the kerb for collection, via the existing pedestrian access, as takes place at present.



7. SUMMARY & CONCLUSIONS

SUMMARY

7.1 This Transport Assessment has been prepared on behalf of Steve Wells Associates Ltd, to accompany a planning application for a new 3G artificial grass pitch (AGP) and extended pavilion building at Top Park, Ramsbottom, Bury. The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a sustainable and accessible location within Ramsbottom, that is well connected with regards to opportunities for walking, cycling and public transport;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- Once operational, it is anticipated that the development would generate a maximum of 39 additional two-way vehicle trips during the weekday peak hour. The maximum two-way vehicle trip generation during the weekend peak hours of operation is 33 two-way vehicle trips in any hour period;
- A visibility splay has been provided at the Bolton Road West access which demonstrates that visibility of 2.4m x 43m can be achieved;
- The assessment is particularly robust as it considers the most intensive period in the football season and off-season; and
- It has been demonstrated that the parking provision at the development is sufficient to cater for the forecast demand associated with the proposed AGP.

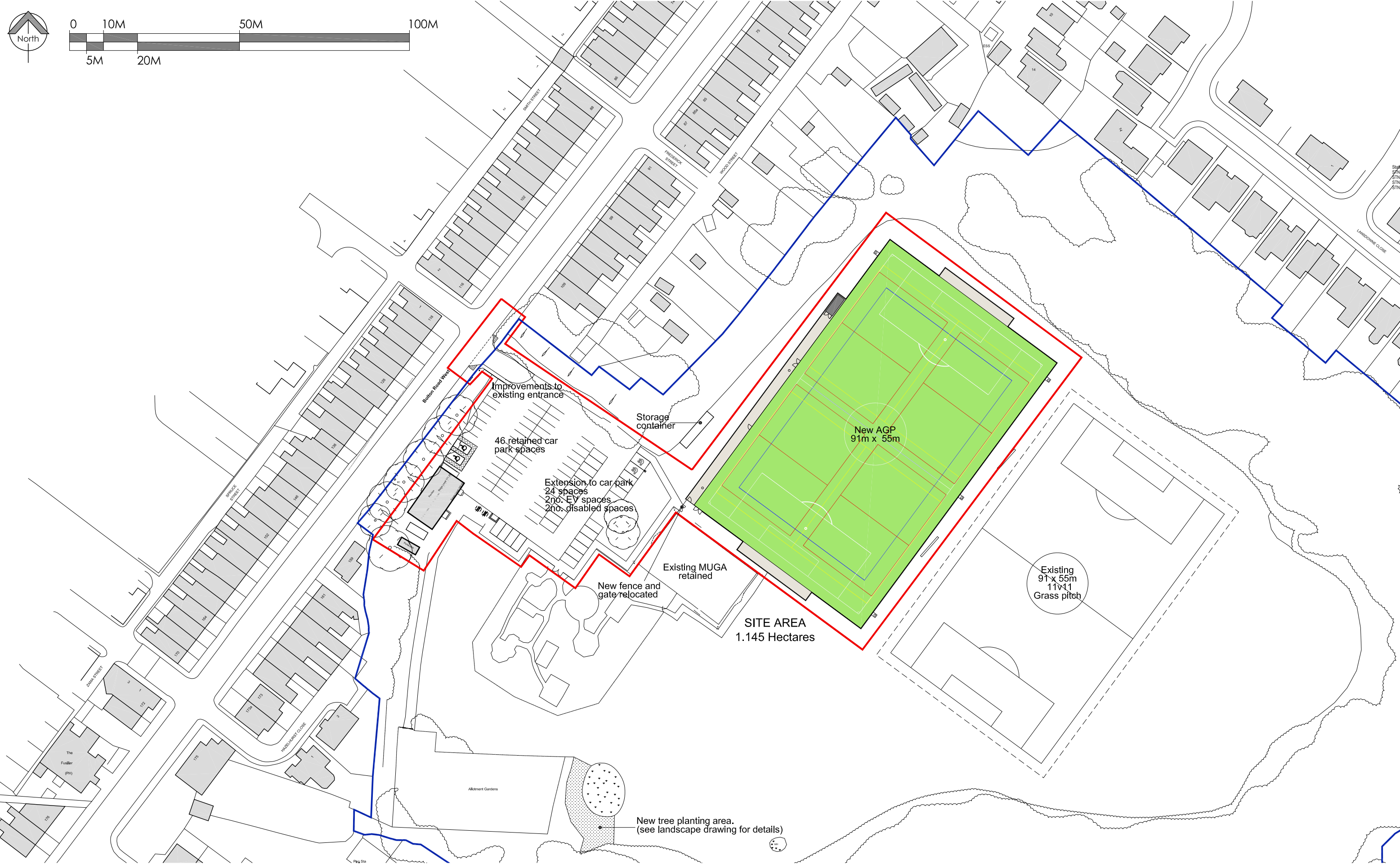
CONCLUSION

7.2 Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



Appendix A

Proposed Site Layout



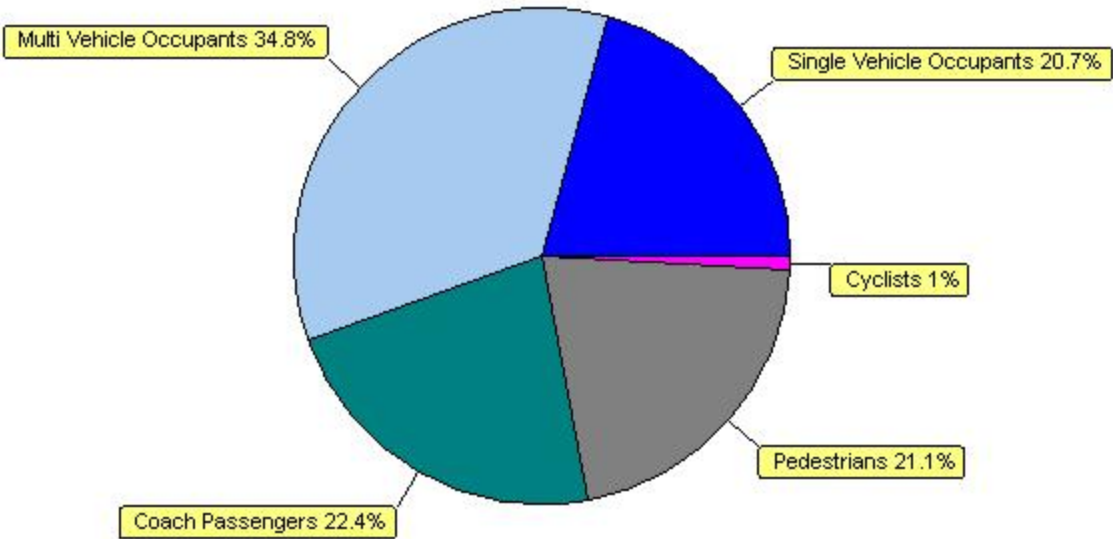
Copyright Notice: This drawing is the copyright of Steve Wells Associates and shall not be reproduced without permission. © 2023 Dwg. Purpose Planning			Proposed AGP and Pavilion Extension Top Park, Bolton Road West Ramsbottom, Bury BL0 9PE	Bury Council Dwg. Title Proposed Site Plan	STEVE WELLS ASSOCIATES <i>making sport happen</i> Churchill House, Mill Hill, Pontefract, West Yorkshire, WF8 4HY t : 01977 797258 e: mail@stevewells-associates.com	Dwg. No. 205-087-1005		Rev.
	No.	Revision / Issue				Date	Scale 1:1000 @ A3	Date August 2023



Appendix B

TRICS Output – Mode Split

Modal Split Percentages



Time Range/Peak Period Selection
Direction: Totals / Use All Times

Calculation Reference: AUDIT-640801-230925-0934

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST
 PL PLYMOUTH 1 days

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

Primary Filtering selection:

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

Parameter: Number of pitches
 Actual Range: 10 to 10 (units:)
 Range Selected by User: 9 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/07/12

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:

Wednesday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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 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 X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

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

Population within 5 miles:

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 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:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	PL-07-L-01	GOALS	PLYMOUTH
	OUTLAND ROAD		
	PLYMOUTH		
	CENTRAL PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pitches:	10	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 PITCH
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.87

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	1	10	1.300	1	10	0.700	1	10	2.000
09:00 - 10:00	1	10	0.900	1	10	0.600	1	10	1.500
10:00 - 11:00	1	10	0.200	1	10	0.000	1	10	0.200
11:00 - 12:00	1	10	0.400	1	10	0.500	1	10	0.900
12:00 - 13:00	1	10	0.300	1	10	0.200	1	10	0.500
13:00 - 14:00	1	10	0.600	1	10	0.700	1	10	1.300
14:00 - 15:00	1	10	1.400	1	10	1.000	1	10	2.400
15:00 - 16:00	1	10	0.600	1	10	1.300	1	10	1.900
16:00 - 17:00	1	10	0.300	1	10	0.200	1	10	0.500
17:00 - 18:00	1	10	2.300	1	10	0.800	1	10	3.100
18:00 - 19:00	1	10	3.800	1	10	1.000	1	10	4.800
19:00 - 20:00	1	10	4.100	1	10	2.900	1	10	7.000
20:00 - 21:00	1	10	1.600	1	10	3.500	1	10	5.100
21:00 - 22:00	1	10	0.400	1	10	4.500	1	10	4.900
22:00 - 23:00	1	10	0.000	1	10	0.500	1	10	0.500
23:00 - 24:00	1	10	0.000	1	10	0.000	1	10	0.000
Total Rates:			18.200			18.400			36.600

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:	10 - 10 (units:)
Survey date range:	01/01/12 - 18/07/12
Number of weekdays (Monday-Friday):	1
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix C

TRICS Output – Vehicle Trips

Calculation Reference: AUDIT-640801-230925-0919

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	YO YORK	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Number of pitches
 Actual Range: 5 to 11 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 24/09/22

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:

Tuesday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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:

Industrial Zone	1
Residential Zone	1
Retail Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 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:

No 4 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 4 days

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

LIST OF SITES relevant to selection parameters

1	CF-07-L-01	GÔL CENTRES	CARDIFF
	LAWRENNY AVENUE		
	CARDIFF		
	LECKWITH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	11	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
2	EA-07-L-01	SOCCERWORLD	EAST AYRSHIRE
	QUEENS DRIVE		
	KILMARNOCK		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Number of pitches:	9	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
3	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
	PARK ROAD		
	HALESOWEN		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	7	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL
4	YO-07-L-01	PLAY FOOTBALL	YORK
	STIRLING ROAD		
	YORK		
	CLIFTON MOOR		
	Edge of Town		
	No Sub Category		
	Total Number of pitches:	5	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TOTAL VEHICLES
 Calculation factor: 1 PITCH
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	3	9	0.444	3	9	0.074	3	9	0.518
09:00 - 10:00	3	9	2.333	3	9	0.370	3	9	2.703
10:00 - 11:00	3	9	0.222	3	9	0.148	3	9	0.370
11:00 - 12:00	3	9	0.148	3	9	0.185	3	9	0.333
12:00 - 13:00	3	9	0.148	3	9	0.222	3	9	0.370
13:00 - 14:00	3	9	0.333	3	9	0.333	3	9	0.666
14:00 - 15:00	3	9	0.519	3	9	1.852	3	9	2.371
15:00 - 16:00	4	8	1.406	4	8	1.313	4	8	2.718
16:00 - 17:00	4	8	2.281	4	8	0.688	4	8	2.969
17:00 - 18:00	4	8	3.563	4	8	1.563	4	8	5.124
18:00 - 19:00	4	8	3.906	4	8	2.875	4	8	6.781
19:00 - 20:00	4	8	2.719	4	8	2.844	4	8	5.563
20:00 - 21:00	4	8	1.938	4	8	4.719	4	8	6.657
21:00 - 22:00	4	8	0.156	4	8	3.125	4	8	3.281
22:00 - 23:00	4	8	0.031	4	8	0.313	4	8	0.343
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			20.146			20.621			40.767

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

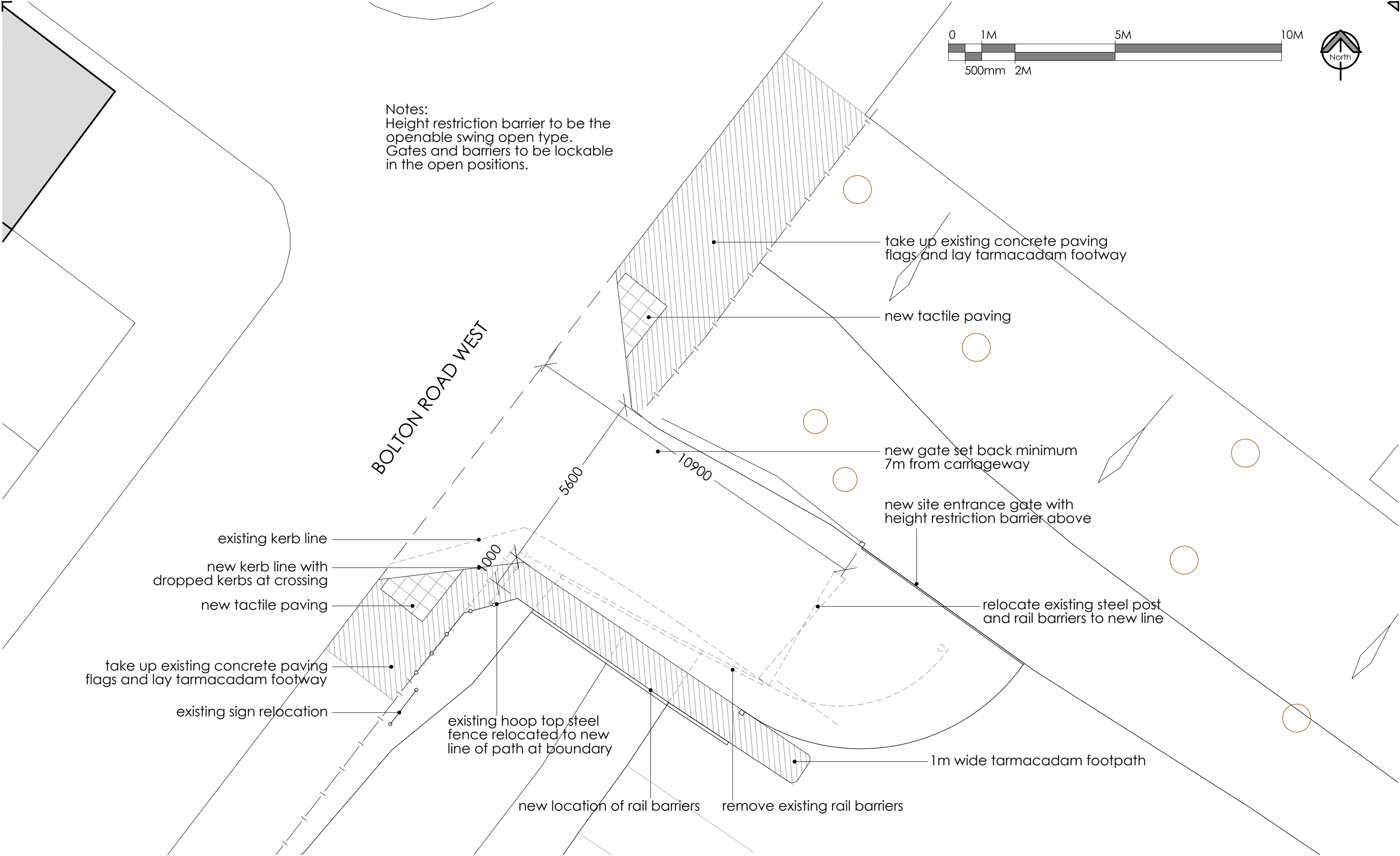
Trip rate parameter range selected:	5 - 11 (units:)
Survey date range:	01/01/15 - 24/09/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Appendix D

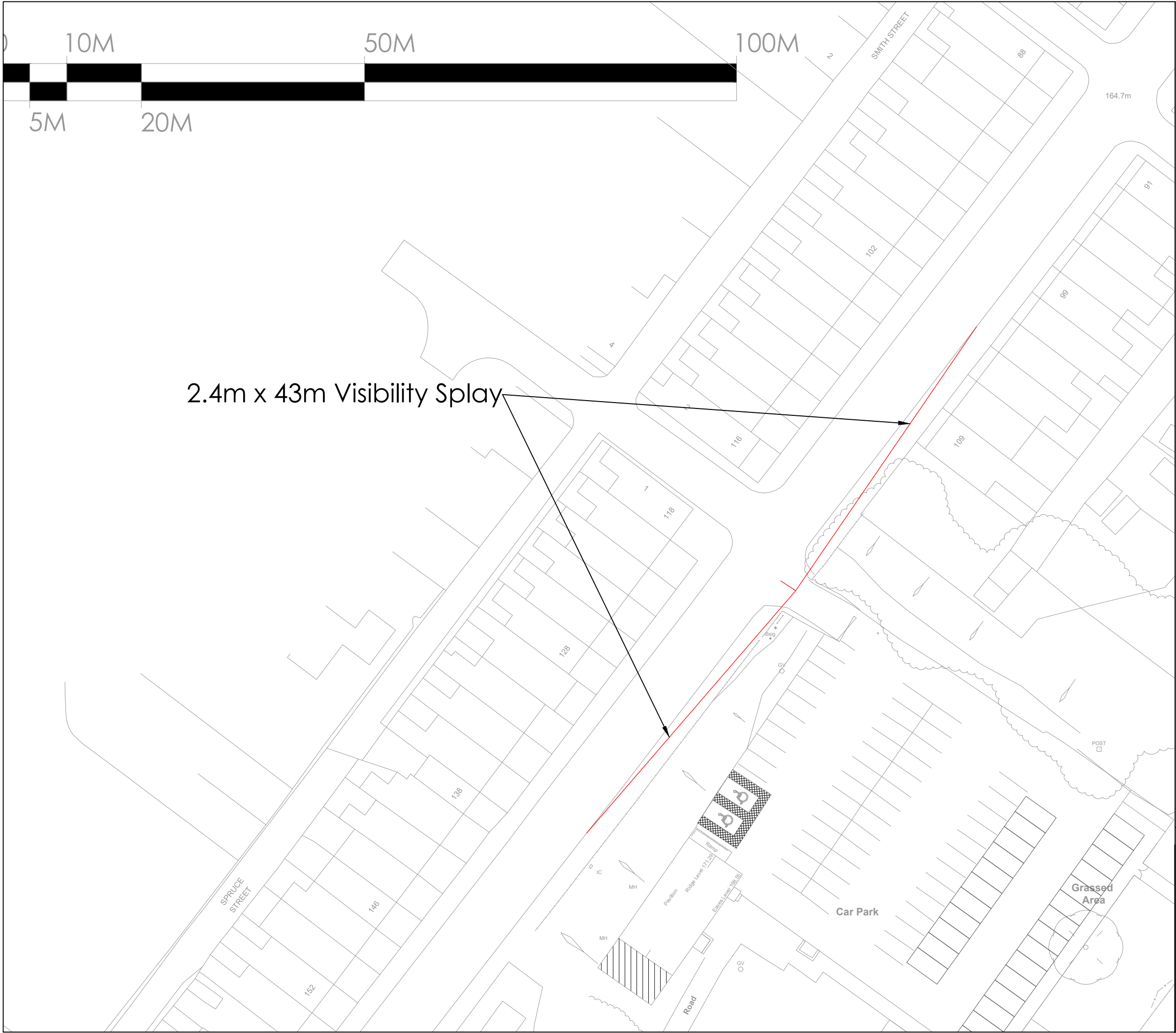
Visibility Splay and site access drawing



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						Dwg. Title		Scale 1:100 @ A3		Date September 2023	
	No.	Revision / Issue		Date		Drawn by JLR		Checked DKW			

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Date	Rev	Description	Drawn	Chkd
				
Project Top Park, Bury				Revision -
Title Visibility Splay				Scale @ A3 1:500
TPS Project Number P2416		Drawing Number V-1001		