



MEC

Development Technical
Consultants

TRANSPORT



Walshaw Hall, Tottington, Bury
Transport Statement
May 2023

Report Ref: 28021-TRAN-0801 Rev A

Walshaw Hall, Tottington, Bury

Transport Statement

May 2023

REPORT REF: 28021-TRAN-0801 Rev A

CLIENT: Capstone Care

ENGINEER: Mewies Engineering Consultants Ltd
The Old Chapel
Station Road
Hugglescote
Leicestershire
LE67 2GB

Tel: 01530 264 753
Email group@m-ec.co.uk

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
May 2023	-	First issue	James Wright BSc (Hons) Graduate Transport Planner	Dave Godber MCIHT Senior Transport Planner	Tim Rose BA (Hons), MTPS, MCIHT Director
May 2023	A	Amending for client comments	James Wright BSc (Hons) Graduate Transport Planner	Dave Godber MCIHT Senior Transport Planner	Tim Rose BA (Hons), MTPS, MCIHT Director

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or part without the written consent of Mewies Engineering Consultants Ltd.

CONTENTS

1.0	INTRODUCTION	4
2.0	EXISTING SITE AND HIGHWAY CONDITIONS	7
3.0	SUTE SUSTAINABILITY AND ACCESSIBILITY ASSESSMENT	13
4.0	DEVELOPMENT PROPOSALS	22
5.0	TRAVEL PLAN MEASURES	25
6.0	SUMMARY AND CONCLUSIONS	27

APPENDICES

- A. PROPOSED SCHEME LAYOUT
- B. REFUSE VEHICLE AND LARGE DELIVERY VAN TRACKING
- C. TRICS OUTPUT (EXISTING AND PROPOSED LAND USE)

1.0 INTRODUCTION

- 1.1 Mewies Engineering Consultants Ltd (M-EC), has been commissioned by Capstone Care Ltd. (hereafter referred to as 'the Client') to undertake a Transport Statement for a proposed residential development at Walshaw Hall, Bury (hereafter referred to as 'the site') A regional site location map can be found below in **Figure 1.1**, with a scheme layout contained in **Appendix A**.

Figure 1.1: Regional Site Location Plan



Source: Google Earth

- 1.2 The site is located within the unitary authority of Bury Metropolitan Borough Council (BMBC) who act as the Local Planning Authority and as the Highway Authority for the area. This report has therefore been prepared in accordance with BMBC design guidance.
- 1.3 This Transport Statement has been prepared to address comments provided by BMBC (dated 12/4/2023) in relation to the following:
- Trip generation resulting from the development;
 - Improvements to site accessibility;
 - Car parking provision and internal vehicular circulation
 - Traffic impacts of servicing requirements
 - Net level of change over any current development within the site.

Methodology

- 1.4 This TS has been prepared in accordance with the National Planning Policy Framework (NPPF) and seeks to demonstrate that:
- Safe and suitable access to the site can be achieved for all users;
 - Sustainable travel to local amenities is plausible and a genuine alternative to private car journeys, and;
 - Where any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety arise, they can be cost effectively mitigated to an acceptable degree.
- 1.5 Furthermore, this report has been prepared with reference to the following national & local policy/guidance documents:
- National Planning Policy Framework (July 2021);
 - Guidelines for Providing for Journeys on Foot (CIHT, 2000);
 - PPG13 – A Guide to Better Practice' (March 2001);
 - Design Manual for Roads and Bridges;
 - Manual for Streets / Manual for Streets 2, and;
 - 'Parking Standards in Bury' (May 2007).

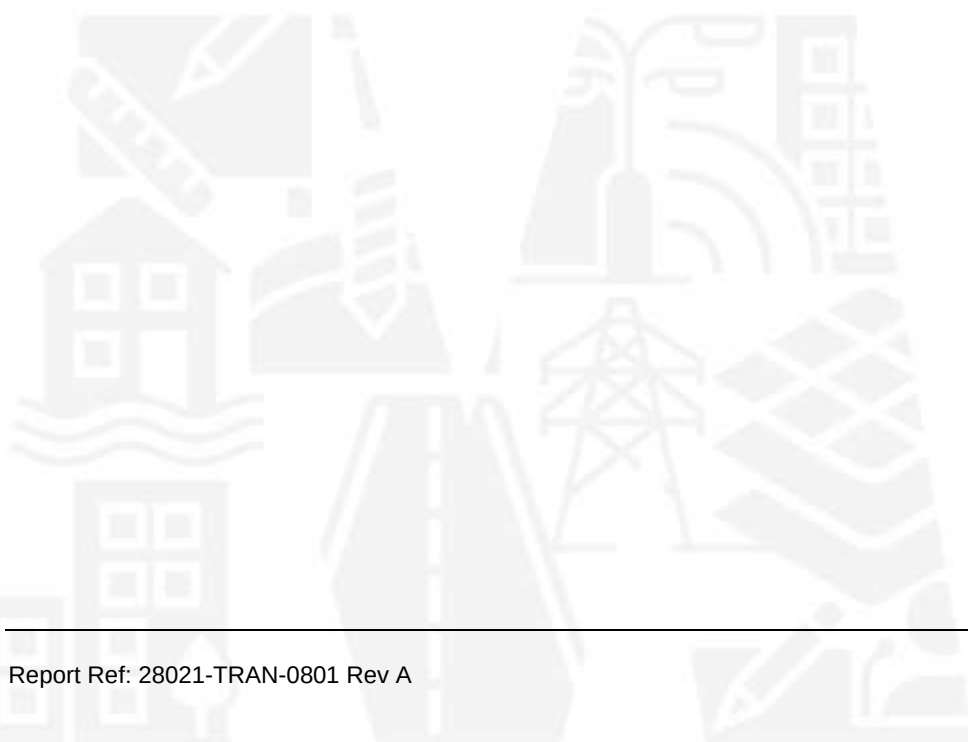
Report Structure

- 1.6 This TS will review all existing and proposed highway elements, providing appropriate conclusions in order to assess the impact of the proposed development upon the highway network. The structure of this report is as follows:
- Description of the development proposals and site characteristics;
 - A review of historic accident data (5-year period) in the immediate vicinity of the site, so as to assess the development impact, if any, on any known or emerging issues;
 - A review and summary of existing opportunities for sustainable travel modes, including details of the requirement for new and enhanced provision, where applicable;
 - Undertake swept path analysis of all necessary parts of the internal layout;
 - Comment upon the level of parking proposed within the development, and;
 - Comment on the trip generation of the existing use of the application site, which can be used to quantify any intensification of use as a result of the proposed use.

Disclaimer

- 1.7 M-EC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from M-EC.
- 1.8 M-EC accepts no responsibility or liability for:

- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
- b) The issue of this document to any third party with whom approval for use has not been agreed.



2.0 EXISTING SITE AND HIGHWAY CONDITIONS

- 2.1 The application site is located circa 1km west of the geographical centre of the village of Walshaw, and 2.4km southwest of the town of Tottington. In terms of major settlements, the site is located approximately 4.2km northwest from Bury town centre. Bury itself sits on the northern edge of the greater Manchester metropolis, approximately 16km from the centre of Manchester. **Figure 2.1** illustrates the site.

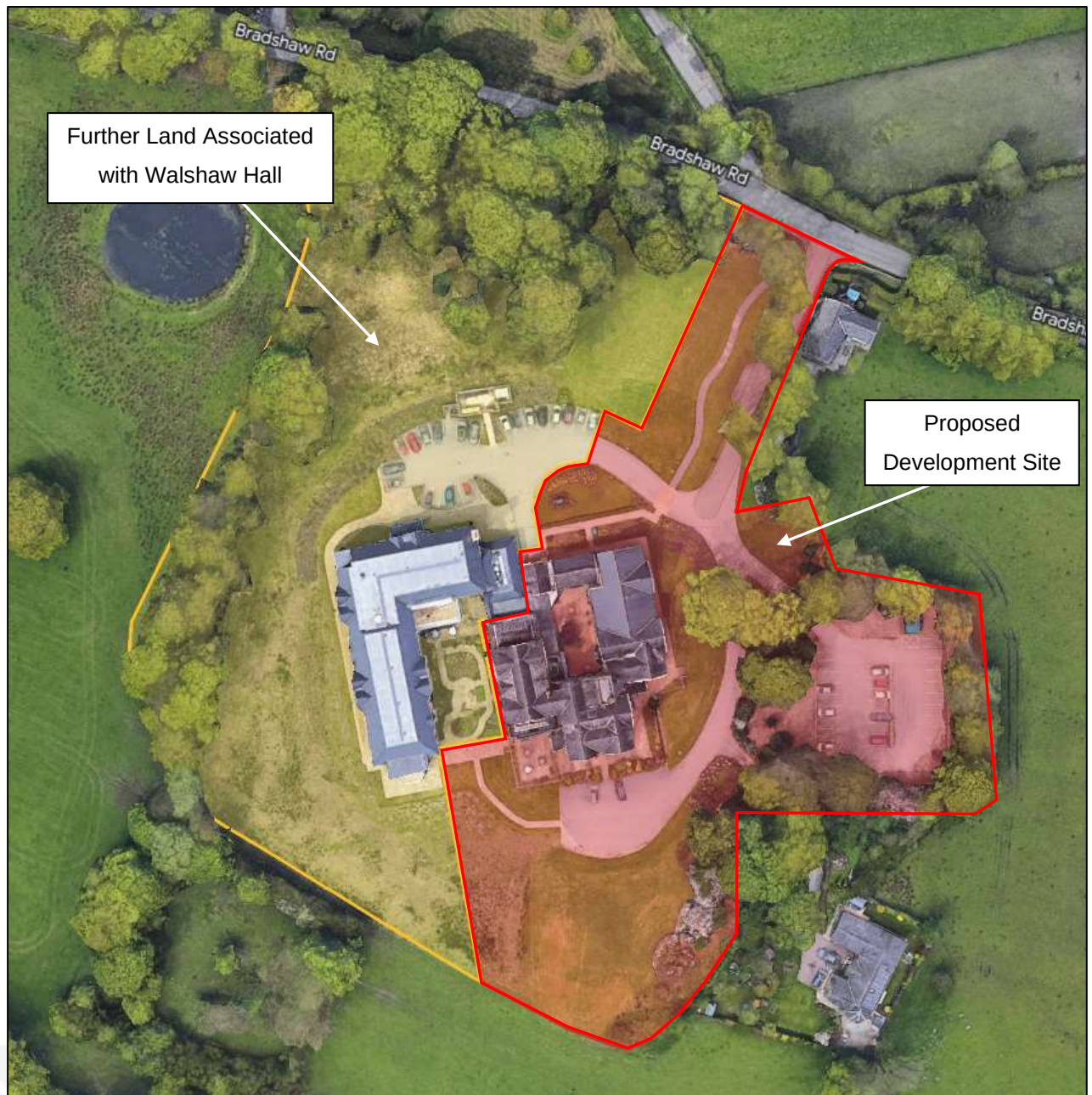
Figure 2.1: Site Location Plan



Source: Google Earth

- 2.2 The site, which is irregular in shape, currently comprises part of Walshaw Hall Care Home, the building's associated parking, and a 4.4m wide private access road. It is proposed the existing Walshaw Hall Care Home east building is to be repurposed as residential apartments; external and built form alterations are proposed to be kept to a minimum. It should be noted the care home has not been used since December 2019.
- 2.3 The site is bound by Bradshaw Road to the north, agricultural land and a single detached dwelling to the east and south, and a dementia care unit complex to the west.
- 2.4 As mentioned, west of the application site, Walshaw Hall was subject to an extension comprising a 56 bed care home and associated parking. **Figure 2.2** shows the extent of the land owned by the client in regards to the Walshaw Hall Care Home; the land in red marks the land associated with this application as mentioned, with the yellow highlighting the rest of the land associated with Walshaw Hall.

Figure 2.2: Walshaw Hall Care Home Site Boundry



Source: Google Earth

Existing Vehicular Access

- 2.5 The site is accessed off a 4.4m private access road off Bradshaw Road via a priority-controlled T-junction as shown by **Figure 2.3**.

Figure 2.3: Existing Access Arrangements off Bradshaw Road

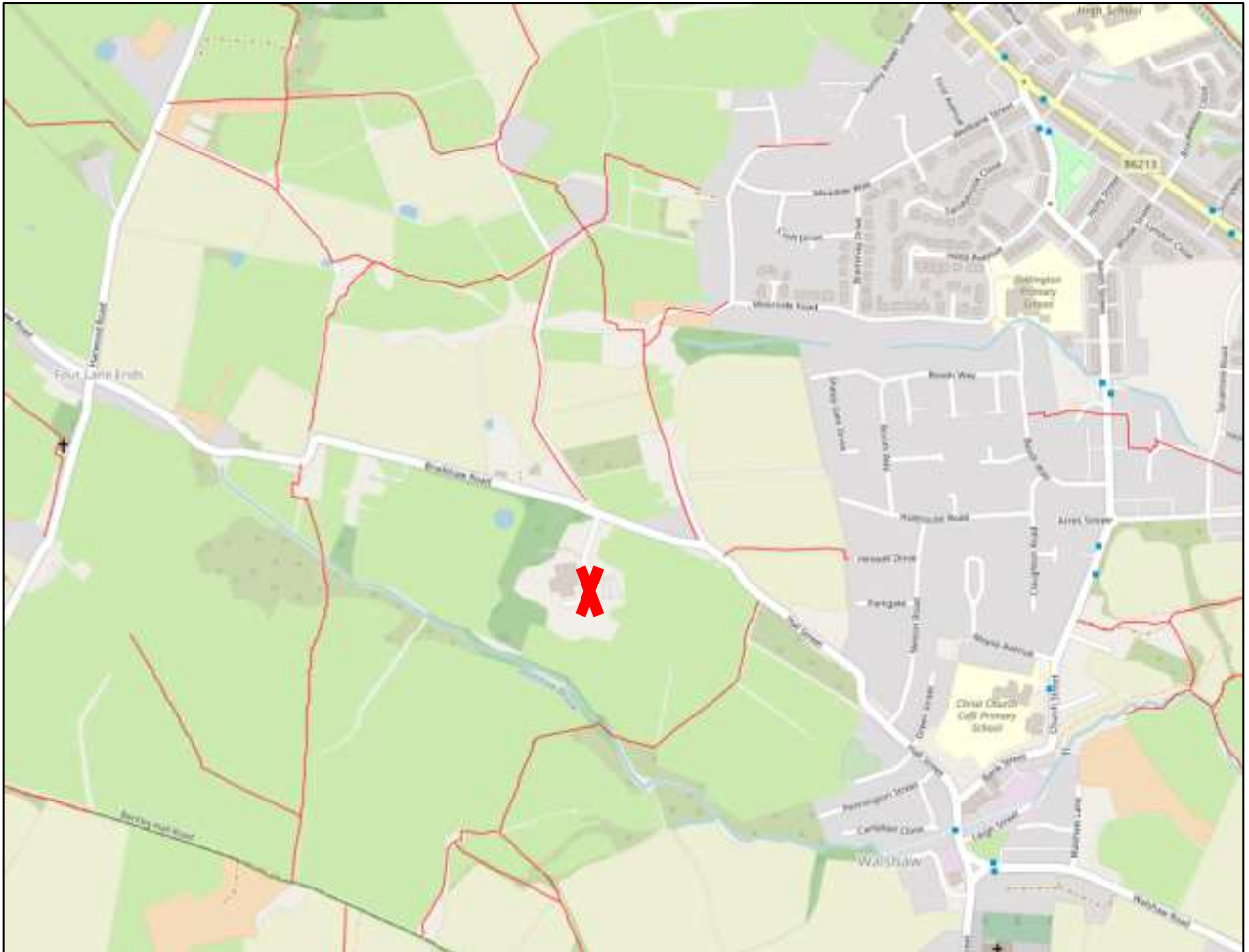


Source: Google Earth

- 2.6 Bradshaw Road, orientated east to west, is a single two-way carriageway road with a width ranging between 5.5m – 6m, operating under a 30mph speed restriction; Bradshaw Road benefits from sporadic street lighting. There are no footways along Bradshaw Road.
- 2.7 The access is currently used by both delivery vans and refuse vehicles catering for the 56 care home apartments on the western part of the site.

Existing Pedestrian Infrastructure and Access

- 2.8 As mentioned, there is no footway provision along Bradshaw Road, however, given the rural location of the site it is necessary to consider the availability of local public rights of way (PRoW). PRoWs are highways in their own right, and provide future residents with safe, off-carriageway walking connections to the surrounding area and any local amenities.
- 2.9 **Figure 2.4** showcases public rights of way within the site's locality; the red 'X' indicates the site location.

Figure 2.4: PRoW in the Vicinity of the Site

Source: FootPathMap.co.uk/

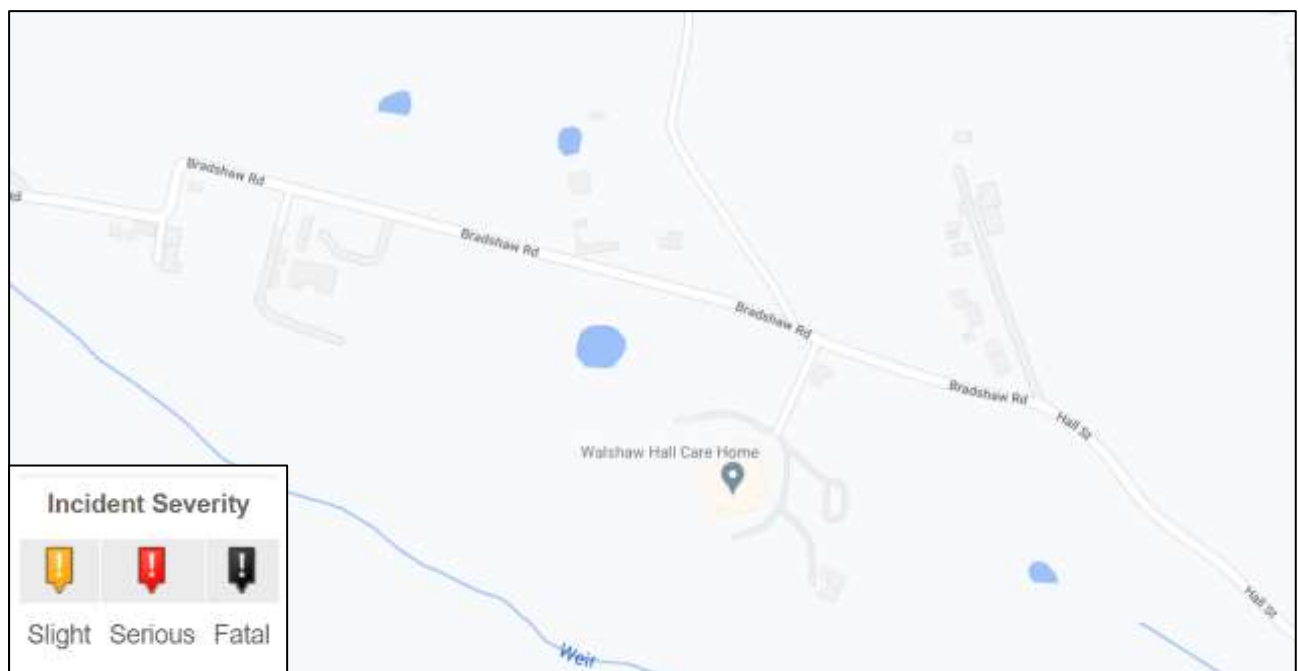
- 2.10 **Figure 2.4** demonstrates there is a high provision of PRoW within the locality of the site providing pedestrian connections directly to the south of Tottington via the public footpath located adjacent to the site access. Using this PRoW, Tottington Town Centre can be reached by a 1.8km walk via Moorside Road.
- 2.11 The PRoW adjacent to the site access is a single way, tarmacked track with a width broadly between 2.6m – 3m; signs stating the footpath is a public footpath are present at both the site access and where the PRoW joins Moorside Road.
- 2.12 Moorside Road provides footways either side in excess of 1.75m as well as street lighting and dropped kerbs aiding pedestrian movements. When travelling into Tottington, Moorside Road joins Meadow Way. Meadow Way (then becoming Wellbank Street) hosts footways in excess 1.75m on either side with the provision of street lighting, dropped kerbs, and tactile paving.
- 2.13 Pedestrian movements are aided by tactile paving, dropped kerbs and a pedestrian refuge where Wellbank Street joins Market Street/Bury Road (Tottington centre); footways in excess of 2m are also provided along Market Street/Bury Road.

- 2.14 Despite Bradshaw Road not having footways, It is considered that future residents could walk into Tottington via public footpaths and residential streets in under a 1.4km walk without the need for on-carriageway walking.

Personal Injury Collisions

- 2.15 When assessing the proposed development, it is considered appropriate to review the level of Personal Injury Collisions (PIC's) that have been recorded in the immediate vicinity of the application site on Bradshaw Road.
- 2.16 Consequently, the highway safety record has been reviewed using PIC data from Crash Map (crashmap.co.uk) over the most recent 5-year period between 2017 – 2021. The reviewed data from Crash Map is based on information from the Stats19 database and is summarised in **Figure 2.5**.

Figure 2.5: Recorded Personal Injury Incidents 2017-2021 (Crash Map)



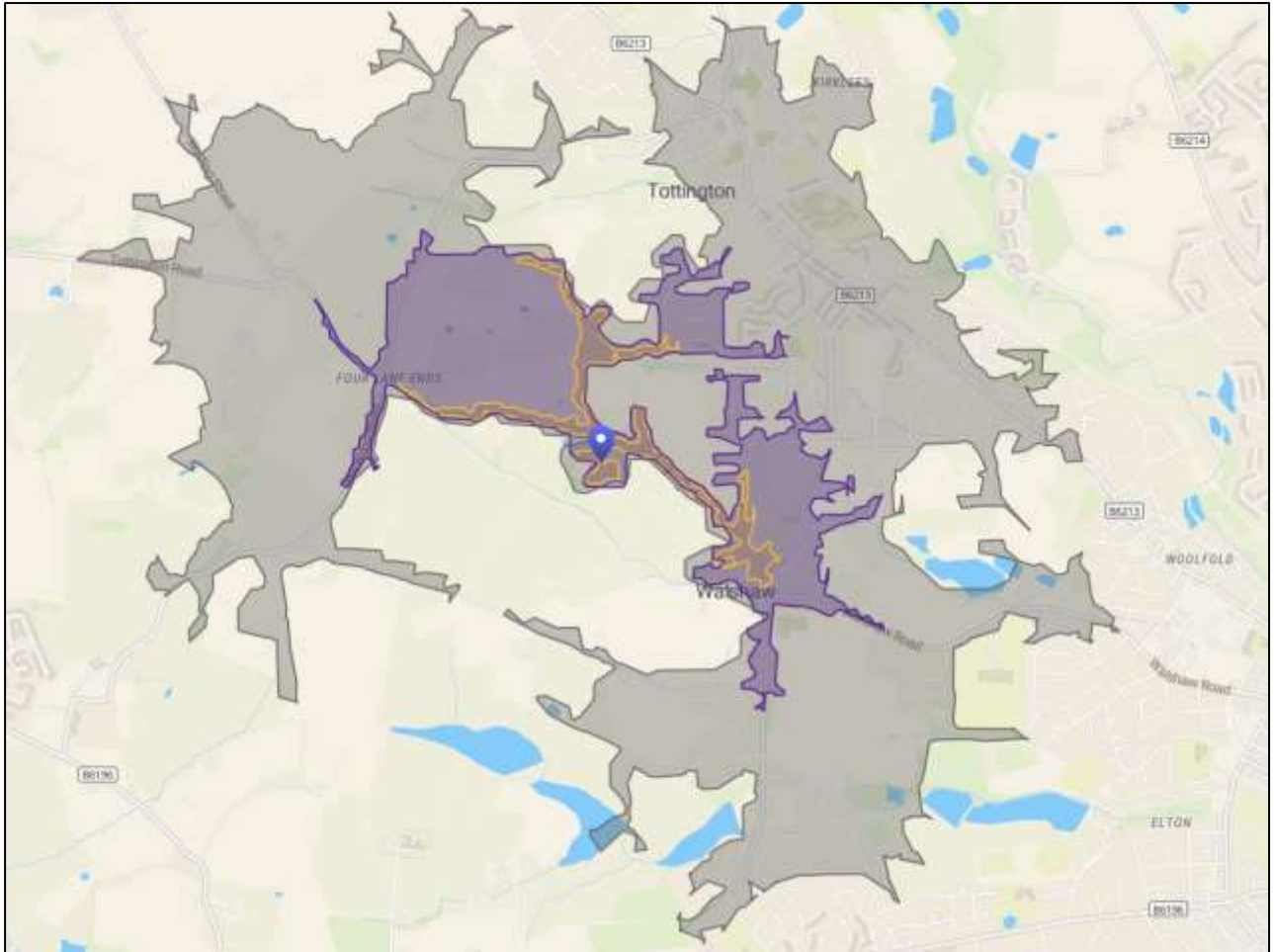
Source: Crashmap.co.uk

- 2.17 As can be shown, no PICs have been recorded on Bradshaw Road within the most recent 5 year period. It is evident a collision issue does not exist within the vicinity of the site, nor are there any safety issues associated to the highway layout.

3.0 SITE SUSTAINABILITY AND ACCESSIBILITY ASSESSMENT

Pedestrians

- 3.1 The Chartered Institution of Highways and Transportation (CIHT) publication [2000] 'Guidelines for Providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1600m). In transport planning terms, the most suitable sites for development are those that generate fewest private car trips, which is achieved by enabling a greater proportion of walking, cycling, and public transport trips.
- 3.2 The CIHT Guidelines suggests acceptable walking distances to various services. 'Acceptable' distances may vary from person to person depending on their age and general fitness, but the guidelines suggest:
- Maximum distances of 800 metres to town / retail centres, 2000 metres for work / education, leisure and 1200 metres elsewhere
 - Acceptable distances of 400 metres to town / retail centres, 1000 metres for work / education, leisure and 1200 metres elsewhere
 - Desirable distances of 400 metres to town / retail centres, 800 metres for work / education, leisure and 800 metres elsewhere
- 3.3 The average walking speed suggested by the CIHT is 3mph, or 5 minutes for every 400 metres. To provide an approximate guide to how far it is possible to walk within 800m, 1200m, and 2000m (10-, 15-, and 25-minute intervals), indicative walking isochrones have been produced, as shown in **Figure 3.1**.
- 3.4 It should be noted the isochrone mapping software takes public footpaths into consideration; hence the distances are representative for future residents walking via the public footway outlined in Paragraph 2.11.

Figure 3.1: 2km Walking Accessibility Map shown in 800m, 1200m, and 2000m Isochrones

Source: Smappen.com/

- 3.5 As demonstrated by **Figure 3.1**, Tottington can be reached within a 2km walk and as mentioned, is accessible without the need for on-carriageway walking. Taking the PRoW adjacent to the site access, Walshaw can still be reached within a 2km walk via PRoW and footways; a pedestrian cut through from Moorside Road to Kenyon Way provides a key pedestrian link for future residents commuting to the south of Tottington and Walshaw.
- 3.6 To verify the usability of the mentioned PRoW, a Strava Heatmap analysis has been conducted; if several Strava users have recorded using the PRoW adjacent to the site access, it can be considered the PRoW is maintained to an acceptable degree to accommodate pedestrian movements. **Figure 3.2** demonstrates the routes used by walkers, where the 'hotter' (brighter) lines indicate the more frequently used routes; the red 'X' indicates the site's location. The map also highlights the position of Moorside Road and Meadow Way in relation to the PRoW and the site.

Figure 3.2: Strava Walking Heatmap

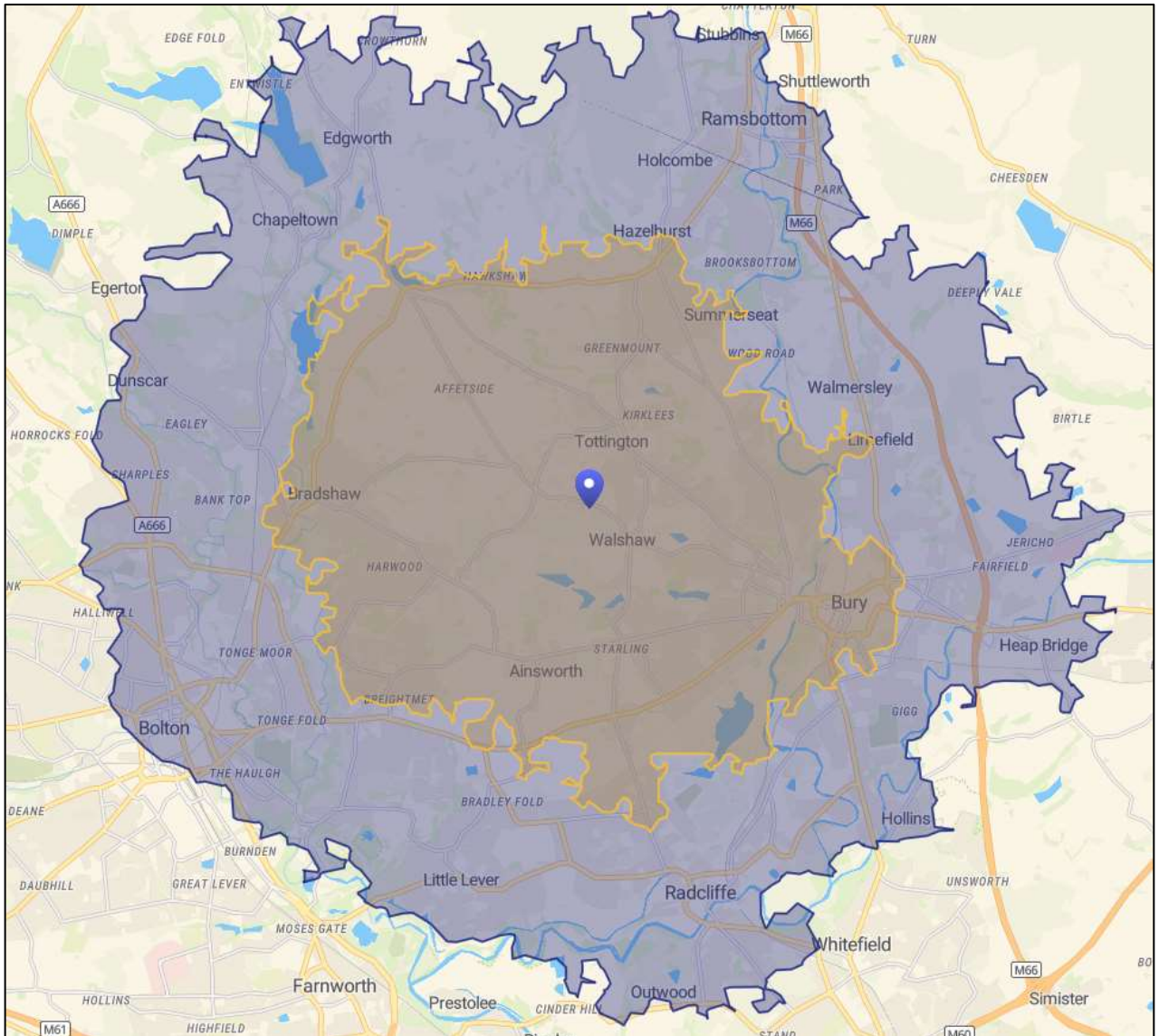
Source: [Strava.com/Heatmap/](https://www.strava.com/Heatmap/)

- 3.7 As demonstrated by the above map, the PRoW adjacent to the site access is used relatively frequently among local walkers and provides a genuine connection into Tottington. Moreover, the map further verifies the PRoWs shown on **Figure 2.5** are present in their fullest extent and accessible for future residents.

Cycling

- 3.8 The Department for the Environment publication 'PPG13 – A Guide to Better Practice' (March 2001) states that the bicycle is the ideal mode of transport for journeys under 8km and that cycling "*has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport*". **Figure 3.3** provides indicative cycling isochrones demonstrating where can be accessed via an 8km cycle.

Figure 3.3: Cycling Accessibility Map shown in 5km and 8km Isochrones

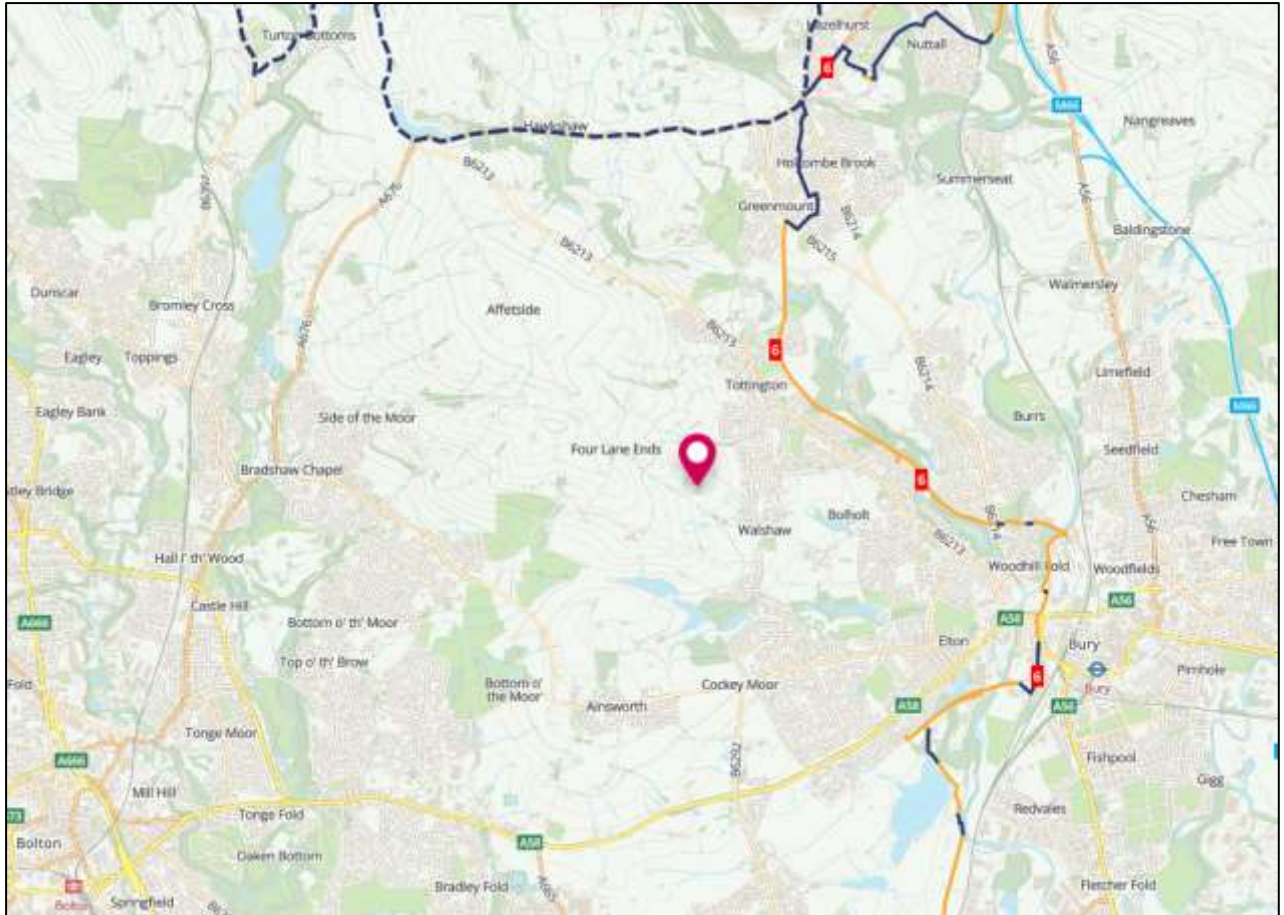


Source: Smappen.com/

- 3.9 **Figure 3.3** highlights Bury Town Centre can be reached within a 4km cycle; as Bury is a large urban centre, there are multiple amenities and services available to future residents as well as employment opportunities.
- 3.10 Within 8km, the centre of Bolton can be accessed; similarly, Bolton is a large town and as such multiple facilities and employment opportunities are available for future residents. Furthermore, the large towns of Radcliffe and Ramsbottom are also accessible within an 8km cycle among multiple other smaller towns and villages.
- 3.11 It is considered the application site is situated in a location well adept to the provision of amenities within its wider local region, and as such, the high provision of amenities within 5km and 8km means cycling is a genuine option for future residents carrying out commuter style trips.

- 3.12 When analysing cycling infrastructure, it is important to consider the site's location in relation to official cycling routes. Analysis of Sustrans.org found the site is within an 8km proximity to National Cycle Route (NCR) 6, as shown in **Figure 3.4**.

Figure 3.4: The National Cycle Network Local to the Site



Source: Sustrans.org/ExploreOSmaps/

- 3.13 NCR 6 passes through Tottington, circa 2km from the site via Sunnywood Drive, or 2.6km via Kirkless Trail off South Royal Street. NCR 6 is a long route, extending from the east of The Peak District National Park to Uxbridge, passing through the cities of Sheffield, Nottingham, Derby, Leicester, and Northampton. However, specific to this site, NCR 6 provides a continuous cycle route from Tottington to Bury and Ramsbottom.
- 3.14 To give an understanding of what roads/cycle routes are used by local cyclists, and as such the extent they can support existing cycle movements, analysis of Strava Heatmaps has been conducted. **Figure 3.5** demonstrates the routes used by cyclists, where the 'hotter' (brighter) lines indicate the more frequently used routes; the red 'X' indicates the sites' location.

Figure 3.5: Strava Cycling Heatmap

Source: [Strava.com/Heatmap/](https://www.strava.com/Heatmap/)

- 3.15 As the heatmap demonstrates, Bradshaw Road is a popular cycle route among cyclists as it acts as a major rural artery between Bury and Bolton. Given the volume of cyclists using the road, it is considered the infrastructure is of a sufficient level to accommodate cycle movements into the surrounding towns, and ultimately shows cycling from the site is a genuine substitute to travelling by private car.

Bus Provision

- 3.16 The closest bus stops to the site when taking into consideration realistic walking routes, the Wellbank Street bus stops or the Booth Street stops, are situated around the point Wellbank Street joins Market Street/Bury Road, circa 1.5km from the site (using the PRoW adjacent to the site access). The Wellbank Street stop situated on Booth Street, comprises a shelter with timetable information and accompanying flag and post, and is served by the 480 service.
- 3.17 The Booth Street stop, situated on Market Street/Bury Road, comprises a flag and post design, and is served by the 469 Tottington Line service as well as the 480 services.
- 3.18 It should be noted 3 stops known as 'Walshaw War Memorial' stops, are located on the High Street / Walshaw Road junction 850m from the application site when taking Bradshaw Road. The two stops situated on High Street comprise of a flag and post design, while the third stop on Walshaw Road comprises a shelter with timetable information and accompanying flag post. These stops are served by the 480, and 511 services. **Table 3.1** provides a summary of the aforementioned bus services.
- 3.19 It should also be noted these stops also serve the 883, 884, 885, 886, 896, 897, 898 school services.

Table 3.1: 469, 480, & 511 Bus Timetable Summary

Service	Operating Days	First Bus	Frequency (Minutes)			Last Bus	Route	Provider
			Morning	Midday	Evening			
'Wellbank Street' Bus Stop / Booth Street Bus Stop								
469	Mon - Fri	06:16	15	7 - 15	15	23:16	Tottington - Bury	Rosso Bus
	Saturday	07:01	15 - 30	15	30	23:16		
	Sunday	07:46	30	30	30	16:16		
480	Mon - Fri	07:26	30	60	30	23:20	Bolton - Bury via Tottington, Walshaw	Vision Bus
	Saturday	08:25	60	60	60	23:20		
	Sunday	09:25	120	120	120	19:25		
'Walshaw War Memorial' Bus Stop								
480	Mon - Fri	See Above					See Above	
	Saturday							
	Sunday							
511	Mon - Fri	07:48	30	30	30	23:37	Bolton - Bury via Leverhulme Park, Brightmet, Withins, Walshaw	Daimond Bus / Vision Bus
	Saturday	09:05	60	60	60	23:37		
	Sunday	08:42	60	60	60	21:37		

Source: Travelline.info. *Times accurate as of time of writing.

- 3.20 The above table demonstrates the closest bus stops to the site are served by broadly 8-10 buses per hour during weekday daylight hours, 4-6 buses per hour during Saturday daylight hours, and 3-4 buses during daylight hours on a Sunday.
- 3.21 It should be noted the services available provide a direct connection into Bury in under 20 minutes.
- 3.22 For a rural location, the bus provision is of a good level and provides future residents with a viable, sustainable option when commuting to larger settlements beyond Tottington such as Bury.

Rail provision

- 3.23 Hall I' Th' Wood rail station is located circa 5.7km west of the application site, and can be accessed by cycle in 22 minutes. As outlined, PPG13 [March 2001] states that cycling can 'form part of a longer journey by public transport' and that cycling is the ideal mode of transport for journeys under 8km. There is no available cycle parking at Hall I' Th' Wood station.
- 3.24 Bromley Cross Rail Station is situated 6.2km west from the application site, and can be accessed by cycle in 25 minutes; Bromley Cross rail station has 11 cycle spaces monitored by CCTV; due to this, it is considered future residents would use Bromley Cross station when accessing the rail network, as opposed to Hall I' Th' Wood station.
- 3.25 Both stations are served by Northern Railway with direct trains to Rochdale (Via Bolton), Clitheroe, and Blackburn.

Accessibility Assessment

- 3.26 To place the above sections into context, it is important to consider the locality of existing amenities, facilities, and services in relation to the site and subsequently pedestrian travel and public transport methods available to reach them. **Table 3.2** provides an extensive, but not exhaustive list of local amenities.
- 3.27 It should be noted all times associated with walking consider the PRoW adjacent to the site, and not east along Bradshaw Road, whereas cycling times are taken using Bradshaw Road. As a result, the walking and cycling times do not correlate as the distances are different.

Table 3.2: Accessibility Assessment

Facility	Approx Distance (m) (Walking / Cycling)	Approx Journey Time (minutes)*	
		Walking	Cycling
Education			
Tottington Primary School	1100 / 1500	14	4
Christ Church Primary School	1100 / 1100	14	3
Tottington High School Academy	1800 / 2200	22	7
Mulberry Bush Nursery	2000 / 2300	25	7
Health			
Tottington Medical Practice	1900 / 2300	22	8
Cohens Chemist	1900 / 2300	22	8
Retail			
Spar Tottington	1500 / 1900	19	6
Co-op Food Tottington	1900 / 2300	24	8
The Local Tottington (Off Liscence)	2100 / 2000	26	6
Tesco Extra	2700 / 2600	31	7
Public transport			
Walshaw War Memorial' Bus Stop	850 / 2000	25	2
Wellbank Street' Bus Stop / Booth Street Bus Stop	1500 / 1700	19	5
Leisure			
Town Meadow Park (Social Club, Bowls, Tennis, Playing Fields)	2000 / 2300	25	7
Stables Fitness & Leisure Club	3000 / 2000	36	6

*Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.

- 3.28 The accessibility assessment showcases that the application site is located within acceptable distances to local amenities, with a good level of service provision for a rural location.

3.29 As there is no major supermarket within CIHT acceptable distances to the application site, it is deemed necessary to review the availability of supermarket deliveries to the site as a sustainable substitute to private travel. It has been established Tottington Co-op, Morrisons, and Asda deliver to the site, as well as several smaller convenience stores such as Nisa Local and One Stop.

3.30 Moreover, Paragraph 105 of the NPPF advises:

‘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.

Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’

3.31 As such, when taking into consideration the rurality of the application site, it is considered the development is situated within a sustainable location, supported by a good level of public transport provision.

4.0 DEVELOPMENT PROPOSALS

Development Quantum

4.1 The proposed development comprises 19 residential apartments in the existing Walshaw Hall Care Home building; as mentioned, external and built form alterations are proposed to be kept to a minimum. The schedule of accommodation is as follows:

- 7x 1-bedroom apartments between 45m² and 71m².
- 2x 1-bedroom mezzanine apartments of 58m².
- 8x 2-bedroom apartments between 68m² and 98m².
- 1x 2-bedroom mezzanine apartment of 89m².
- 1x 2-bedroom 2-storey apartment of 97m².

4.2 A scheme layout can be found in **Appendix A**.

Access

4.3 The site will continue to be accessed by the existing 4.4m wide private access road off Bradshaw Road; the access road includes a passing place to accommodate for passing movements of large vehicles. As the existing access was approved in 2013 to serve the 56 bed care home and the application building when it operated as a care home, it is considered the access is suitable for the proposals.

Servicing

4.4 It is necessary to consider how a refuse lorry can gain access to all the dwellings, turn around, and exit in forward gears. Consequently, swept path analysis has been undertaken using the most up to date version of the computer software AutoTRACK. The swept paths are based upon a Phoenix 2-23W (with Elite 2 6x4 chassis) refuse vehicle measuring 2.53m by 10.52m, the results of which are illustrated on drawing 28021_08_020_01 in **Appendix B**. It has been demonstrated a refuse vehicle is able to access the site, turn around in the north car park, and exit in forward gears.

4.5 Moreover, swept path analysis of a large delivery van measuring 1.99m x 5.34m has been undertaken at the main entrance of the apartment block (south of the site). As illustrated on drawing number 28021_08_020_02 in **Appendix B**, a delivery van is able to access the site, turn around in the southern car park, and exit in forward gears. As a refuse vehicle is able to turn around in the dementia unit (north) car park, it is evident a large delivery van is also able to replicate the movements shown on drawing number 28021_08_020_01.

Parking

Car Parking

4.6 BMBC publishes car parking standards for new development in their document 'Parking Standards in Bury' (May 2007). The guidance for both residential care homes and residential dwellings recommends:

Table 4.1: Bury Parking Standards Extract

Type of development	Maximum parking standards for car parking provision (excluding disabled parking)	Minimum standards for car Parking provision for those Who are disabled
Residential Institutions (C2): Care / nursing homes	1 per 4 beds	Up to and including 200 bays – 3 bays or 6% total capacity, whichever is greater.
Dwelling Houses (C3): 1 Bed	High Access Area = 1.0 per unit / Low Access Area = 2.0 per unit	Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons. Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.
Dwelling Houses (C3): 2 Bed	High Access Area = 1.5 per unit / Low Access Area = 2.5 per unit	
Dwelling Houses (C3): 3 Bed	High Access Area = 2.0 per unit / Low Access Area = 3.0 per unit	
Dwelling Houses (C3): 4 Bed	3.0 per unit	

Source: 'Parking Standards in Bury' (May 2007): Table 2: Parking Standards in Bury

- 4.7 Given the site's location, it is classed as a 'low access area' as per Appendix 1 of 'Parking Standards in Bury': 'Areas of High Accessibility in Bury'.
- 4.8 The proposals will see the car park to the east of the application site retained with spaces allocated exclusively to the new apartments. The hardstanding area at the south of the site is to be expanded and turned into formal car parking spaces. A further 3 disabled spaces allocated for residents within the apartments are to be constructed directly southeast of the building off the access road.
- 4.9 Overall, a total of 45 spaces including the 3 disabled spaces (5%) are to be provided for the application site's residential complex, with a further 6 being developed for the purpose of the dementia care unit to prevent overspill between the two land uses.
- 4.10 BMBC standards state a maximum of 43 spaces are to be provided, however, it is considered the 2 extra spaces will be used by visitors/maintenance workers to ensure on-street parking on the access road does not occur.
- 4.11 BMBC further state parking spaces should have standard space requirement of 2.4m x 4.8m; the spaces provided on site will have dimensions of 2.4m x 5.0m.
- 4.12 In terms of existing parking, 20 spaces (inc. 3 disabled) are allocated to the dementia care home within the associated land. The extra 6 will bring the total parking associated with the dementia care unit up to 26.
- Cycle Storage
- 4.13 BMBC standards state residential developments should have a cycle parking provision of 1 space per 5 dwellings, with a minimum of 4 spaces provided in a secure long stay compound or locker. The application site will provide cycle parking in line with this requirement.

Traffic Generation

- 4.14 To determine the impact of the proposed residential development at the site, an analysis of the Trip Rate Information Computer Systems (TRICS), a computer program that assists in estimating trip rates to and from a variety of land uses, has been undertaken. A summary of the likely vehicle trips generated from the proposals can be found within **Table 4.2**, with TRICS data attached within **Appendix C**.

Table 4.2: Development Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates (per unit)		Trip Generation (19 units)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.052	0.200	1	4	5
PM Peak (17:00-18:00)	0.157	0.026	3	0	3
Daily (07:00-19:00)	1.147	1.147	22	22	44

- 4.15 The development is estimated to generate 5 vehicle movements during the AM peak, and 3 during the PM peak. During the AM peak this equates to an average of one vehicle movement every 12 minutes, and one vehicle movement every 20 minutes during the PM peak. The site is estimated to generate 44 daily two-way trips.
- 4.16 As the site had an existing land use, it is necessary to analyse the trips generated by the former 50 bed care home to establish the cumulative impact of the development. **Table 4.3** provides a summary of the likely vehicle trip rates of the former care home, with the TRICS data also contained in **Appendix C**.

Table 4.3: Development Vehicle Trip Rates and Trip Generation of Former Care Home

Time Period	Trip Rates (per unit)		Trip Generation (50 units)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.084	0.061	4	3	7
PM Peak (17:00-18:00)	0.040	0.074	2	4	6
Daily (07:00-19:00)	0.854	0.902	43	45	88

- 4.17 As can be shown, the former care home generated 7 vehicle movements during the AM peak, 6 during the PM peak, and 88 two-way daily trips.
- 4.18 The residual impact of the application site therefore represents a reduction of 2 less vehicle movements during the AM peak, 3 less during the PM peak, and a reduction of 44 two-way daily trips.
- 4.19 It is therefore considered the development proposals standalone impact would have a negligible impact upon the local highway network, and when considering the reduction of trips compared to the former care home land use, would benefit the existing highway network.

5.0 TRAVEL PLAN MEASURES

5.1 Given the lack of footway provision on Bradshaw Road, and the rural location of the site in general, it is necessary to implement Travel Plan Measures to encourage future residents to travel via sustainable methods as opposed to private car, and thus the measures proposed are a cost-effective method to mitigate against the lack of footway provision.

5.2 The responsibility of ensuring the package of measures is implemented and monitored will fall to the end developer.

5.3 Detailed below is the package of measures:

Measure 1: Provision of Superfast Broadband and Communications Systems

5.4 The provision of superfast broadband and communication systems directly correlates with the ability to work from home; if these services are available residents are given a choice about their work location. Where a resident is working from home, they are not contributing to the amount of single occupancy trips. Given the level of parking provided, it is considered the car park would not be overcapacity due to future residents working from home.

Measure 2: Welcome Packs

5.5 Welcome packs, which will require approval by BMBC before being issued, will be provided to all new dwellings from 1st occupation. The packs will be updated as necessary and reissued to new residents upon the completion of the development. The packs will provide the following information:

- Bus timetable information and route maps of services operational within Tottington/Walshaw and the surrounding area including services to Bury, Ramsbottom, and Bolton.
- Information regarding the (health) benefits of active travel, and environmental benefit of sustainable transport, as well as details of any cycle / walking groups within Tottington and Walshaw.
- Information regarding supermarket deliveries including which supermarkets deliver to the address, and any further information regarding premium delivery services (e.g., Tesco delivery saver subscriptions).

5.6 Encouragement of public transport (facilitated by the provision of bus route plans and timetables) and walking/cycling where feasible is directly linked to a reduction in car borne trips. This will be supported by the provision of further information to educate residents about sustainable travel methods and the health and environmental benefits this brings.

Measure 3: Reducing the Need to Travel

5.7 Elaborating from Measures 1 and 2, future residents will be encouraged to shop and work online where necessary; as mentioned, providing superfast broadband to residents is the first step to achieve this. Furthermore, the welcome packs issued to future residents will detail supermarket delivery information to encourage online shopping. As demonstrated, the internal site roads provide sufficient space for a delivery van to turn around; hence, the site can accommodate for home deliveries.

Measure 4: Travel Notice Boards

- 5.8 Furthering Measure 2, travel information will be provided in appropriate/prominent locations within the communal spaces of the apartment buildings which will be regularly updated to display information about travel options and events including;
- Promotional material in relation to health, financial and environmental benefits of using sustainable travel;
 - National and regional sustainable travel campaigns/events such as Walk to Work week, National Bike Week, National Car Free Day.
 - Relevant links to car share websites;
 - Appropriate information/leaflets showing local walking and cycling routes, and;
 - Appropriate information regarding public transport routes and times.
- 5.9 The location of these notice boards should be communal areas in which residents frequently use/pass through such as the entrance lobby, co-working area, kitchen/bar, staircases/lifts, and corridors.
- 5.10 The information on the travel notice board is to be regularly updated where necessary to ensure residents are provided with the most up to date information.

Measure 5: Promotion of Car Share Websites/Databases

- 5.11 Details of national car share databases will be promoted to all residents via the Welcome Packs. Residents will be encouraged to register with websites such as <https://liftshare.com/uk>. This enables residents to register their journey details on a database. Their journey details are then checked against the database of other residents signed up to the car share scheme and a trip-matching exercise is undertaken. The Travel Plan Coordinator may assist residents in trying to establish trip matches.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This report has been prepared on behalf of Capstone Care to advise on the transport aspects associated with the proposed residential development at Walshaw Hall, Tottington, Bury. The proposed development would deliver 19 privately owned apartments and associated vehicle parking; the development will see the eastern wing of Walshaw Hall (former care home) repurposed as an apartment block, with external changes kept to a minimum. Consequently, this Transport Statement report has been prepared in support of the forthcoming planning application.
- 6.2 A review of local collision data highlighted there has been no PICs recorded on Bradshaw Road; It is evident that a highway safety issue does not exist and the local highway network operates in a safe manner.
- 6.3 It has been demonstrated that the site is located in a sustainable location for a rural village with key amenities and services located with acceptable distances from the application site; it has been demonstrated local major supermarkets can deliver to the address. Moreover, the local villages of Tottington and Walshaw are supported by a good level of bus provision relative to the rural location of the bus stops.
- 6.4 The proposed layout and access arrangements would accommodate the turning movements of both a refuse vehicle and a delivery van entering, turning around, and exiting the development in forward gears, as determine through swept path analysis.
- 6.5 The proposed parking on the site is in line with BMBC guidelines.
- 6.6 The proposed development would result in a reduction of trips compared to that of the former land use, with 5 and 3 during the AM and PM peak hours respectively and 44 two-way daily trips. The residual impact of the site when taking into consideration the trips generated by the former care home land use is estimated to be a reduction of 2 vehicle movements during the AM peak, 3 during the PM peak, and 44 two-way daily trips. It has been determined the trips generated would not have an adverse impact on the highway network.
- 6.7 To ensure the lack of footway provision along Bradshaw Road is effectively mitigated, this Transport Statement has suggested a Travel Plan style pack of measures to be implemented by the end developer to promote active travel as well as reduce the need for private vehicular trips. The measures are as follows:
- Measure 1: Provision of Superfast Broadband and Communications Systems;
 - Measure 2: Welcome Packs;
 - Measure 3: Reducing the Need to Travel;
 - Measure 4: Travel Notice Board, and;
 - Measure 5: Promotion of Car Share Websites/Databases.
- 6.8 In conclusion, the site is located in a sustainable location for a rural site, meets relevant highway design standards, and the level of trips generated by the proposals would not impact upon the safe operation of the local highway network; where appropriate, mitigation measure have been put in place. It is considered that the proposed development is acceptable in transport terms.



MEC

Development Technical
Consultants

APPENDICES



APPENDIX A

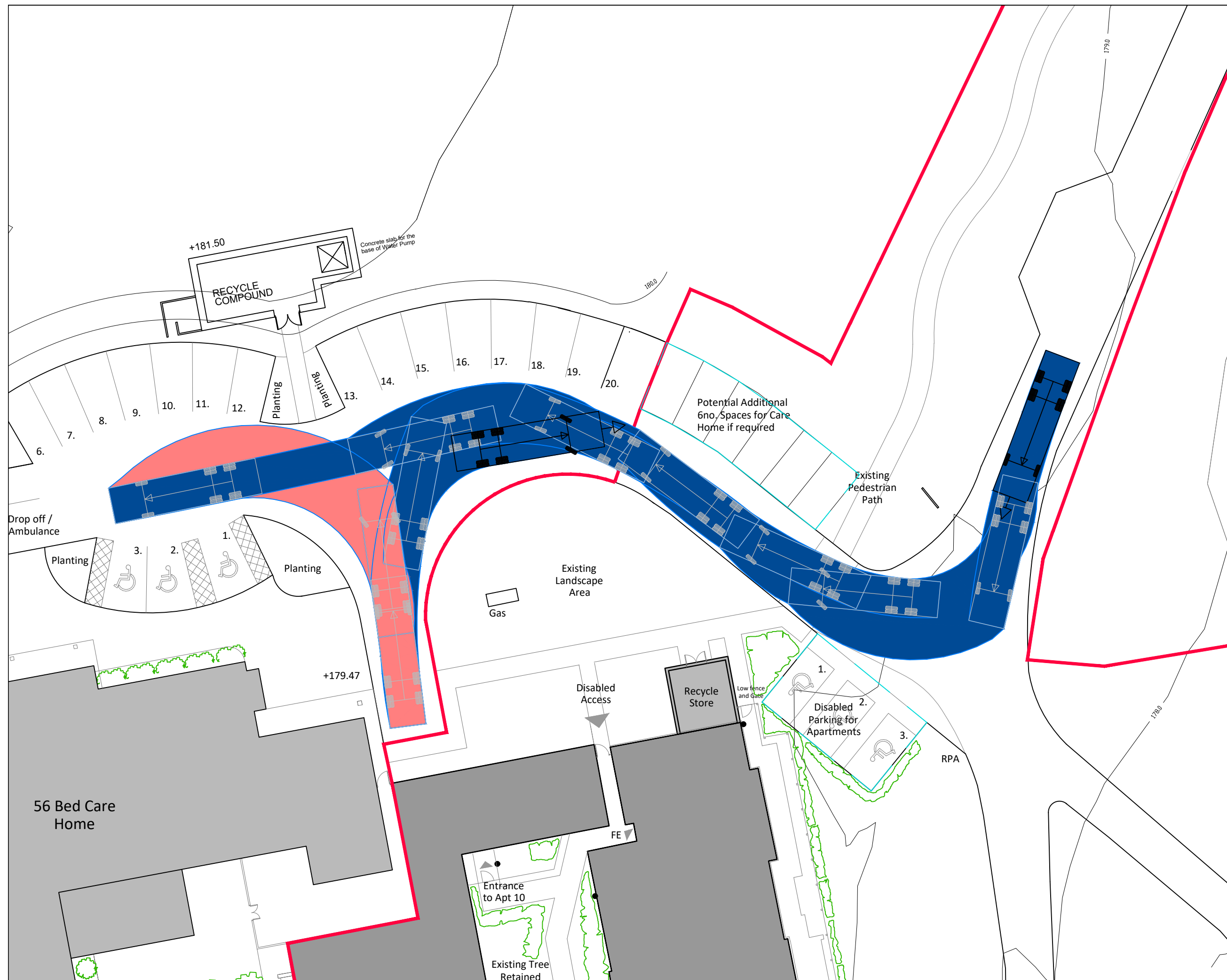


MEC
Development Technical
Consultants

APPENDICES

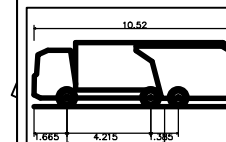


APPENDIX B



NOTES:

1. DO NOT SCALE THIS
DRAWING.



Phoenix 2-23W (with Elite 2 6x4 chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

REFUSE LORRY VEHICLE PROFILE

-	FIRST ISSUE	JW	SW	TR	27/24/23
REV:	AMENDMENTS:	DRN:	CHK:	APP:	DATE:

PROJECT:	
----------	--

DRAWING TITLE:

CLIENT: CAPSTONE CARE

DRAWING NUMBER: 28021 08 020 01

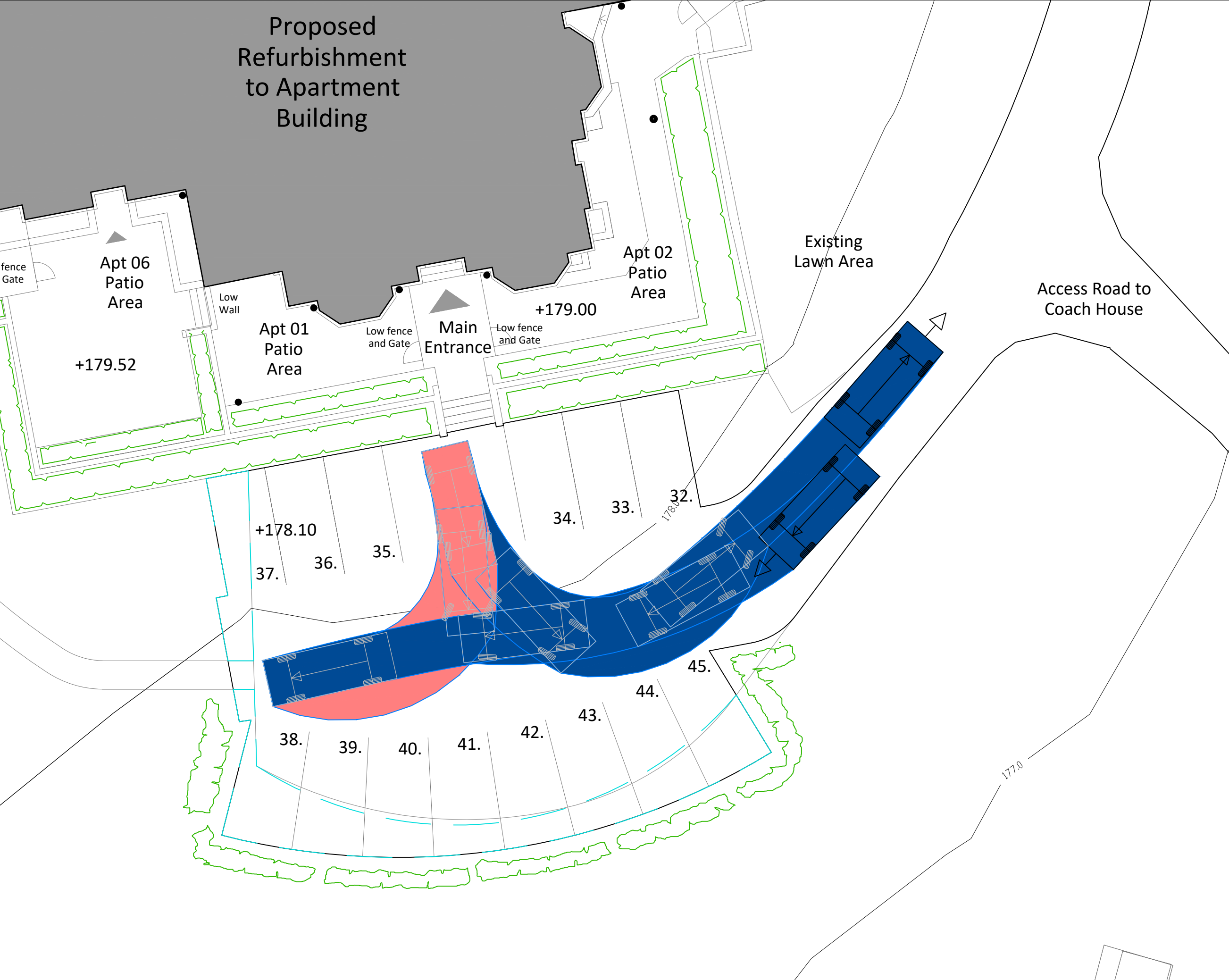
REVISION:	SHEET SIZE:	SCALE:
-	A3	1:250

STATUS:	FOR INFORMATION / APPROVAL
---------	----------------------------

M·EC
Consulting Development Engineers

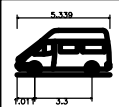
Telephone: 01530 264 753
Email: group@m-ec.co.uk
Website: www.m-ec.co.uk

ORDNANCE SURVEY © CROWN
COPYRIGHT 2015. ALL RIGHTS
RESERVED. LICENCE NUMBER



NOTES:

1. DO NOT SCALE THIS DRAWING.



3.5t Panel Van	
Overall Length	5.339m
Overall Width	2.01m
Overall Body Height	2.565m
Min Body Ground Clearance	0.138m
Track Width	1.985m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

- FIRST ISSUE		JW	SW	TR	27/04/23
REV.	AMENDMENTS	DRN	CHK	APP	DATE
PROJECT: WALSHAW HALL, TOTTINGTON, BURY					
DRAWING TITLE: DELIVERY VAN TRACKING					
CLIENT: CAPSTONE CARE					
DRAWING NUMBER: 28021_08_020_02					
REVISION: -	SHEET SIZE: A3	SCALE: 1:150			
STATUS: FOR INFORMATION / APPROVAL					
		Telephone: 01530 264 753 Email: group@m-ec.co.uk Website: www.m-ec.co.uk ORDNANCE SURVEY © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. LICENCE NUMBER 100055865.			

File Location: T:\MEC Job Book\28021 Drawings\28021_08_020_02 VAN TRACKING.dwg
Printed: 26.04.2023



MEC

Development Technical
Consultants

APPENDICES



APPENDIX C

Calculation Reference: AUDIT-350901-230428-0450

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
	SP	SOUTHAMPTON 1 days
	WS	WEST SUSSEX 1 days
05	EAST MIDLANDS	
	NN	NORTH NORTHAMPTONSHIRE 1 days
	NT	NOTTINGHAMSHIRE 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 days
08	NORTH WEST	
	BP	BLACKPOOL 1 days
09	NORTH	
	TW	TYNE & WEAR 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 residents
Actual Range: 31 to 69 (units:)
Range Selected by User: 25 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

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:

Monday	3 days
Tuesday	3 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	8 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:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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	5
No Sub Category	3

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.

Secondary Filtering selection:

Use Class:

C2 8 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	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	3 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
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 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:

0.6 to 1.0	3 days
1.1 to 1.5	5 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 8 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 8 days

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

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: Survey date: TUESDAY	NURSING HOME 31 27/09/16	BLACKPOOL Survey Type: MANUAL
2	ES-05-F-02 BATTLE ROAD HAILSHAM Edge of Town Centre Residential Zone Total Number of residents: Survey date: WEDNESDAY	CARE HOME 69 13/07/16	EAST SUSSEX Survey Type: MANUAL
3	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: Survey date: MONDAY	NURSING HOME 60 13/06/22	NORTH NORTHAMPTONSHIRE Survey Type: MANUAL
4	NT-05-F-02 MOOR LANE NEAR NOTTINGHAM BINGHAM Edge of Town Centre No Sub Category Total Number of residents: Survey date: MONDAY	NURSING HOME 34 14/11/16	NOTTINGHAMSHIRE Survey Type: MANUAL
5	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: Survey date: MONDAY	NURSING HOME 37 04/03/19	NORTH YORKSHIRE Survey Type: MANUAL
6	SP-05-F-01 BOTLEY ROAD SOUTHAMPTON Edge of Town No Sub Category Total Number of residents: Survey date: TUESDAY	CARE HOME 42 24/11/15	SOUTHAMPTON Survey Type: MANUAL
7	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: THURSDAY	NURSING HOME 52 02/05/19	TYNE & WEAR Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WS-05-F-02 WYKEHAM ROAD WORTHING	NURSING HOME	WEST SUSSEX
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	54	
	Survey date: TUESDAY	17/05/22	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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	8	47	0.135	8	47	0.087	8	47	0.222
08:00 - 09:00	8	47	0.084	8	47	0.061	8	47	0.145
09:00 - 10:00	8	47	0.087	8	47	0.050	8	47	0.137
10:00 - 11:00	8	47	0.079	8	47	0.058	8	47	0.137
11:00 - 12:00	8	47	0.087	8	47	0.077	8	47	0.164
12:00 - 13:00	8	47	0.087	8	47	0.092	8	47	0.179
13:00 - 14:00	8	47	0.106	8	47	0.079	8	47	0.185
14:00 - 15:00	8	47	0.084	8	47	0.116	8	47	0.200
15:00 - 16:00	8	47	0.106	8	47	0.169	8	47	0.275
16:00 - 17:00	8	47	0.047	8	47	0.092	8	47	0.139
17:00 - 18:00	8	47	0.040	8	47	0.074	8	47	0.114
18:00 - 19:00	8	47	0.047	8	47	0.034	8	47	0.081
19:00 - 20:00	8	47	0.047	8	47	0.069	8	47	0.116
20:00 - 21:00	8	47	0.047	8	47	0.047	8	47	0.094
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.083			1.105			2.188

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	31 - 69 (units:)
Survey date range:	01/01/15 - 13/06/22
Number of weekdays (Monday-Friday):	8
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.

Calculation Reference: AUDIT-350901-230426-0438

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	18 to 30 (units:)
Range Selected by User:	10 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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:

Monday	1 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
------------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 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:

20,001 to 25,000	5 days
------------------	--------

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

Population within 5 miles:

125,001 to 250,000	3 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:

0.5 or Less	1 days
-------------	--------

0.6 to 1.0	2 days
------------	--------

1.1 to 1.5	2 days
------------	--------

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

Travel Plan:

Yes	2 days
-----	--------

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	22	HERTFORDSHIRE
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
3	HF-03-C-05 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	26	HERTFORDSHIRE
	Survey date: MONDAY	07/06/21	Survey Type: MANUAL
4	LE-03-C-01 NEW STREET LEICESTER OADBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	19	LEICESTERSHIRE
	Survey date: FRIDAY	16/10/20	Survey Type: MANUAL
5	WS-03-C-01 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	18	WEST SUSSEX
	Survey date: WEDNESDAY	11/05/22	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 03 - RESIDENTIAL/C - FLATS 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	5	23	0.043	5	23	0.148	5	23	0.191
08:00 - 09:00	5	23	0.052	5	23	0.200	5	23	0.252
09:00 - 10:00	5	23	0.139	5	23	0.104	5	23	0.243
10:00 - 11:00	5	23	0.078	5	23	0.165	5	23	0.243
11:00 - 12:00	5	23	0.070	5	23	0.043	5	23	0.113
12:00 - 13:00	5	23	0.087	5	23	0.070	5	23	0.157
13:00 - 14:00	5	23	0.096	5	23	0.130	5	23	0.226
14:00 - 15:00	5	23	0.078	5	23	0.096	5	23	0.174
15:00 - 16:00	5	23	0.104	5	23	0.061	5	23	0.165
16:00 - 17:00	5	23	0.165	5	23	0.052	5	23	0.217
17:00 - 18:00	5	23	0.157	5	23	0.026	5	23	0.183
18:00 - 19:00	5	23	0.078	5	23	0.052	5	23	0.130
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.147			1.147			2.294

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 18 - 30 (units:)
Survey date range: 01/01/15 - 11/05/22
Number of weekdays (Monday-Friday): 5
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.



CIVIL ENGINEERING



TRANSPORT



FLOOD RISK & DRAINAGE



STRUCTURES



GEO-ENVIRONMENTAL



ACOUSTIC AIR



UTILITIES



GEOMATICS



LIGHTING



EXPERT WITNESS



MEC

Development Technical
Consultants

The Old Chapel
Station Road, Hugglescote
Leicestershire LE67 2GB
T: 01530 264753
E: group@m-ec.co.uk
www.m-ec.co.uk