



CITY VIEW ESTATES LTD

FORMER LORD RAGLAN PUBLIC HOUSE, NANGREAVES, BURY

TRANSPORT STATEMENT

OCTOBER 2023

DATE ISSUED: October 2023
JOB NUMBER: ST20131
REPORT NUMBER: 0001
VERSION: V1.0
STATUS: Final

CITY VIEW ESTATES LTD LTD

FORMER LORD RAGLAN PUBLIC HOUSE, NANGREAVES, BURY

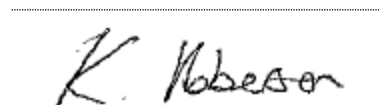
TRANSPORT STATEMENT

OCTOBER 2023

PREPARED BY:

Kelly Ibberson

Senior Transport Planner



REVIEWED BY:

Ian Cronshaw

Technical Director



APPROVED BY:

Ian Cronshaw

Technical Director



This report has been prepared by Wardell Armstrong LLP with all reasonable skill, care and diligence, within the terms of the Contract with the Client. The report is confidential to the Client and Wardell Armstrong LLP accepts no responsibility of whatever nature to third parties to whom this report may be made known.

No part of this document may be reproduced without the prior written approval of Wardell Armstrong LLP.



Wardell Armstrong is the trading name of Wardell Armstrong LLP, Registered in England No. OC307138.

Registered office: Sir Henry Doulton House, Forge Lane, Etruria, Stoke-on-Trent, ST1 5BD, United Kingdom

UK Offices: Stoke-on-Trent, Birmingham, Bolton, Bristol, Bury St Edmunds, Cardiff, Carlisle, Edinburgh, Glasgow, Leeds, London, Newcastle upon Tyne and Truro. International Office: Almaty.

ENERGY AND CLIMATE CHANGE
ENVIRONMENT AND SUSTAINABILITY
INFRASTRUCTURE AND UTILITIES
LAND AND PROPERTY
MINING AND MINERAL PROCESSING
MINERAL ESTATES
WASTE RESOURCE MANAGEMENT

CONTENTS

1	INTRODUCTION	1
1.1	Overview	1
1.2	Structure of Report	1
2	POLICY CONTEXT	2
2.1	National Policy	2
2.2	Local Policy	4
3	EXISTING CONDITIONS	6
3.1	Site Location	6
3.2	Existing Highway Network	6
3.3	Collision Data	7
3.4	Walk, Cycle & Public Transport	7
3.5	Census Data- Number of Bedrooms	8
3.6	Census Data- Car Ownership	8
4	PROPOSED ACCESS ARRANGEMENTS & PARKING	10
4.1	Proposed Development	10
4.2	Access Strategy	10
4.3	Proposed Site Access Arrangements	10
4.4	Parking Provision	10
4.5	Anticipated car ownership	11
4.6	Cycle Parking Provision	12
4.7	Servicing	12
4.8	Emergency Access	12
5	TRIP GENERATION	13
5.1	Peak Periods	13
5.2	Previous Use	13
5.3	Proposed Development	13
6	CONCLUSIONS	15

APPENDICES

Appendix A	Crashmap Search Area
Appendix B	2021 Census Data
Appendix C	TRICS Data

DRAWINGS	TITLE	SCALE
ST20131-001-A	Proposed Access Arrangements	1:500
ST20131-002-A	Swept Path Analysis: 11.2m Refuse Vehicle	1:500
ST20131-003-A	Swept Path Analysis: 7.7m Fire Appliance	1:500

1 INTRODUCTION

1.1 Overview

1.1.1 Wardell Armstrong (WA) are appointed by City View Estates Ltd to prepare a Transport Statement (TS) to support a detailed planning application for a residential development at the former Lord Raglan Public House, Nangreaves, Bury.

1.1.2 The proposed development comprises conversion of the former public house to 5no apartments and the construction of 3no houses on the former public house car park.

1.2 Structure of Report

1.2.1 The local and national transport policy context is summarised in Chapter 2, and Chapter 3 provides a description of the local highway network and existing conditions.

1.2.2 Chapter 4 sets out the proposed access arrangements and parking provision.

1.2.3 Chapter 5 presents an estimate of the traffic generated by the proposed development and the forecasted traffic impact on the local highway network.

1.2.4 Chapter 6 presents an analysis of existing car ownership in the vicinity of the Site, and an estimate of car ownership for occupants of the proposed development.

1.2.5 A summary of the assessment and conclusions are set out in Chapter 7.

2 POLICY CONTEXT

2.1 National Policy

2.1.1 The Government's commitment to sustainable development is emphasised in NPPF. Paragraph 102 advises development promoters to consider transport issues from the earliest stages of plan-making and development proposals, so that:

- a) "the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to design of schemes, and contribute to making high quality places."*

2.1.2 This is expanded in paragraph 103, which states:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, 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."

2.1.3 NPPF states in paragraph 108 that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated."*

2.1.4 NPPF makes it clear in paragraph 109 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.”

2.1.5 NPPF offers specific transport advice with respect to development proposals. In paragraph 110, NPPF sets out that development should:

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

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

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

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

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

2.1.6 In relation to parking, NPPF paragraph 107 states;

“If setting local parking standards for residential and non-residential development, policies should take into account:

(a) the accessibility of the development;

(b) the type, mix and use of development;

(c) the availability of and opportunities for public transport;

(d) local car ownership levels; and

(e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in

city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

2.2 Local Policy

2.2.1 Bury Unitary Development Plan (UDP) was adopted by Bury Council (BC) in August 1997. It forms part of the statutory development plan for Bury.

2.2.2 Policy H2/4 relates to car parking and new development:

“The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.”

2.2.3 The Development Control Policy Guidance Note 11- Parking Standards in Bury- May 2007 is a Supplementary Planning Document (SPD) which supports policies in the UDP. The current parking standards for Bury are set out in Table 2 of the document. Regarding the application of these standards the document states:

“All types of development proposals will be required to provide appropriate levels of parking in line with the standards set out in Section 5 – Table 2. The provision of adequate parking facilities will also be required to meet appropriate design standards as set out in Section 6 of this guidance. The provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of a proposal.”

2.2.4 The document also states:

“The Council recognises that lower parking thresholds than those set out in Table 2 may be considered in cases where meeting the full parking requirements would be detrimental to wider planning interests. This may include applications relating to Conservation Areas, Listed Buildings or areas of special archaeological, historic or environmental importance. The integrity of these areas and buildings will be given considerable weight, alongside other relevant planning policies and other relevant material considerations.”

2.2.5 Parking standards for residential development are specified for high and low accessibility areas. According to the map in Appendix 1 of the Guidance Note, the Site is in a low accessibility area.

2.2.6 Table 2 of the guidance note, sets out the maximum parking standards for C3 dwelling houses as follows:

- 1 bed: 2.0 per unit
- 2 bed: 2.5 per unit
- 3 bed: 3.0 per unit
- 4 bed and above: 3.0 per unit.

2.2.7 The adopted Local Transport Plan (LTP) for Bury is the Greater Manchester Transport Strategy 2040. The over-arching objective of the LTP is for 50% of all journeys in Greater Manchester by 2040 to be by walking, cycling or public transport, equating to one million more sustainable journeys every day.

2.2.8 The underlying theme of the LTP is to promote policies and measures to foster and achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.

3 EXISTING CONDITIONS

3.1 Site Location

- 3.1.1 The site is located on Walmersley Old Road to the north of the existing settlement of Nangreaves, Bury. The existing public house is vacant and comprises a 53-space car park. Figure 3.1 shows the site location.



Figure 3.1 Location Plan

3.2 Existing Highway Network

- 3.2.1 The site is located off Walmersley Old Road which is a single carriageway measuring circa 5.7-6.0m wide in the vicinity of the site. There is an absence of waiting or loading restrictions on Walmersley Old Road near to the site.
- 3.2.2 The village of Nangreaves comprises mostly terraced houses and is situated within the Mount Pleasant conservation area. There is on-street parking along Walmersley Old Road and parking areas at the rear of some residential dwellings. To the north of the site, Walmersley Old Road transitions to Bury Old Road and narrows to a rural lane serving a number of houses and farms.
- 3.2.3 To the south of the site, Walmersley Old Road forms a bridge crossing of the M66, continuing to Walmersley.

3.3 Collision Data

3.3.1 The online source www.crashmap.co.uk is used to investigate the collision history on the road network in the vicinity of the site for the five-year period 2017-2021. The data shows that there have been no collisions near to the site in the last five years. The collision search area is included in Appendix A.

3.4 Walk, Cycle & Public Transport

3.4.1 There is no direct footway provision outside the site but a circa 1.0m wide footway is present on the western side of Walmersley Old Road, providing a route for pedestrians towards the bus stop circa 155m south of the site.

3.4.2 There are Public Rights of Way (PRoW) in the vicinity of the site. Figure 3.2 below illustrates the PRoW near to the site (information sourced from www.bury.gov.uk). These paths provide leisure routes to settlements in the local area.

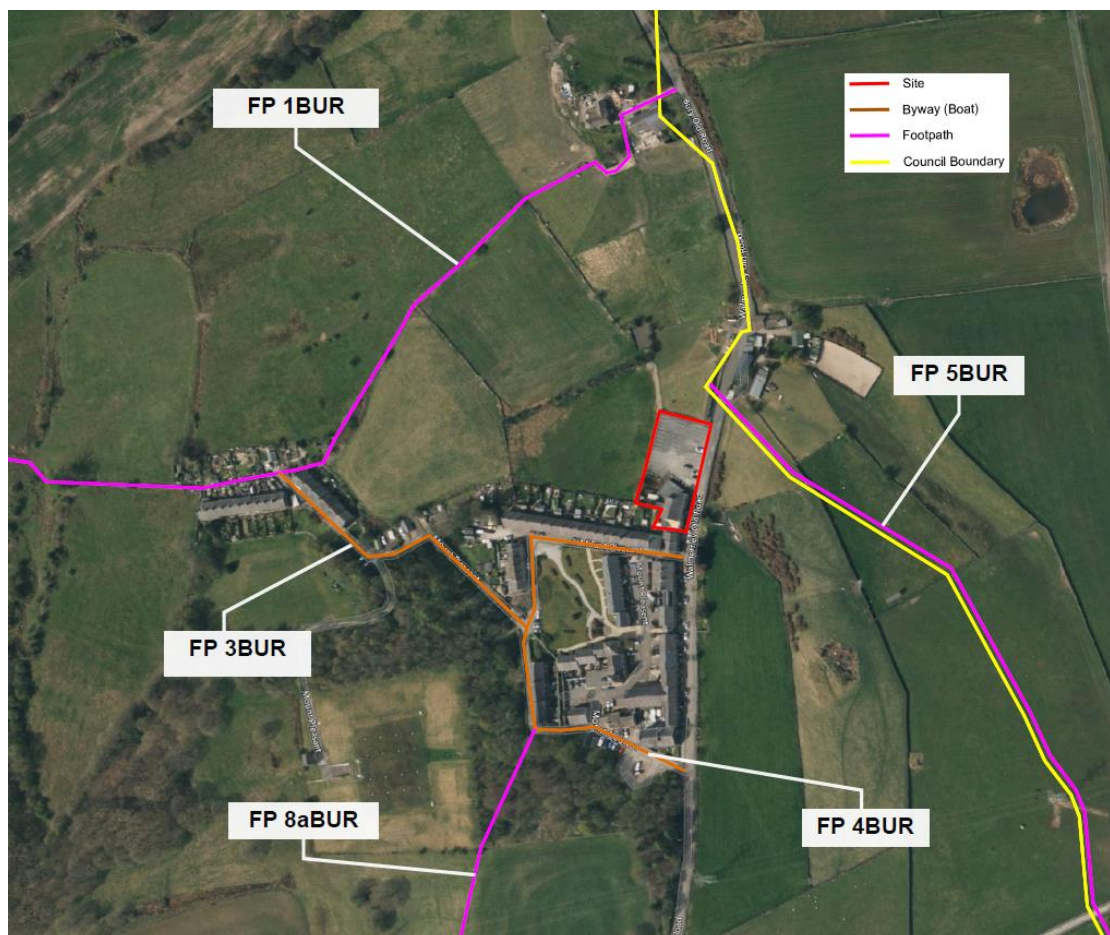


Figure 3.2 Public Rights of Way

3.4.3 There is currently no dedicated cycle infrastructure in the vicinity of the site, although cyclists can use the existing road network through the surrounding area which comprises rural lanes and some residential streets.

3.4.4 The closest bus stop to the site is on Walmersley Old Road to the south. The bus stop is a circa 155m walk from the site and comprises flag and pole with timetable information. Bus Service B2 calls at the stop and provides hourly trips between Bury and Nangreaves on Monday to Saturday daytime. There are less frequent trips on Monday to Saturday evenings and Sundays. The journey time from the bus stop near the site to Bury Interchange is approximately 28 minutes.

3.5 Census Data- Number of Bedrooms

3.5.1 The site is situated in census output area Bury E00025212. The output area comprises 101 households, many of which are located in the built-up area of the village. There are a number of car parking spaces in areas to the rear of terraced properties on Walmersley Old Road. It is noted that there is an absence of driveways and garages for parking in the village and there is a level of on-street parking.

3.5.2 An extract from the 2021 Census for Bury E00025212 output area is included in Appendix B. The 2021 census data shows the schedule of accommodation for the output area as follows:

Number of Bedrooms	Number of Households	%
1 bedroom	5	5.0
2 bedrooms	39	38.6
3 bedrooms	48	47.5
4 or more bedrooms	9	8.9
TOTAL	101	100

3.5.3 The census data shows that 86.1% of existing dwellings in the output area have 2 or 3 bedrooms. As noted in para 3.2.2, Nangreaves comprises mostly terraced housing and it is plausible that some of the larger dwellings in Bury E00025212 output area are not within the village itself.

3.6 Census Data- Car Ownership

3.6.1 The 2021 census provides data on car ownership for Bury E00025212 output area. An extract of the data is included in Appendix B and shows:

Number of Cars or Vans	Number of Households	%
None	7	7.1
1	37	37.4
2	45	45.4
3 or more	10	10.1
TOTAL	99	100

- 3.6.2 The census data shows that the majority (82.8%) of households within the existing village own 1 or 2 cars.
- 3.6.3 A small percentage either have no cars or vans in their household or have 3 or more. It is anticipated that the majority of households comprising the proposed development will have 1 or 2 vehicles per household.

4 PROPOSED ACCESS ARRANGEMENTS & PARKING

4.1 Proposed Development

4.1.1 The proposed development comprises a total of 8 dwellings:

- 5 2-bedroom apartments, and
- 3 3-bedroom houses.

4.2 Access Strategy

4.2.1 It is proposed that resident journeys to/from the proposed development are undertaken by car and sustainable travel modes.

4.3 Proposed Site Access Arrangements

4.3.1 It is proposed to utilise the existing car park access position for the proposed development site access and improve the junction arrangements. The proposed site access arrangements comprise a priority-controlled T-junction on Walmersley Old Road. The proposed site access comprises a 6.5m wide access road. 2.4m x 40m visibility splays are shown in both directions which meets the minimum requirements set out in Manual for Streets for a 30mph speed limit. This access will serve a car park for residents of both the apartments and houses.

4.3.2 Additional on-street car parking is available on Walmersley Old Road, which is in keeping with the character of the local area (refer para 3.2.2).

4.4 Parking Provision

4.4.1 BC Parking Standards for new developments are set out in Table 2 of SPD 'The Development Control Policy Guidance Note 11- Parking Standards in Bury- May 2007'. Table 2 sets out that the maximum parking standards are 2.5 spaces per 2-bed dwelling and 3.0 spaces per 3-bed dwelling. The proposed development should provide a maximum of 22 parking spaces.

4.4.2 Table 2 of SPD DC Policy Guidance Note 11 also stipulates minimum standards for car parking provision for those who are disabled should be at least 5% of parking, where parking is located centrally for flat and apartment developments. The proposed development should therefore provide a minimum of 1 disabled parking space.

4.4.3 The proposed development has a total car parking provision of 14 spaces, comprising 10no spaces unallocated spaces within the car park, 4no on-street parking spaces. There is opportunity to convert a space within the car park for disabled use if required. All spaces within the car park are 2.5m x 5m and will include EV charging points.

4.4.4 There is an absence of waiting or loading restrictions on Walmersley Old Road in the vicinity of the site and in the village as a whole. On-street parking currently exists along the road so it is reasonable to assume that on-street parking will occur as a result of the proposed development. The introduction of waiting restrictions in the vicinity of the site would not be in keeping with the character of the village. It is therefore suitable to include the 4no on-street parking spaces as part of the proposed development parking provision.

4.4.5 The proposed provision is 8no spaces lower than the maximum provision set out in the parking standards.

4.5 **Anticipated car ownership**

4.5.1 The 2021 census data for car or van availability is set out in chapter 3. As explained, Nangreaves comprises mainly 2 and 3 bedroom dwellings. The proposed development will be of similar accommodation type to the village and it is reasonable to use existing car ownership data to determine the likely car ownership for the occupiers of the proposed development.

4.5.2 Based on the car ownership statistics presented in the 2021 census and described in Chapter 3, the resultant estimate of car ownership among households occupying the proposed development is:

Number of cars or vans	Number of Households	Total Cars
None	0	0
1	3	3
2	4	8
3 or more	1	3
TOTAL	8	14

4.5.3 The proposed development comprises 14 parking spaces. The estimated parking demand is the same as the proposed car parking provision of the proposed development, if on-street parking is included.

4.5.4 Any additional visitor parking can be accommodated in vacated spaces within the car park and in the vicinity of the site. This is in keeping with the character of the village. Any additional on-street parking will not cause a detrimental effect to the operation or safety of the highway network as traffic flows on Walmersley Old Road are low.

4.5.5 It is concluded that the proposed car parking provision is suitable to serve the proposed development.

4.6 **Cycle Parking Provision**

4.6.1 BC cycle parking standards for new developments are also set out in Table 2 of SPD 'The Development Control Policy Guidance Note 11- Parking Standards in Bury- May 2007. Table 2 sets out that the minimum cycle parking provision for flats and apartments is 1 space per 5 dwellings (minimum of 4 spaces and must be provided in a secure long stay compound or locker).

4.6.2 The proposed development comprises 5no secure cycle storage lockers which represents a ratio of 1 per apartment. The cycle storage lockers will be located in a secure location with doors controlled by a fob locking system. The storage lockers will be wide enough to enable adaptable bikes and mobility scooters to also be stored inside.

4.6.3 Residents of each house will be able to park cycles within their home and do not require designated cycle parking provision.

4.6.4 The proposed cycle parking provision meets the minimum required standard set out in BC's parking standards.

4.7 **Servicing**

4.7.1 It is proposed that all servicing and refuse collection is undertaken via the internal access road.

4.7.2 Drawing No ST20131-002-A shows Swept Path Analysis of a 11.2m refuse collection vehicle servicing the site from Walmersley Old Road. The drawing confirms that a 11.2m refuse vehicle can approach the site from the south, turn within the proposed site access, and egress to the south via Walmersley Old Road.

4.8 **Emergency Access**

4.8.1 Drawing No ST20131-003-A shows Swept Path Analysis of a 7.7m fire appliance servicing the site from Walmersley Old Road. The drawing confirms that a 7.7m fire appliance can approach the site from the south, turn within the proposed site access, and egress to the south via Walmersley Old Road.

5 TRIP GENERATION

5.1 Peak Periods

5.1.1 The times when the combination of traffic generated by the proposed development, and existing traffic on the local highway network are greatest are the weekday AM & PM peak hours. These are generally assumed to be 0800-0900 hours in the AM and 1700-1800 hours in the PM.

5.2 Previous Use

5.2.1 There was a previous traffic generating use at the site through the former public house which is not currently in use and has not been for some time. Therefore, for the purpose of this TS, it is assumed that all traffic generated by the proposed development is new to the site. This assumption provides a robust estimate of the traffic impact of the proposed development.

5.3 Proposed Development

5.3.1 The proposed development comprises five apartments and three houses. It is proposed that parking will be provided within the development for residents and visitors with additional on-street parking available.

5.3.2 To determine the number of vehicle trips expected to be generated by the proposed development, TRICS has been interrogated for trip rates for residential flats privately owned and houses privately owned.

5.3.3 The AM & PM peak hour vehicle trip rates for the apartments are derived from the TRICS data which is presented in Appendix C and summarised in Table 5.1.

5.3.4 The parameters of the TRICS interrogation comprise:

- Flats privately owned
- Total Vehicles
- 6 to 50 units
- Surveys 2015 or more recent
- Sites in Greater London and Northern Ireland not included.

TABLE 5.1: VEHICLE TRIP RATES PROPOSED FLATS			
Peak Hour	Arrivals	Departures	Two-Way
AM (0800-0900)	0.017	0.103	0.120
PM (1700-1800)	0.172	0.112	0.284

5.3.5 The resultant estimate of traffic, in vehicles, generated by the proposed 5 apartments in the AM & PM peak hours is presented in Table 5.2.

TABLE 5.2: GENERATED TRAFFIC PROPOSED FLATS			
Peak Hour	Arrivals	Departures	Two-Way
AM (0800-0900)	0	1	1
PM (1700-1800)	1	1	2

5.3.6 The AM & PM peak hour vehicle trip rates for houses are derived from the TRICS data in Appendix C and are summarised in Table 5.3.

5.3.7 The parameters of the TRICS interrogation comprise:

- Houses privately owned
- Total Vehicles
- 5-20 units
- Surveys 2015 or more recent
- Sites in Greater London and Northern Ireland not included.

TABLE 5.3: VEHICLE TRIP RATES PROPOSED HOUSES			
Peak Hour	Arrivals	Departures	Two-Way
AM (0800-0900)	0.209	0.360	0.569
PM (1700-1800)	0.337	0.174	0.511

5.3.8 The resultant estimate of traffic, in vehicles, generated by the proposed 3 houses in the AM & PM peak hours is presented in Table 5.4.

TABLE 5.4: GENERATED TRAFFIC PROPOSED HOUSES			
Peak Hour	Arrivals	Departures	Two-Way
AM (0800-0900)	1	1	2
PM (1600-1700)	1	1	2

5.3.9 The overall estimate of traffic, in vehicles, generated by the proposed development, in the AM & PM peak hours is presented in Table 5.5.

TABLE 5.5: GENERATED TRAFFIC PROPOSED DEVELOPMENT			
Peak Hour	Arrivals	Departures	Two-Way
AM (0800-0900)	1	2	3
PM (1600-1700)	2	2	4

5.3.10 It is concluded that the traffic impact of the proposed development is not material.

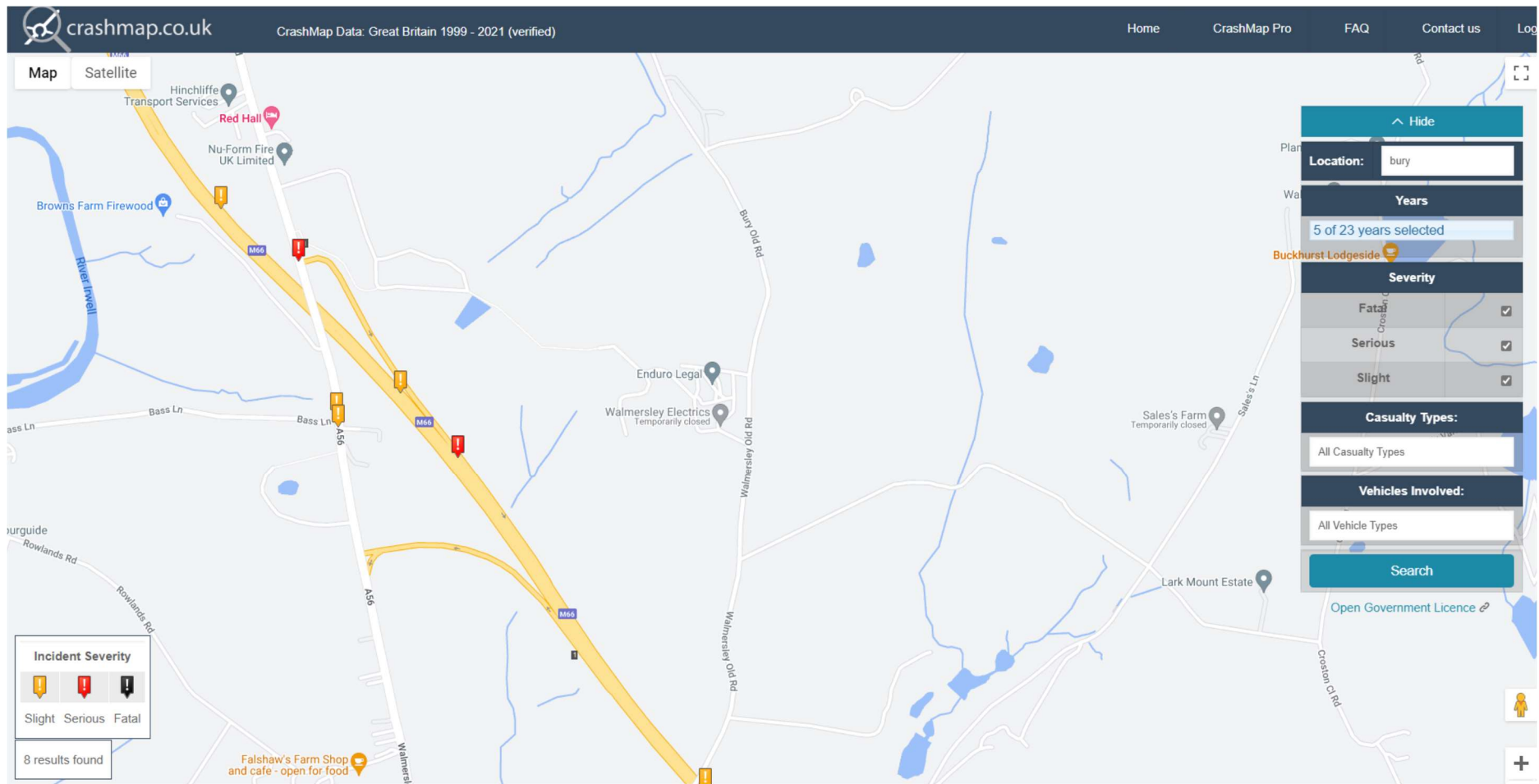
6 CONCLUSIONS

- 6.1.1 Wardell Armstrong (WA) has prepared a Transport Statement (TS) on behalf of City View Estates Ltd to support a detailed planning application for a residential development at the former Lord Raglan Public House, Nangreaves, Bury.
- 6.1.2 The proposed development comprises conversion of the former public house to 5no apartments and the construction of 3no houses on the former public house car park.
- 6.1.3 The proposed access strategy is for all site users to undertake trips to/from the site by car and sustainable modes. There is a PRoW in the vicinity of the site and a bus stop within a short walk distance providing regular journeys between Nangreaves and Bury.
- 6.1.4 It is proposed to utilise the existing car park access position for the proposed development site access and improve the junction arrangements to a priority-controlled T-junction with Walmersley Old Road.
- 6.1.5 In total 14no car parking spaces will be provided as part of the development, including a parking space that can be converted for disabled use if required. It is proposed that all spaces within the car park will include EV charging points. 5no secure cycle parking spaces will be provided for the apartments. This parking provision is suitable to serve the proposed development.
- 6.1.6 It is proposed that all servicing and refuse collection is undertaken within the site car park. Swept Path Analysis confirms that a refuse vehicle and fire appliance can serve the proposed development.
- 6.1.7 Car ownership levels for the proposed development have been estimated based on existing car ownership for the output area in which the proposed development is situated. This has been derived from 2021 census data. The estimated number of cars owned by the occupying properties is 14 vehicles, which is equal to overall proposed car parking provision for the development.
- 6.1.8 It is proposed that parking is unallocated and additional visitor parking can be accommodated in spaces vacated by residents, or on-street close to the site. This is in keeping with the character of the village. Any additional on-street parking will not cause a detrimental effect to the operation or safety of the highway network as traffic flows on Walmersley Old Road are low.
- 6.1.9 The proposed development traffic impact in the AM & PM peak hours is estimated to generate 7 two-way vehicle trips in the AM & PM peak hours. It is concluded that the proposed development will have no material impact on the highway network.

6.1.10 An assessment of the impacts of the proposed development concludes that it is in accordance with national and local transport policies and there is no transport reason for refusal of the planning application.

APPENDICES

APPENDIX A CRASHMAP COLLISION SEARCH AREA



Appendix A Crashmap Search Area

APPENDIX B 2021 CENSUS DATA

TS045 - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 18 July 2023]

population	All households
units	Households
date	2021

Number of cars or vans	oa2021:E00025212	ladu2021:Bury
No cars or vans in household	7	17,829
1 car or van in household	37	35,125
2 cars or vans in household	45	21,845
3 or more cars or vans in house	10	5,896

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

TS050 - Number of bedrooms

ONS Crown Copyright Reserved [from Nomis on 18 July 2023]

population All households
units Households
date 2021

Number of bedrooms	oa2021:E00025212	ladu2021:Bury
1 bedroom	5	7,207
2 bedrooms	39	23,477
3 bedrooms	48	34,960
4 or more bedrooms	9	15,051

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

APPENDIX C TRICS DATA

Calculation Reference: AUDIT-709701-230718-0703

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	MW MEDWAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: 10 to 19 (units:)
 Range Selected by User: 5 to 20 (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 06/06/22

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	2 days
Wednesday	4 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	1 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	5

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	6
------------------	---

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	1 days - Selected
-----------------------------	-------------------

Secondary Filtering selection:

Use Class:

C3 6 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:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	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	3 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	1 days
No	5 days

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
2	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
3	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
4	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
5	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
6	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-A-04	covid
KC-03-A-09	covid

FREE TRIAL FREE TRIAL FREE TRIAL

Licence No: 709701

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.093	6	14	0.221	6	14	0.314
08:00 - 09:00	6	14	0.209	6	14	0.360	6	14	0.569
09:00 - 10:00	6	14	0.093	6	14	0.186	6	14	0.279
10:00 - 11:00	6	14	0.198	6	14	0.198	6	14	0.396
11:00 - 12:00	6	14	0.163	6	14	0.174	6	14	0.337
12:00 - 13:00	6	14	0.233	6	14	0.302	6	14	0.535
13:00 - 14:00	6	14	0.209	6	14	0.198	6	14	0.407
14:00 - 15:00	6	14	0.174	6	14	0.128	6	14	0.302
15:00 - 16:00	6	14	0.209	6	14	0.198	6	14	0.407
16:00 - 17:00	6	14	0.221	6	14	0.151	6	14	0.372
17:00 - 18:00	6	14	0.337	6	14	0.174	6	14	0.511
18:00 - 19:00	6	14	0.233	6	14	0.163	6	14	0.396
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.372			2.453			4.825

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:	10 - 19 (units:)
Survey date range:	01/01/15 - 06/06/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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-709701-230718-0716

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: 9 to 45 (units:)
 Range Selected by User: 6 to 50 (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:

Tuesday	2 days
Wednesday	1 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)	3
Edge of Town	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:

Development Zone	1
Residential Zone	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.

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

C3 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:

20,001 to 25,000 2 days

25,001 to 50,000 2 days

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

Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 2 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 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:

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	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	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART	BLOCKS OF FLATS	CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: TUESDAY 26/05/15		Survey Type: MANUAL
3	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
4	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON	BLOCKS OF FLATS	TYNE & WEAR
	Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: FRIDAY 15/10/21		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-C-01	covid
HF-03-C-05	covid

FREE TRIAL FREE TRIAL FREE TRIAL

Licence No: 709701

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	4	29	0.043	4	29	0.112	4	29	0.155
08:00 - 09:00	4	29	0.017	4	29	0.103	4	29	0.120
09:00 - 10:00	4	29	0.060	4	29	0.052	4	29	0.112
10:00 - 11:00	4	29	0.043	4	29	0.103	4	29	0.146
11:00 - 12:00	4	29	0.060	4	29	0.069	4	29	0.129
12:00 - 13:00	4	29	0.034	4	29	0.026	4	29	0.060
13:00 - 14:00	4	29	0.078	4	29	0.103	4	29	0.181
14:00 - 15:00	4	29	0.052	4	29	0.052	4	29	0.104
15:00 - 16:00	4	29	0.052	4	29	0.052	4	29	0.104
16:00 - 17:00	4	29	0.190	4	29	0.086	4	29	0.276
17:00 - 18:00	4	29	0.172	4	29	0.112	4	29	0.284
18:00 - 19:00	4	29	0.095	4	29	0.060	4	29	0.155
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.896			0.930			1.826

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.

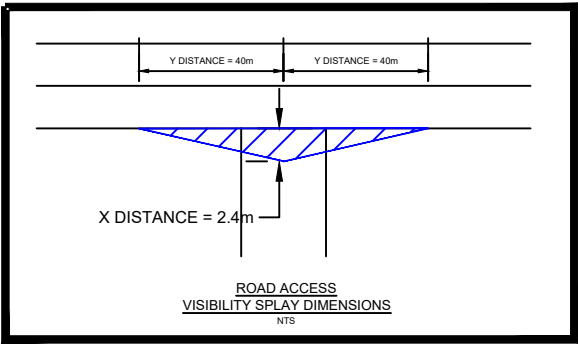
The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	9 - 45 (units:)
Survey date range:	01/01/15 - 11/05/22
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:	2

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.

DRAWINGS



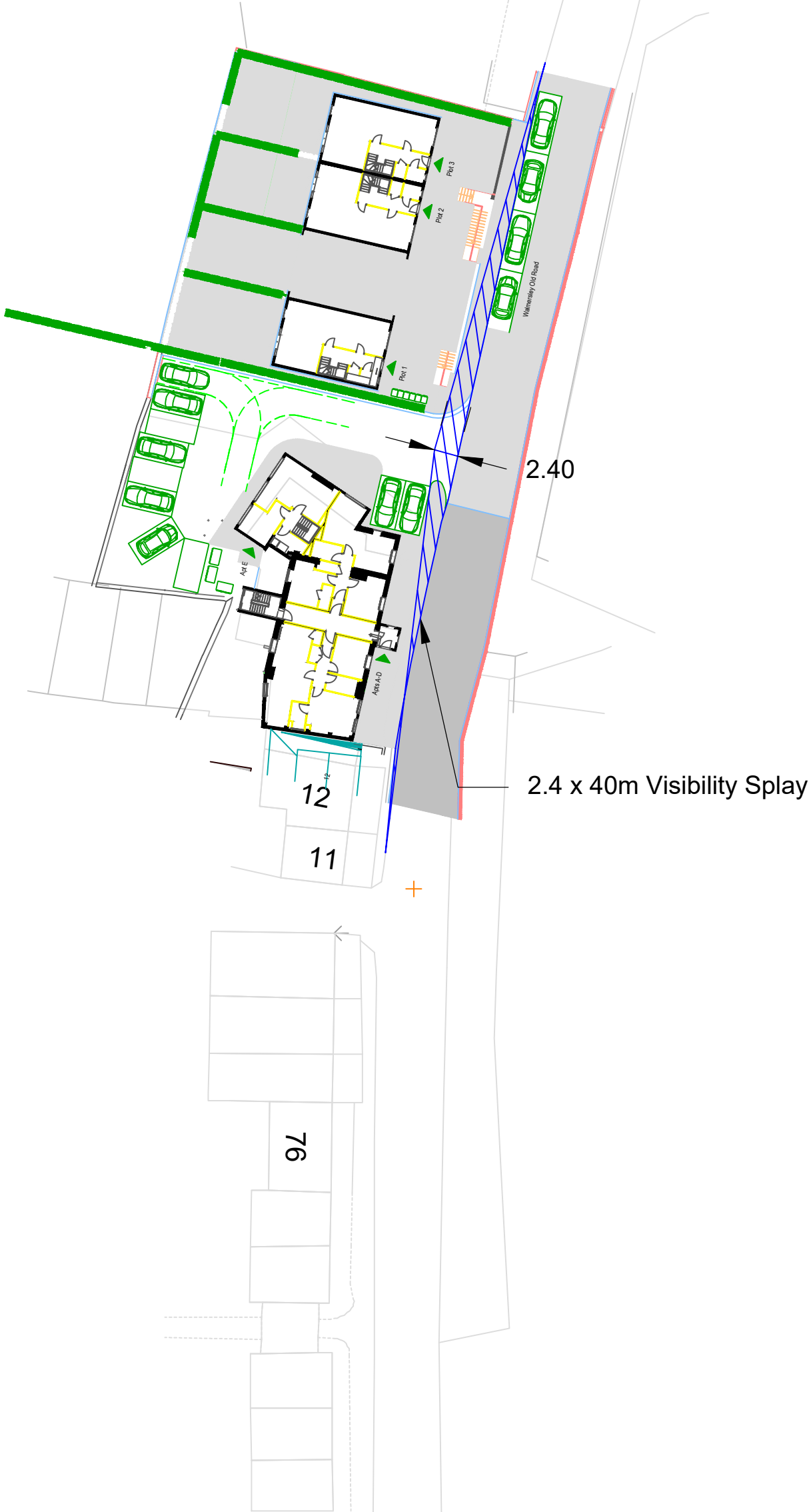
DO NOT SCALE FROM THIS DRAWING

NOTES:

- 1. ALL LEVELS IN METERS ABOVE ORDNANCE DATUM AND ALL DIMENSIONS IN METERS UNLESS STATED OTHERWISE.
- 2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING DRAWINGS AND DETAILS AND CONTRACT DOCUMENTATION
- 3. SWEPT PATH ANALYSIS AND VISIBILITY SPLAYS AT SITE ACCESS BASED ON OS MAPPING AND IS SUBJECT TO DETAILED DESIGN

KEY

 VISIBILITY SPLAY (2.4m x 40m) DESIRED MINIMUM



REVISION	DETAILS		DATE	DRN	CHKD	APP'D
CLIENT CITY VIEW ESTATES						
PROJECT FORMER LORD RAGLAN PUBLIC HOUSE NANGREAVES						
DRAWING TITLE PROPOSED SITE ACCESS ARRANGEMENTS						
DRG No. ST20131-001			REV A	SUIT. CODE		
DRG SIZE A3		SCALE 1:500		DATE 19/07/2023		
DRAWN BY RB		CHECKED BY KI		APPROVED BY IC		

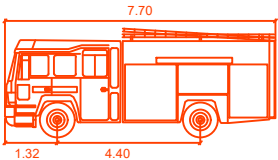




DO NOT SCALE FROM THIS DRAWING

NOTES:

1. ALL LEVELS IN METERS ABOVE ORDNANCE DATUM AND ALL DIMENSIONS IN METERS UNLESS STATED OTHERWISE.
2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING DRAWINGS AND DETAILS AND CONTRACT DOCUMENTATION
3. SWEPT PATH ANALYSIS AND VISIBILITY SPLAYS AT SITE ACCESS BASED ON OS MAPPING AND IS SUBJECT TO DETAILED DESIGN



Pump Ladder
meters
Width : 2.32 Lock to Lock Time : 6.0
Track : 2.32 Steering Angle : 34.3

REVISION	DETAILS		DATE	DRN	CHKD	APPD
CLIENT CITY VIEW ESTATES						
PROJECT FORMER LORD RAGLAN PUBLIC HOUSE NANGREAVES						
DRAWING TITLE SWEPT PATH ANALYSIS (FIRE APPLIANCE)						
DRG No. ST20131-003			REV A	SUIT. CODE		
DRG SIZE A3		SCALE 1:500		DATE 19/07/2023		
DRAWN BY RB		CHECKED BY KI		APPROVED BY IC		



STOKE-ON-TRENT

Sir Henry Doulton House
Forge Lane
Etruria
Stoke-on-Trent
ST1 5BD
Tel: +44 (0)1782 276 700

BIRMINGHAM

Two Devon Way
Longbridge Technology Park
Longbridge
Birmingham
B31 2TS
Tel: +44 (0)121 580 0909

BOLTON

41-50 Futura Park
Aspinall Way
Middlebrook
Bolton
BL6 6SU
Tel: +44 (0)1204 227 227

BRISTOL

Temple Studios
Temple Gate
Redcliffe
Bristol
BS1 6QA
Tel: +44 (0)117 203 4477

BURY ST EDMUNDS

Armstrong House
Lamdin Road
Bury St Edmunds
Suffolk
IP32 6NU
Tel: +44 (0)1284 765 210

CARDIFF

Tudor House
16 Cathedral Road
Cardiff
CF11 9LJ
Tel: +44 (0)292 072 9191

CARLISLE

Marconi Road
Burgh Road Industrial Estate
Carlisle
Cumbria
CA2 7NA
Tel: +44 (0)1228 550 575

EDINBURGH

Great Michael House
14 Links Place
Edinburgh
EH6 7EZ
Tel: +44 (0)131 555 3311

GLASGOW

24 St Vincent Place
Glasgow
G1 2EU
Tel: +44 (0)141 428 4499

LEEDS

36 Park Row
Leeds
LS1 5JL
Tel: +44 (0)113 831 5533

LONDON

Third Floor
46 Chancery Lane
London
WC2A 1JE
Tel: +44 (0)207 242 3243

NEWCASTLE UPON TYNE

City Quadrant
11 Waterloo Square
Newcastle upon Tyne
NE1 4DP
Tel: +44 (0)191 232 0943

TRURO

Baldhu House
Wheal Jane Earth Science Park
Baldhu
Truro
TR3 6EH
Tel: +44 (0)187 256 0738

International office:

ALMATY

29/6 Satpaev Avenue
Hyatt Regency Hotel
Office Tower
Almaty
Kazakhstan
050040
Tel: +7(727) 334 1310