



TRANSPORT ASSESSMENT

Redbank Playing Fields, Radcliffe, Manchester

November 2022

Prepared for: Surfacing Standards Ltd

TPS Transport Consultants Ltd | TPS Business Hub | Stonebridge Court | 151-153 Wakefield Road | Wakefield | WF4 5HQ



tpsconsultants.co.uk



info@tpsconsultants.co.uk



+44 1924 664638

Registered number: 05973261



Document Record

Project Name	P2107_20221018_AGP, Redbank Playing Fields - Transport Assessment			
	Issue 1	Revision 1	Revision 2	Revision 3
Date:	10/11/2022			
Prepared by:	JA			
Checked by:	JT			
Authorised by:	JT			

Copyright Statement

This report is the copyright of TPS Transport Consultants Ltd.

The information, ideas and other intellectual property set out in this report and supporting technical appendices are the property of TPS Transport Consultants Ltd and are for the benefit of Surfacing Standards Ltd in respect of a live planning application at Redbank Playing Fields.

TPS Transport Consultants Ltd. requires that the information, ideas and other intellectual property set out in this report are:

- Not shared with third parties and particularly with direct or indirect competitors of TPS Transport Consultants Ltd;
 - Not conveyed to other consultants or personnel without the prior approval of TPS Transport Consultants Ltd; and
 - Not copied in part or in whole.
-



Contents

Chapter	Title	Page
1	INTRODUCTION	1
	Introduction	1
	Report Structure	2
2	POLICY REVIEW	3
	Introduction	3
	National Policy Context	3
	Local Policy	4
3	ACCESSIBILITY	6
	Introduction	6
	Active Travel Options	6
	Public Transport	11
4	LOCAL HIGHWAY NETWORK	13
	Introduction	13
	Highway Network	13
	ROAD SAFETY	14
5	TRIP GENERATION	16
	Introduction	16
	Trip Generation – RADCLIFFE JUNIORS fc	16
	Trip Generation – rest of week	18
6	PARKING	26
	Introduction	26
	access	26
	Parking Demand	26
	Servicing	31
7	SUMMARY & CONCLUSIONS	32
	Summary	32
	Conclusion	33

1. INTRODUCTION

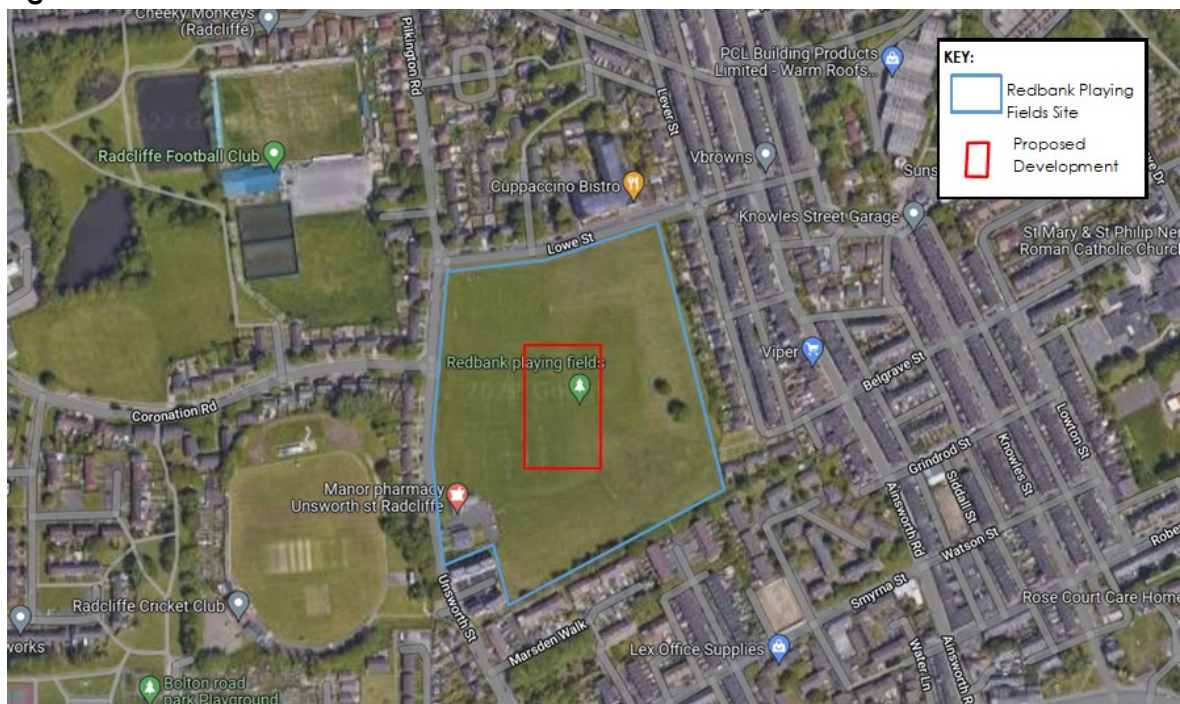
INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Surfacing Standards Ltd to prepare a Transport Assessment to accompany a live planning application (ref: 68647) for a development at Redbank Playing Fields, to provide a 3G artificial grass pitch (AGP) with associated floodlighting, fencing, pavilion building and associated car parking.

Site Location and Development Proposals

- 1.2 The site is located approximately 1.2km northwest of Radcliffe town centre and 5.4km southwest of Bury town centre. Broadly, the site is bound by Lowe Street to the north, residential dwellings to the east and south, and Unsworth Street / Pilkington Road to the west. The site is currently an open playing field, with a number of football pitches marked on the site, which are used by Radcliffe Juniors FC. The site location is shown in **Figure 1.1** below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



Source: Google Earth

- 1.3 Vehicular access to the site will be taken from Unsworth Street, at the western boundary of the site, in the approximate location of the existing access and small car park. It is understood that at peak operating times of the playing fields, informal parking takes place



on the grass to the east of the car park. In addition, Radcliffe Juniors FC cordon off the east side of Unsworth Street, adjacent the playing fields, to stop parking taking place which would cause a highway safety or capacity issue. This is covered in further detail later in this report.

- 1.4 To the north of the vehicular access on Unsworth Street, there will be a separate pedestrian access which provides a direct walking route to the proposed pavilion. The proposed development will result in a reconfiguration of the existing grass pitches on the site to accommodate the proposed AGP. The proposed 3G AGP will be capable of accommodating the following pitch configurations:

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

REPORT STRUCTURE

- 1.5 Following this introductory section:

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

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

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

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

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

Section 7 offers a summary and conclusion.



2. POLICY REVIEW

INTRODUCTION

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

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – DCLG, July 2021)

- 2.2 The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.3 The NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* (Paragraph 111). Paragraph 112 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.



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

LOCAL POLICY

Local Policy

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

- 2.5 The Greater Manchester Transport Strategy outlines how TfGM's ambitions for a radical new approach to planning the transport system in support of long-term needs and aspirations across Greater Manchester. The Transport Strategy builds on that vision, highlighting the priority interventions needed to achieve it.
- 2.6 The overarching vision for Greater Manchester by 2040 is to have *“world class connections that support long-term, sustainable economic growth and access to opportunity for all”*. The specific transport visions, which aim to achieve the overarching vision for Greater Manchester are as follows:
- *“Supporting sustainable economic growth;*
 - *Protecting our environment;*
 - *Improving quality of life for all; and*
 - *Developing an innovative city-region.”*
- 2.7 The following policy has been acknowledged as relevant to the development proposals:
- a) **Policy 4:** *“TfGM will continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network”.*
- 2.8 The development proposals will meet the policy aspirations of the TfGM Greater Manchester Transport Strategy by providing a new amenity in a highly accessible location, supporting a reduction in the highway impact. In addition, the proposal will provide additional car parking capacity, which at present is accommodated on the adjacent highway network. Therefore, the development provides a betterment to the existing arrangement.
- #### **Bury Local Plan Policy Directions (October 2018)**
- 2.9 The Bury Local Plan Policy Directions contains the strategic and non-strategic planning policies that will manage the growth and development of the Borough up to 2037.



2.10 Policy Direction AC1 sets out that:

“new development should be directed into locations which encourage sustainable transport choices and reduce the number and length of journeys, particularly by motor vehicles, setting out key areas that the council will focus on in seeking to achieve this.”

2.11 Policy Direction AC2 goes on to state:

“ensure that development and transport planning are coordinated to improve accessibility, and prioritise the use of public transport, cycling and walking over motor vehicles.”

2.12 This Transport Assessment demonstrates how the proposals are complementary to the 2040 Transport Strategy and the Bury Local Plan. Indeed, **Section 3** identifies the existing opportunities in the vicinity of the site for sustainable travel.

3. ACCESSIBILITY

INTRODUCTION

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

ACTIVE TRAVEL OPTIONS

Pedestrian Access

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

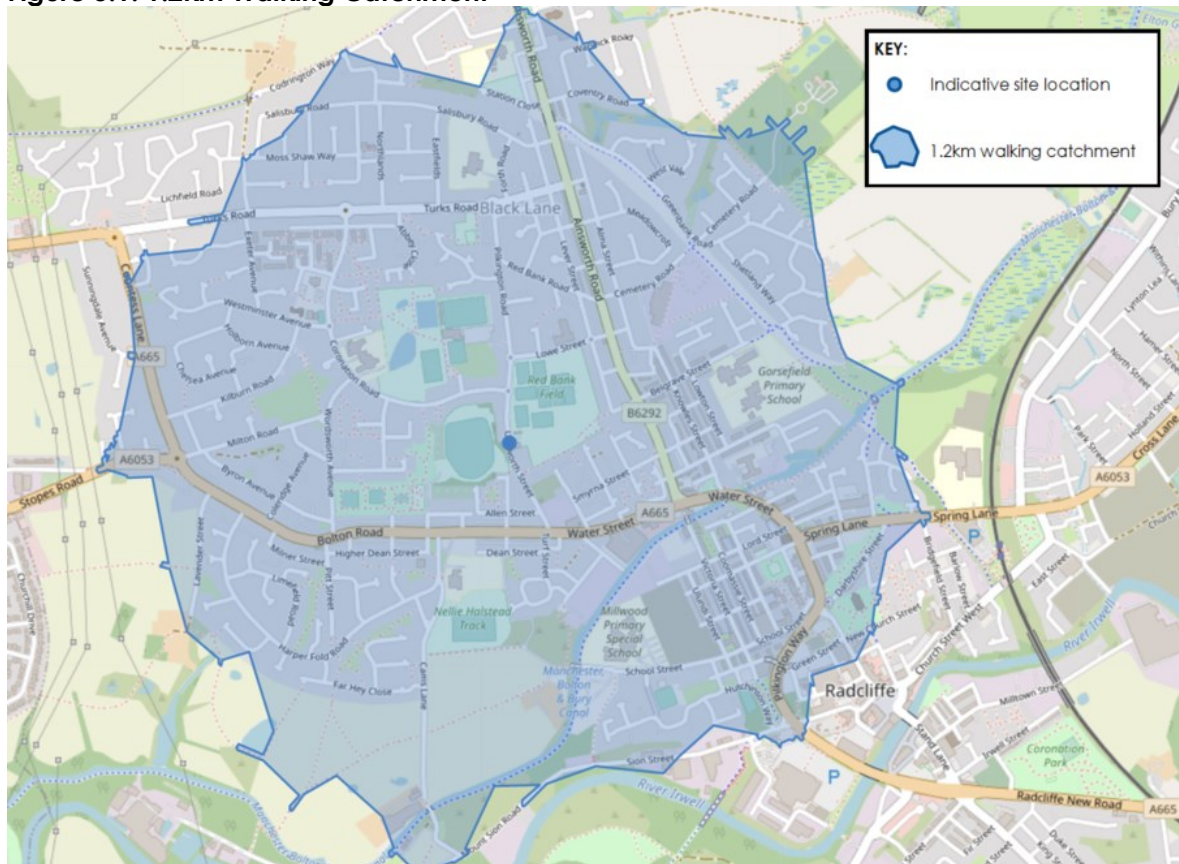
Table 3.1: Walking Distances by Journey Type

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

(Source: IHT)

- 3.3 As **Table 3.1** shows, a 1.2km catchment is the preferred maximum walking distance for 'elsewhere'. A 1.2km walking catchment of the site includes a large portion of Radcliffe, including residential and employment areas. **Figure 3.1**, overleaf, illustrates a 1.2km walking catchment from the proposed site entrance.

Figure 3.1: 1.2km Walking Catchment



(Source: Open Street Map)

- 3.5 Formal pedestrian access to the site will be taken via Unsworth Street, on the western boundary of the site, via a dedicated footway to the north of the vehicular access. This will provide a direct walking route to the pavilion building, separating pedestrians from vehicles entering/exiting via the vehicular access. Separate pedestrian access points are located along the boundary of the site, to the north, east, south and west. **Figure 3.2** shows the existing site access points.

Figure 3.2: Existing Site Access Points



(Source: Google Maps)

- 3.6 A 1.5m wide footway is provided along the western boundary of the site, on Unsworth Street, to the west side of the carriageway. To the north, this footway leads to Coronation Street / Pilkington Road, with dropped kerbs supporting pedestrian movement north-south across the 3-arm mini roundabout which is located approximately 120m north of the site access. To the south of the vehicular site access, Unsworth Street benefits from footways and street lighting on both sides, with dropped kerbs across minor junctions.
- 3.7 To the west of the site, Coronation Road takes access from the aforementioned 3-arm mini roundabout and is bound by 1.5m wide footways and street lighting on both sides, with dropped kerbs at crossing points. Dwellings take direct access on both sides, as Coronation Road runs northwest and provides a direct route into the residential area to the west of the site.
- 3.8 Along the northern boundary of the playing fields, Lowe Street runs east-west and benefits from an approximately 1.5m wide footway and street lighting to the north of the carriageway. A pedestrian access onto the playing fields is located along the northern boundary of the site, accessible via dropped kerbs on Lowe Street.
- 3.9 To the east / south of the site, pedestrian access to Redbank playing fields is gained via dedicated pedestrian access points, with gateway features, designed to restrict entry to pedestrians only. These access points are accessible via Grosvenor Street (south) and Lever

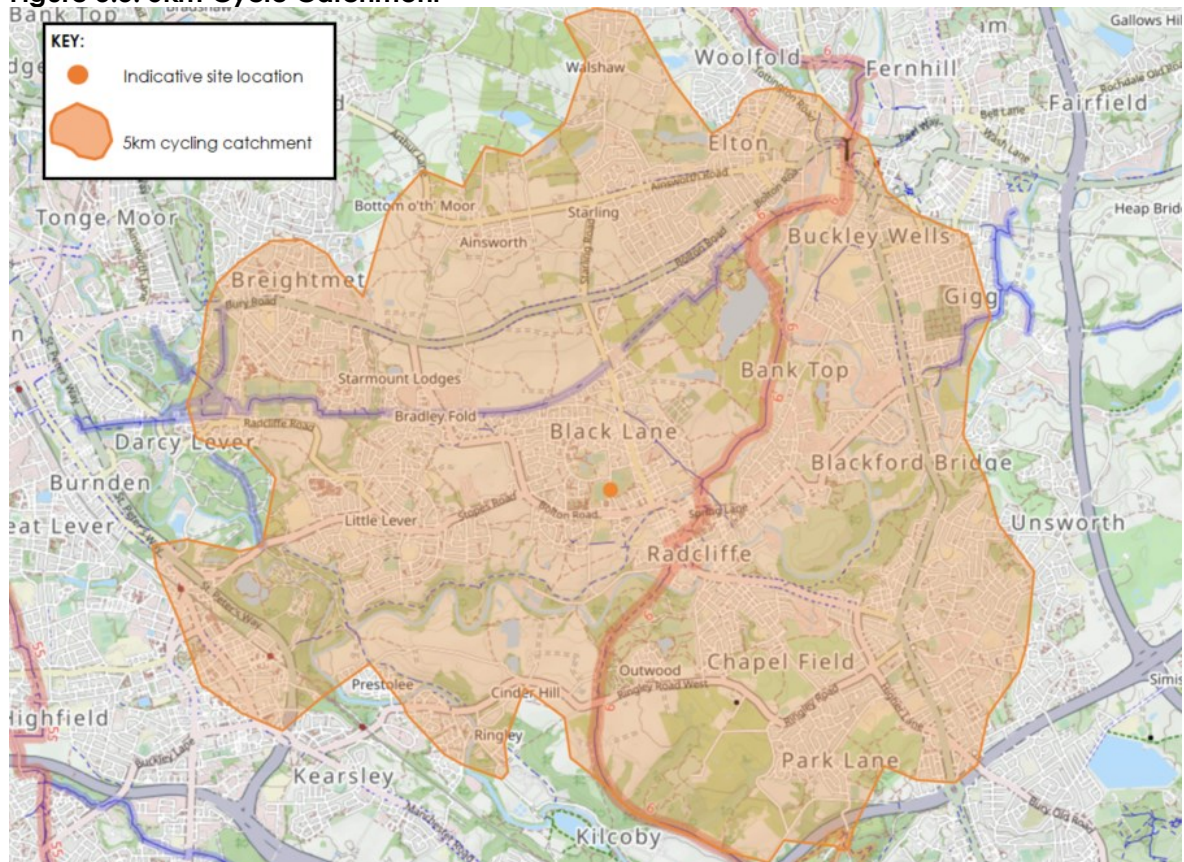
Street (east) and provide access to surrounding residential areas. It is anticipated that walking would be an attractive travel choice for users of the site, particularly those living nearby, as the surrounding pedestrian infrastructure provides a direct route to the site from the north, east, south and west.

- 3.10 It should be noted that access to the site and onto the wider playing fields will be maintained at all times as there will be locked access gates on the vehicular access only. The pedestrian access to the site will not be gated.

Cycle Access

- 3.11 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes the entirety of Radcliffe, Chapel Field, Bank Top, and parts of Elton, Buckley Wells, Park Lane and Brightmet. **Figure 3.3**, below, illustrates a 5km cycle catchment from the site.

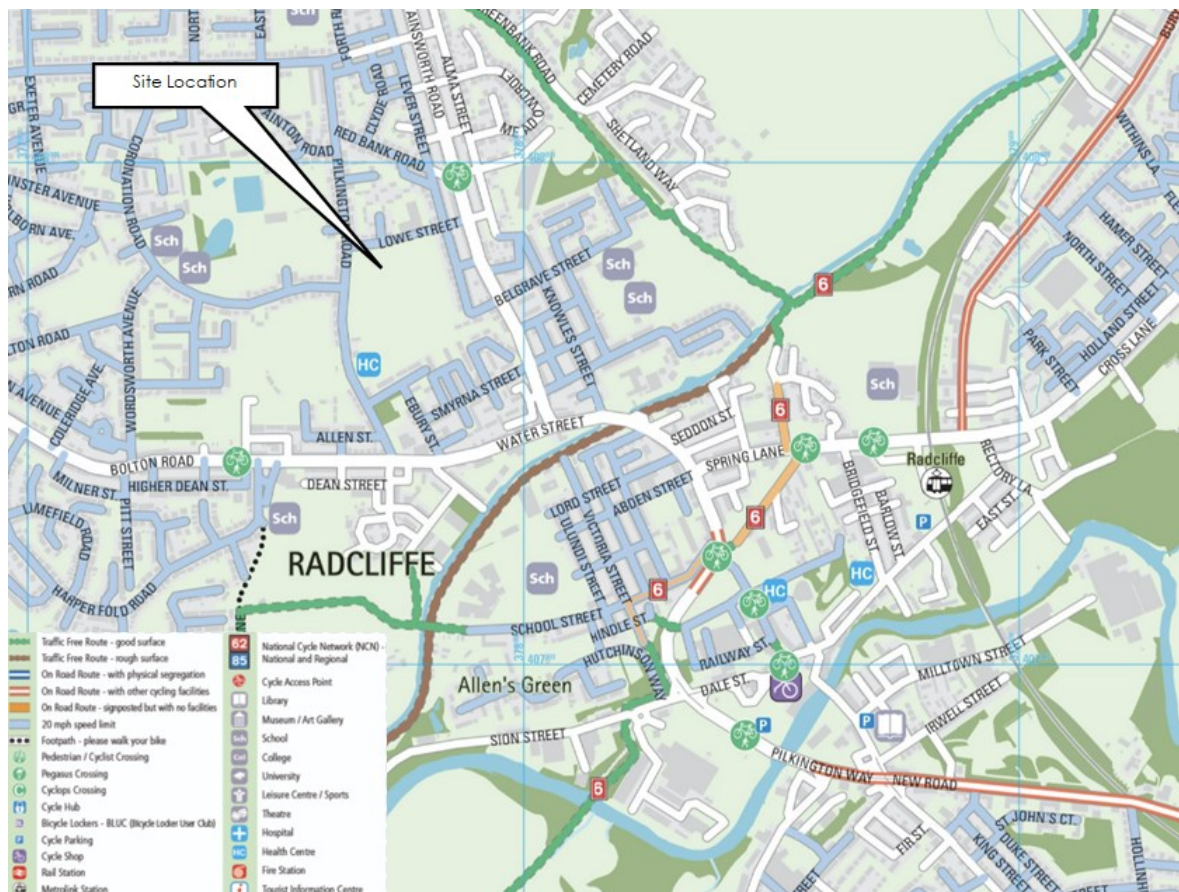
Figure 3.3: 5km Cycle Catchment



(Source: Open Cycle Map)

- 3.12 As can be seen in **Figure 3.3**, the closest cycle route to the site is National Cycle Network Route (NCN) 6, which runs broadly north – south in the vicinity of the site between Bury and Manchester. The closest access point from the proposed site entrance is approximately 1km (3 min cycle) to the southeast of the site, via the A665.
- 3.13 NCN Route 6 connects Greater Manchester with the wider UK cycling network as the route extends from London, passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere.
- 3.14 Cycle friendly routes can also be found in the immediate vicinity of the site, providing an excellent opportunity for individuals to cycle to/from the site. **Figure 3.4** illustrates in more detail those located within close proximity of the site. As can be seen, much of the surrounding roads are subject to a 20mph speed limit, which helps to make these route more cycle friendly.

Figure 3.4: Local Cycle Network



(Source: Transport for Greater Manchester)

PUBLIC TRANSPORT

Bus Services

- 3.15 The closest bus stop to the site is located on Pilkington Road, approximately 190m north of the site entrance. Supporting southbound services, this stop comprises shelter, flag, pole, seating and timetable information. Lowe Street, along the northern boundary of the site, has bus stops on both sides of the carriageway, with eastbound services benefiting from stops that have raised kerbs, flag, pole and bus cage markings. Additional bus stops can be found on Coronation Road, approximately 210-280m to the west of the site. Located on both sides of the road, these stops comprise a flag, pole shelter, seating, timetable information, raised kerbs and bus cage markings. **Figure 3.5** illustrates the location of the closest bus stops.

Figure 3.5: Bus Stop Locations



(Source: Google Maps)

- 3.16 **Table 3.2**, overleaf, provides a breakdown of the bus services that operate in the vicinity of the site.



Table 3.2: Bus Timetable information

Service	Route	Frequency (per hour)		
		Weekday	Saturday	Sunday
98	Bury – Radcliffe – Salford – Shudehill	30 mins	30 mins	30 mins
512	Bury – Radcliffe – Farnworth	60 mins	60 mins	120 mins

- 3.17 As can be seen in **Table 3.2**, there are approximately three bus services per hour available within a short walk of the site, Monday – Sunday, which offer services to/from key local destinations. It is, therefore, considered that travel by bus would be a viable option for those accessing the site from further afield.

Tram & Rail Services

- 3.18 The closest station to the site is Radcliffe tram stop, approximately 1.4km (17 min walk / 6 min cycle) southeast of the site. Operating on the Bury Line of Greater Manchester's Metrolink system, there are frequent services via the Green line to destinations such as Altrincham, Bury and Manchester Piccadilly.

Summary

- 3.19 Overall, the site is within easy reach of surrounding residential areas on foot, by bike or public transport. It is considered that there is good sustainable transport infrastructure within the vicinity of the proposed development site and, as such, the proposals are consistent with national and local policy objectives.
- 3.20 It should also be noted that travel patterns to the site are already likely to be established, given that Radcliffe Juniors FC already use the playing fields.

4. LOCAL HIGHWAY NETWORK

INTRODUCTION

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

HIGHWAY NETWORK

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

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 The development is to take vehicular access via the western boundary of the site, from Unsworth Street. At this point, Unsworth Street has an approximate carriageway width of 7m and is bound by an approximate 1.5m wide footway and street lighting on the west side of the carriageway. The footway is separated from the carriageway by a grass verge. A number of properties take direct frontage access to the west of Unsworth Street, with dropped kerb vehicular crossovers providing access to private drives.

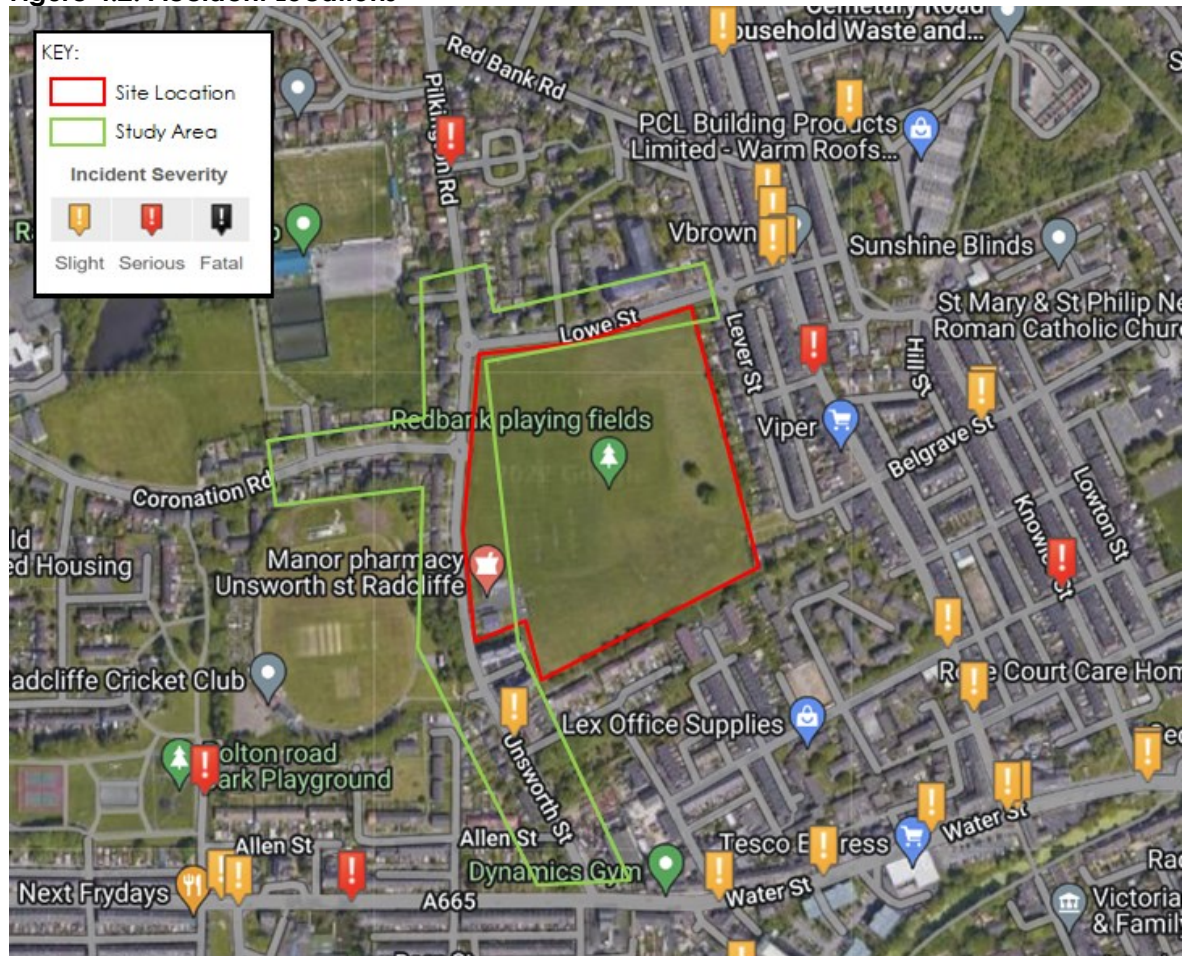


- 4.4 There are intermittent single yellow line waiting restrictions on Unsworth Street, mainly in the vicinity of the site access, indicating no stopping is permitted 08:00-18:00 Monday-Saturday. Unsworth Street is a 20mph zone with traffic calming measures in place, in the form of speed cushions.
- 4.5 Approximately 120m to the north of the site access, Unsworth Street forms a 3-arm mini roundabout that gives access north and west, away from the site. To the west, Coronation Road is subject to a 20mph speed limit and has speed cushions along its length. Coronation Road supports local public transport services, extending north and west through the surrounding residential area.
- 4.6 North of the roundabout, Unsworth Street becomes Pilkington Road which runs along the western boundary of the playing fields. The carriageway is approximately 7m wide and bound by a 1.5m wide footway and street lighting on the west side of the carriageway. Dwellings take direct frontage access onto Pilkington Road, which runs north for approximately 75m before forming a three arm mini-roundabout junction with Lowe Street.
- 4.7 Lowe Street has an approximate carriageway width of 6.5m and is bound by a 1.5m wide footway and street lighting to the north side of the carriageway. After a distance of approximately 120m, the footway widens to approximately 3.5m. Lowe Street is subject to a 20mph speed limit and has no parking restrictions in place. Lowe Street extends east for approximately 240m, through residential streets before approaching a priority T-junction that gives access onto the B6292 Ainsworth Road, a single carriageway subject to a 30mph speed limit that runs north-south.
- 4.8 Back to the site access, Unsworth Road runs south for approximately 240m, bound by footways and street lighting on both sides. It is subject to a 20mph speed limit with speed cushions in place up to the junction of Unsworth Street / A665 Bolton Road. The A665 provides a direct route southbound, into Radcliffe town centre, as well as north, towards the A58 Bury New Road, a key route used to access the strategic road network.

ROAD SAFETY

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

Figure 4.2: Accident Locations



(Source: Crashmap)

- 4.10 As can be seen in **Figure 4.2** a total of 1 accident was recorded across the accident study area, which includes Unsworth Street, Coronation Road, Pilkington Road and Lowe Street. The one incident recorded, on Unsworth Street, occurred in 2018 and involved 1 motorcycle and 1 car, resulting in an individual suffering slight injury.
- 4.11 To summarise, an average of 0.2 accidents per year across the study area has been recorded, which includes Unsworth Street. This level of accidents does not suggest a significant pre-existing road safety issue. The development proposals are not expected to have a material impact on this.



5. TRIP GENERATION

INTRODUCTION

5.1 As has been discussed, the development proposals comprise a new 3G AGP, new pavilion building and area of car parking. At present the grass playing fields are utilised by Radcliffe Juniors FC on Saturdays for junior football matches. There are currently the following pitch configurations on the site:

- 1no. 88.5 x 45m football;
- 2no. 70 x 40m football;
- 1no. 36m x 24m football; and
- 2no. 54.5 x 34.5m football.

5.2 As part of the proposed development, it is intended for there to be the following grass pitch configurations, as well as the proposed AGP:

- 1no. 82m x 50m football;
- 1no. 91m x 55m football;
- 1no. 55m x 37m football; and
- 1no. 37m x 27m football.

5.3 As can be seen above, the total number of grass pitches is proposed to reduce from a total of six to four, as part of the development proposals. However, the proposed AGP will take the place of some of the activities which currently take place on the grass pitches.

5.4 This section of the Transport Assessment will consider the trip generation associated with the development proposals.

TRIP GENERATION – RADCLIFFE JUNIORS FC

5.5 Typically, trip rates for the proposed development would be obtained from the TRICS database, or through counts of existing movements at the site. However, in this instance pitch usage information has been provided for the existing and proposed site uses from the client. A first principles approach has, therefore, been adopted, based on the information supplied by Radcliffe Juniors FC, based on their existing use of the site.



- 5.6 In order to understand the existing arrangements for junior football at Redbank Playing Fields, information has been provided by the chairman of Radcliffe Juniors FC as to the use of the playing fields on Saturday 22nd October. This is set out in **Table 5.1** below.

Table 5.1: Participant Numbers – Typical Saturday

Home Team	Competition	Kick Off Time	Players
Radcliffe Juniors U8 Aces	Under 8	09:00	18
Radcliffe Juniors U9 Panthers	Under 9	09:00	20
Radcliffe Juniors U10 Rhinos	Under 10	09:00	22
Scorpions	Under 11	09:00	24
Predators	Under 12	09:00	24
Shakers	Under 15	09:00	32
Total Participants kicking off between 09:00-10:00			140
Radcliffe Juniors U9 Rebels	Under 9	10:00	20
Radcliffe Juniors U10 Bulldogs	Under 10	10:00	22
Raptors	Under 8	10:00	18
Red Rebels	Under 8	10:00	18
Wolverines	Under 12	10:15	24
Galaxy	Under 15	10:30	32
Total Participants between kicking off 10:00-11:00			134
Radcliffe Juniors U7 Dare Devils	Under 7	11:00	18
Radcliffe Juniors U9 Demons	Under 9	11:00	20
Hurricanes	Under 11	11:30	24
Buzz bees	Under 12	11:30	24
Total Participants between kicking off 11:00-12:00			86

- 5.7 Based on an assumption that matches taking place last up to one hour and participants will arrive in the half hour period preceding their match and depart in the half hour period after their match, an estimation of the trip generation of the children on site at any one time is set out in **Table 5.2** below. It is expected that any spectators will arrive/depart with a child taking part in the activity, rather than trips be generated by people attending the site, solely as a spectator, without bringing a participant.



Table 5.2: Participant Trip Generation

Time	IN	OUT	TWO-WAY	PARTICIPANT ACCUMULATION
08:00-09:00	140	0	140	140
09:00-10:00	102	0	102	242
10:00-11:00	70	140	210	172
11:00-12:00	48	134	182	86
12:00-13:00	0	86	86	0

- 5.8 As can be seen in **Table 5.2**, it could be expected, based on players arriving half an hour before playing and departing in the half hour after an hour long match, that there could be a maximum accumulation of 242 players on site at one time.
- 5.9 It should be noted that the proposed development will not result in an uplift in the number of matches taking place on a Saturday morning, some will simply transfer to use the AGP instead of being played on grass pitches. Therefore, the information set out in **Table 5.2** is an existing situation, which will likely just continue, rather than being new trips to the site.
- 5.10 At the same time as the number of games taking place and number of participants were recorded, a parking accumulation exercise on the adjacent highway network and within an area of parking provided on the playing fields, was undertaken. This is set out in more detail in **Section 6**.

TRIP GENERATION – REST OF WEEK

- 5.11 Clearly, the information set out in **Table 5.2** only demonstrates how the site might operate on a Saturday but the facility, owing to it being floodlit is likely to be used all week. At this time, no schedule has been prepared for how the proposed AGP is to be used over the course of the week and, therefore, the potential use of the site over the remainder of the week has been estimated based on programmes of use for other AGP projects TPS have worked on.
- 5.12 The AGP would likely be used by school and community groups during the day, outside of the peak hours of the local highway network which would have a negligible impact. In any case, if schools are to use the site, it is likely they would be transferred to the site via minibus, limiting the trip generating potential. Based on sites worked on elsewhere, the information overleaf, sets out how the site could be used during the football season (September to April):



- Weekdays 18:00-22:00 – Football club training on 3G floodlit pitch – No grass use – up to 80 participants;
- Saturday afternoon – 3G 1 x adult 11 v 11 game, grass pitches not used – 40 participants;
- Sunday morning: 3G junior boys matches, 2 x grass pitches youth 11 v 11 games – 84 participants;
- Saturday and Sunday afternoons 16:00-18:00: 3G recreational community football – 40 participants.

5.13 **Table 5.3**, below, provides a breakdown of the expected participant numbers across the day, during a typical week (not taking account of the information already set out in **Tables 5.1 and 5.2**). With regard to activities involving children, it has been assumed that children will be dropped off by their parents, who will remain on site for the duration of the activity, and then leave in the time period following the activity finishing.

Table 5.3: Participant Numbers – Football Season

Time Period	Weekday	Saturday	Sunday
09:00-10:00	SCHOOL / COMMUNITY USE	Radcliffe Juniors FC Use (Explained in Tables 5.1 and 5.2)	40
10:00-11:00			40
11:00-12:00			28
12:00-13:00			36
13:00-14:00		0	0
14:00-15:00		22	22
15:00-16:00		0	0
16:00-17:00		40	40
17:00-18:00	80	40	40
18:00-19:00	80	Closed	Closed
19:00-20:00	60	Closed	Closed
20:00-21:00	60	Closed	Closed
21:00-22:00	40	Closed	Closed

Proposed 3G AGP – Off Season May – August

5.14 A breakdown of the usage of the site across a typical week, during the off season, in terms of the time period and number of participants is provided overleaf:



- Weekdays 10:00-16:00 – Holiday Programmes – Car drop off and collect – 50 participants;
- Weekdays 18:00-22:00 – Football club training on floodlit 3G – no grass use – 80 participants;
- Saturdays 3G and grass pitches – Football tournaments with changeover every two hours – 90 participants; and
- Sundays all day 3G pitch community activities with hourly changeovers – 40 participants.

5.15 **Table 5.4**, below, provides a breakdown of the expected participant numbers across the day, during a typical week. This is based on the total number of participants per time slot. With regards to the holiday clubs, it is expected that children will be dropped off prior to the club starting and picked up again at the end of the session. **Table 5.4** demonstrates that there could be 50 participants at the holiday club, however the trip generation associated with these would be at the start and end of the day, only.

Table 5.4: Participant Numbers – Off Season

Time Period	Weekday	Saturday	Sunday
09:00-10:00	50	Radcliffe Juniors FC Use (Explained in Tables 5.1 and 5.2)	0
10:00-11:00	50		0
11:00-12:00	50		40
12:00-13:00	50		20
13:00-14:00	50	0	0
14:00-15:00	50	0	20
15:00-16:00	50	0	20
16:00-17:00	0	0	0
17:00-18:00	80	0	0
18:00-19:00	80	Closed	Closed
19:00-20:00	60	Closed	Closed
20:00-21:00	60	Closed	Closed
21:00-22:00	40	Closed	Closed



Total Player Trips

- 5.16 Based on the total number of participants expected for each hour period across a typical operating day it is possible to predict the person trip generation of the site. It has been assumed that participants will arrive in the hour period before their activity and depart in the hour period following their activity. No allowance has been made for officials/coaches associated with the activities. It would be expected that these would be in addition to participant numbers, limited to a maximum of two per activity taking place. **Table 5.5** and **Table 5.6** outline the likely two-way, person trip generation during the football season and during the off season.

Table 5.5: Player Trip Generation – Football Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	SCHOOL / COMMUNITY USE ONLY			Radcliffe Juniors FC Use (Explained in Tables 5.1 and 5.2)			40	0	40
09:00-10:00							40	0	40
10:00-11:00							28	40	68
11:00-12:00							36	40	76
12:00-13:00							0	28	28
13:00-14:00				22	0	22	22	36	58
14:00-15:00				0	0	0	0	0	0
15:00-16:00				40	22	62	40	22	62
16:00-17:00	80	0	80	40	0	40	40	0	40
17:00-18:00	80	0	80	0	40	40	0	40	40
18:00-19:00	60	80	140	0	40	40	0	40	40
19:00-20:00	60	80	140	0	0	0	0	0	0
20:00-21:00	40	60	100	0	0	0	0	0	0
21:00-22:00	0	60	60	0	0	0	0	0	0
22:00-23:00		40	40	0	0	0	0	0	0

- 5.17 The information in **Table 5.5** demonstrates that the peak two-way person trip generation of the site will be between 18:00-19:00 on a weekday, when the site is expected to generate 140 two-way player trips. At the weekend, the maximum two-way person trip generation is expected to be when the site is being operated by Radcliffe Juniors, as set out in **Tables 5.1** and **5.2**, as occurs at present.

Table 5.6: Player Trip Generation – Off Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	50	0	50	Radcliffe Juniors FC Use (Explained in Tables 5.1 and 5.2)			0	0	0
09:00-10:00	0	50	50				0	0	0
10:00-11:00	0	0	0				40	0	40
11:00-12:00	0	0	0				20	0	20
12:00-13:00	0	0	0				0	40	40
13:00-14:00	0	0	0	0	0	0	20	20	40
14:00-15:00	50	0	50	0	0	0	20	0	20
15:00-16:00	0	50	50	0	0	0	0	20	20
16:00-17:00	80	0	80	0	0	0	0	20	20
17:00-18:00	80	0	60	0	0	0	0	0	0
18:00-19:00	60	80	140	0	0	0	0	0	0
19:00-20:00	60	80	140	0	0	0	0	0	0
20:00-21:00	40	60	100	0	0	0	0	0	0
21:00-22:00	0	60	60	0	0	0	0	0	0
22:00-23:00	0	40	40	0	0	0	0	0	0

- 5.18 The information in **Table 5.6** illustrates that the site could be expected to generate 140 two-way player trips between 18:00-19:00 on a typical weekday. At the weekend, the maximum two-way person trip generation is expected to be when the site is being operated by Radcliffe Juniors, as set out in **Tables 5.1** and **5.2**, as occurs at present.
- 5.19 Clearly not all these trips would be by car; indeed, it has been demonstrated that the proximity of the pitches to surrounding residential areas will be conducive to encouraging more sustainable modes.
- 5.20 The mode split data for 5-side football pitches from TRICS (albeit from a single comparable site) suggests that typically 55.5% of trips would be by car (either single or multi-occupant), whilst the remaining 44.5% would be by other modes (walk, cycle, bus/coach). Applying this proportion to the proposed development and the weekday peak hour, during the football



season, it might be expected that 78 two-way trips would occur by car, with the remaining 62 travelling by other modes.

- 5.21 To provide further assurance, interrogation of the TRICS database has been carried out to corroborate the likely number of trips generated by the development proposals and the resultant demand for parking.
- 5.22 While no full-size football pitches are included within the TRICS database, there are three surveys for 5-a-side pitches, which represent sites most comparable to the development proposals. **Table 5.7** shows the PM weekday peak hour trip rates (per pitch). The full TRICS output is attached at **Appendix B**.

Table 5.7: TRICS Vehicle Trip Rates – 5-a-side Pitch – Development Peak Hour

Weekday PM (17:00 – 18:00)		
Arrival	Departure	Two-Way
2.583	1.875	4.458

- 5.23 The trip rates shown in **Table 5.7** illustrate that a typical 5-a-side pitch would generate some 4 two-way vehicle trips in the weekday peak hour. Assuming each of the two teams playing arrives with 6 players, including 1 substitute, (the same assumption used for the proposed development) a likely multi-occupancy rate of 2.69 players per car can be calculated, which confirms that the use of a ratio of 2 players per car for the proposed development can be considered particularly robust.
- 5.24 Applying this ratio to the number of players that are anticipated to travel by car and arrive / depart in the weekday PM peak, suggests that 140 two-way trips would take place in a maximum of 39 cars. During the weekend peak period, the 76 two-way trips would take place in a maximum of 21 cars. This does not account for spectator trips, however, many of the activities at the site are related to junior sport where it would be expected that parents/guardians would make up the majority of spectators and may have already brought their child by car. Therefore, them staying to watch their child and utilising a space in the car park has already been taken account of in the assessment.
- 5.25 **Tables 5.8** and **5.9** summarise the total vehicle trips (two-way) by hour / day as a consequence of the development proposals.



Table 5.8: Proposed Two-Way Vehicle Trip Generation – Football Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	SCHOOL / COMMUNITY USE ONLY			Radcliffe Juniors FC Use (Explained in Tables 5.1 and 5.2)			11	0	11
09:00-10:00							11	0	11
10:00-11:00							8	11	19
11:00-12:00							10	11	21
12:00-13:00							0	8	8
13:00-14:00				6	0	6	6	10	16
14:00-15:00				0	0	0	0	0	0
15:00-16:00				11	6	17	11	6	17
16:00-17:00	22	0	22	11	0	11	11	0	11
17:00-18:00	22	0	22	0	11	11	0	11	11
18:00-19:00	17	22	39	0	11	11	0	11	11
19:00-20:00	17	22	39	0	0	0	0	0	0
20:00-21:00	11	17	28	0	0	0	0	0	0
21:00-22:00	0	17	17	0	0	0	0	0	0
22:00-23:00	0	11	11	0	0	0	0	0	0



Table 5.9: Proposed Two-Way Vehicle Trip Generation – Off Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	14	0	14	Radcliffe Juniors FC Use (Explained in Tables 5.1 and 5.2)			0	0	0
09:00-10:00	0	14	14				0	0	0
10:00-11:00	0	0	0				11	0	11
11:00-12:00	0	0	0				6	0	6
12:00-13:00	0	0	0				0	11	11
13:00-14:00	0	0	0	0	0	0	6	6	11
14:00-15:00	14	0	14	0	0	0	6	0	6
15:00-16:00	0	14	14	0	0	0	0	6	6
16:00-17:00	22	0	22	0	0	0	0	6	6
17:00-18:00	22	0	22	0	0	0	0	0	0
18:00-19:00	17	22	39	0	0	0	0	0	0
19:00-20:00	17	22	39	0	0	0	0	0	0
20:00-21:00	11	17	28	0	0	0	0	0	0
21:00-22:00	0	17	17	0	0	0	0	0	0
22:00-23:00	0	11	11	0		0	0	0	0

- 5.26 It has been illustrated that the maximum number of vehicle trips, during the peak hours, as a result of the development proposals occurs during the weekday peak hour (18:00-19:00) during the football season, with an additional 39 two-way trips. It should be noted that this is the peak hour of operation of the site and is not expected to coincide with the peak hours of the local highway network. Beyond the site access, it is expected that traffic will dissipate through the local road network, such that the impact at any one off-site junction is not likely to be material.
- 5.27 Given the existing access is to be improved and that it already provides access into an area of parking utilised by Radcliffe Juniors FC, which as will be demonstrated in Section 6, is utilised by a higher number of vehicles than above, it is considered that no further assessment of the site access is required.



6. PARKING

INTRODUCTION

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

ACCESS

- 6.2 The proposed development is to be accessed via a priority T-junction with Unsworth Street, in the position of the existing site access. This access will be gated, lockable and is to be 6m wide, with 6m kerb radii and will provide access into the parking area associated with the proposed development. To the north of the vehicular access, on Unsworth Street, there is a dedicated pedestrian access, providing a direct route for pedestrians to the pavilion and new AGP.

PARKING DEMAND

- 6.3 As previously discussed, site usage information has been provided by Radcliffe Juniors FC for Saturday mornings, based on their existing operations and has been based on information submitted for sites elsewhere, for the remainder of the week. The person trip generation has been translated into two-way vehicle movements across the day.
- 6.4 As part of the proposed development, there is to be a new car park, made up of 82no. standard parking spaces and 5no. DDA spaces.

Car Park Accumulation – not including Saturday mornings

- 6.5 Based on the information in the Section 5, it is anticipated that at the busiest time, there may be a crossover between bookings, with players arriving for the start of one booking, before players of the preceding booking will depart. It is likely that players will arrive between 5-10 minutes before each booking and depart between 5-10 minutes after each booking and, therefore, the period of cross-over and maximum demand is limited.
- 6.6 **Tables 6.1** and **6.2** provide a breakdown for arrivals and departures for the football season and off season, respectively, and subsequent parking accumulation, for the proposed AGP, based on timetable information provided earlier in this report.



Table 6.1: Parking Accumulation – Football Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Parking Accum	Arrival	Departure	Parking Accum	Arrival	Departure	Parking Accum
08:00 – 09:00	SCHOOL / COMMUNITY USE ONLY			Radcliffe Juniors FC Use (Explained later in this section)			11	0	11
09:00 - 10:00							11	0	22
10:00 - 11:00							8	11	19
11:00 - 12:00							10	11	18
12:00 - 13:00							0	8	10
13:00 - 14:00				6	0	6	6	10	6
14:00 - 15:00				0	0	6	0	0	6
15:00 - 16:00				11	6	11	11	6	11
16:00 - 17:00	22	0	22	11	0	22	11	0	22
17:00 - 18:00	22	0	44	0	11	11	0	11	11
18:00 - 19:00	17	22	39	0	11	0	0	11	0
19:00 - 20:00	17	22	33	0	0	0	0	0	0
20:00 - 21:00	11	17	28	0	0	0	0	0	0
21:00 - 22:00	0	17	11	0	0	0	0	0	0
22:00 – 23:00	0	11	0	0	0	0	0	0	0

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

Table 6.2: Parking Accumulation – Off Season

Time Period	Weekday			Saturday			Sunday		
	Arrival	Departure	Parking Accum	Arrival	Departure	Parking Accum	Arrival	Departure	Parking Accum
08:00 – 09:00	14	0	14	Radcliffe Juniors FC Use (Explained later in this section)			0	0	0
09:00 – 10:00	0	14	0				0	0	0
10:00 – 11:00	0	0	0				11	0	11
11:00 – 12:00	0	0	0				6	0	17
12:00 – 13:00	0	0	0				0	11	6
13:00 – 14:00	0	0	0	0	0	0	6	6	6
14:00 – 15:00	14	0	14	0	0	0	6	0	11
15:00 – 16:00	0	14	0	0	0	0	0	6	6
16:00 – 17:00	22	0	22	0	0	0	0	6	0
17:00 – 18:00	22	0	44	0	0	0	0	0	0
18:00 – 19:00	17	22	39	0	0	0	0	0	0
19:00 – 20:00	17	22	33	0	0	0	0	0	0
20:00 – 21:00	11	17	28	0	0	0	0	0	0
21:00 – 22:00	0	17	11	0	0	0	0	0	0
22:00 – 23:00	0	11	0	0	0	0	0	0	0

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

6.9 Even at the busiest time, therefore, there would be 38 spaces free within the car park. As such, the proposed level of car parking is sufficient to cater for the development proposals. This allows sufficient capacity for if spectators wish to attend matches and park at the site. However, it should also be noted, that many spectators are expected to be



parents/guardians associated with junior activities, who have already travelled to the site and utilised a parking space in bringing their child to the site.

6.10 Bury Council parking standards for D2(d) outdoor sports and recreation suggest parking should be provided as follows:

- Car Parking Provision – Individual Consideration;
- Disabled Parking – Individual Consideration;
- Cycle Parking – Individual Consideration; and
- Motorcycle Parking – Individual Consideration.

6.11 As can be seen above, car parking requirements and provision is determined on individual merits of the planning application. With this in mind, the proposed level of provision has been provided to meet the operational needs of the site and it has been demonstrated that parking can be accommodated within the site during the football season and off season.

6.12 It is proposed to provide 5no. disabled spaces and 4no. electric vehicle charging as part of the proposals, which provides a betterment to the existing situation

Car Park Accumulation – Radcliffe Juniors FC

6.13 Given that Radcliffe Juniors FC are confirmed to be one of the users of the proposed AGP and that they currently play matches on the existing grass pitches on a Saturday morning, a parking survey has been undertaken to demonstrate the impact of the used of the AGP by Radcliffe Juniors.

6.14 As explained in Section 5, there can be approximately 15 matches which take place at the Redbank Playing Fields on a typical Saturday morning. In order to demonstrate the impact of this on parking amenity, a parking stress survey was undertaken on Saturday 22nd October 2022. The results of the survey are attached at **Appendix C**.

6.15 On Saturday mornings, cones are placed on the east side of Unsworth Street by Radcliffe Juniors to stop cars parking and obscuring visibility from the access. This will continue when the AGP is in place.

6.16 The results of the parking survey demonstrate that on Unsworth Street between 08:00-13:00 there was a maximum parking accumulation of 17 vehicles, from a possible capacity for 33 vehicles. This represents 52% of the parking capacity. This takes into account that the east side of the road is not available for parking, as suggested above.



- 6.17 On Pilkington Road, between the junction with Coronation Road and the junction with Lowe Street, during the survey period, there was a maximum parking accumulation of 84% (16 vehicles from a capacity of 19). There is some evidence that on this section, there were more vehicles parked than capacity, however, this is an existing arrangement, expected to be made no worse by the proposed development.
- 6.18 The survey covered the initial section of Coronation Road, as can be seen on the parking study area attached at **Appendix C**. In this area, there is capacity for 36 vehicles and there was a maximum recorded parking accumulation of 17 vehicles (47%). Clearly, should demand dictate, this area could accommodate additional parking.
- 6.19 On Lowe Street, to the northern boundary of the playing fields, there is a parking capacity for 46 vehicles. During the survey, there was a maximum parking accumulation here of 18 vehicles (39%). Again, should demand dictate, this area could accommodate additional parking.
- 6.20 At the time of the survey, an area of parking was provided on the Redbank Playing Fields to accommodate parking associated with spectators attending matches at the site. As can be seen in the survey data, the existing car park of 21 marked spaces was over capacity between 09:30-10:30, with 22 cars parked within the car park.
- 6.21 On Saturday mornings when the Radcliffe Juniors are using the site, an additional parking area is provided on the grass to the east of the car park, to accommodate spectators/parents/guardians. As can be seen in the survey results, at the peak operation of the site at 10:00, this informal parking area was accommodating 162 vehicles.
- 6.22 As has been explained, it is proposed to provide a formal car park of 82 spaces, plus 5 DDA compliant spaces as part of the development proposals. It is expected that cars will be able to park more efficiently in this parking, than they currently do on the grass, in the same area. At the eastern end of this car park, there will be gates which will continue to provide access to the playing fields, where informal parking will continue to be provided on matchdays. Given this and given that this is an existing situation, it is not expected that the proposed development will have a detrimental impact on the adjacent highway network.
- 6.23 In fact, the more formalised parking area being provided as part of the development proposals, will likely result in more parking supply on the site, when taken into account with the grassed area to the east which will continue to be used. It is recognised that the use of the grassed area for parking is not guaranteed due to the weather and, therefore, there



may be instances where parking has to take place on the highway network in the vicinity of the site.

- 6.24 It can be seen in the attached survey data that across the entire study area, should need dictate, there is capacity for up to 69 vehicles. It should be noted that this is an existing scenario and at times, particularly during the winter, there is a need for vehicles to park on the road rather than the grass. The provision of the larger surfaced car park will provide a betterment to the existing situation should this be the case, by providing 82 parking spaces.

SERVICING

- 6.25 Refuse collection will take place within the site, with a refuse vehicle entering the site from Unsworth Street and using the loop arrangement within the site to turn around and exit in forward gear.



7. SUMMARY & CONCLUSIONS

SUMMARY

7.1 This Transport Assessment has been prepared on behalf of Surfacing Standards Ltd, to accompany a planning application for a new 3G artificial grass pitch (AGP) and new pavilion building at Redbank Playing Fields. The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a sustainable and accessible location within Radcliffe, that is well connected with regards to opportunities for walking, cycling and public transport;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- It has been demonstrated that on a Saturday morning the site is already used by Radcliffe Juniors FC and the development won't result in additional use at this time. The development proposals result in an increase in formalised onsite parking provision and, therefore, whilst offsite parking is likely to continue, it is expected to reduce as a result of the development;
- Outside the Saturday morning period, the use of the site is likely to be 'new'. It has been demonstrated that the 'new' parking demand generated by the AGP can be accommodated onsite, within the proposed parking area;
- Once operational, it is anticipated that the development would generate a maximum of 39 additional two-way vehicle trips during the weekday peak hour of the development. This falls outside the expected peak hours of operation of the local highway network and would, therefore, have a negligible impact. The maximum two-way vehicle trip generation during the weekend peak hour would be 21 two-way vehicle trips in any hour period;
- It should be noted that the use of the site by Radcliffe Juniors FC is an existing arrangement which is expected to continue in a similar manner once the development is in place. Use of the grass pitches will simply transfer onto the proposed AGP. It is not expected that the number of matches taking place on a typical Saturday will increase.



- The assessment is particularly robust as it considers the most intensive period. During the off season, the schedule is less intense and trip generation, therefore, lower;
- It has been demonstrated that at present on a typical Saturday morning, onsite parking isn't able to accommodate all demand, however, given that more onsite parking is proposed than at present, less on-street parking could be expected in the future; and
- Outside of the periods when the facility is used by Radcliffe Juniors FC, when the parking demand is 'new', it has been illustrated that all parking can be accommodated onsite, with no on-street parking expected.

CONCLUSION

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

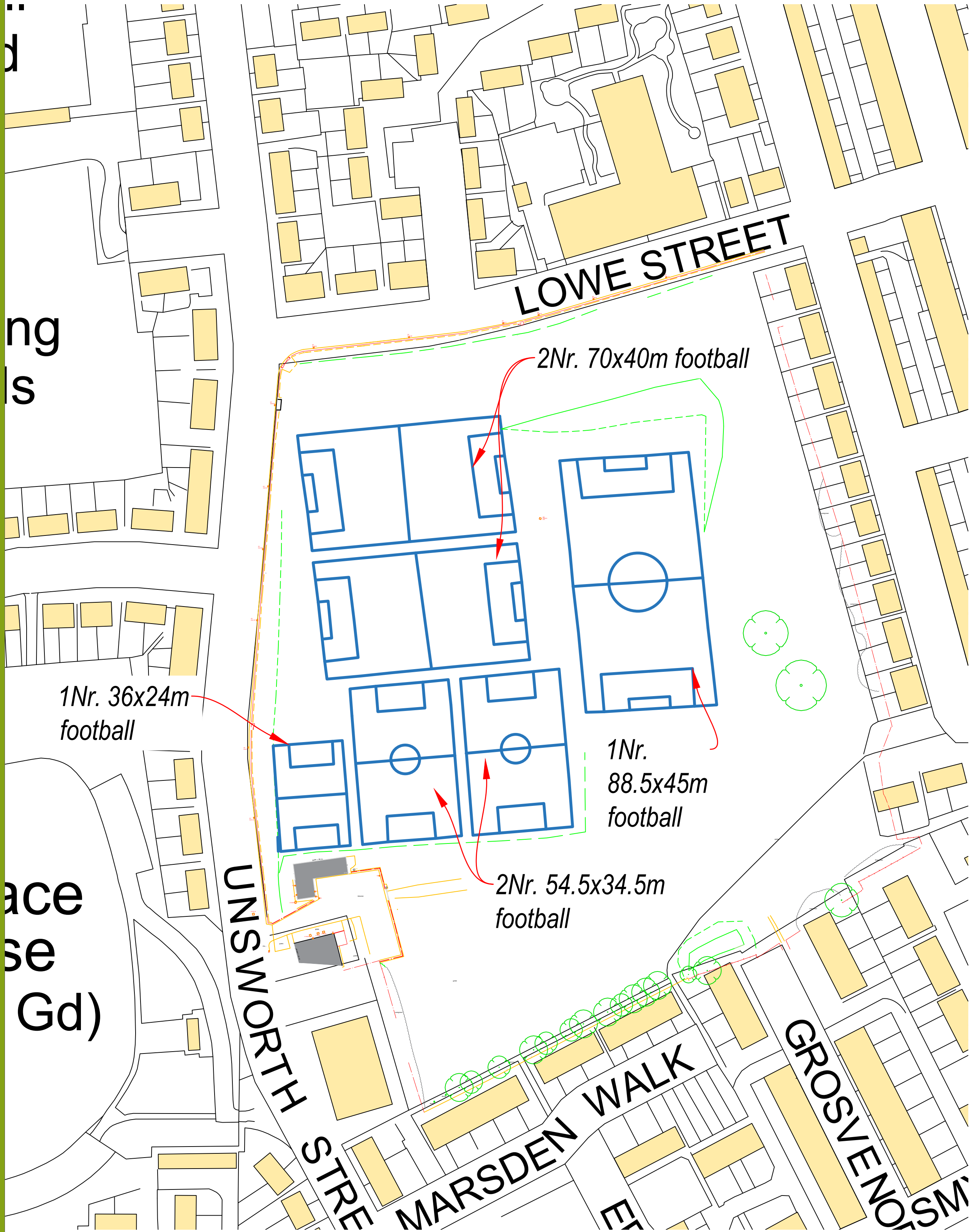


Appendix A

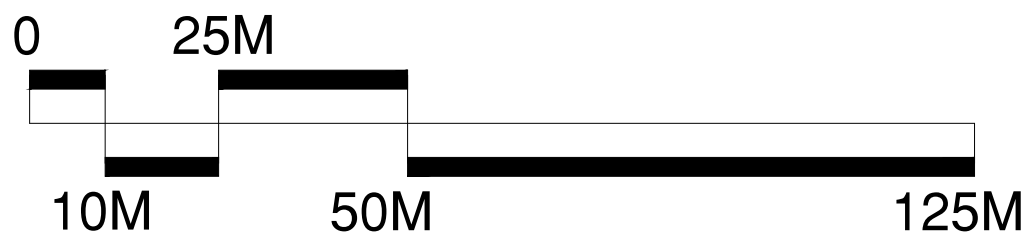
Proposed Site Layout

Redbank Playing Fields

Artificial Grass Pitch



Existing Playing Field Layout



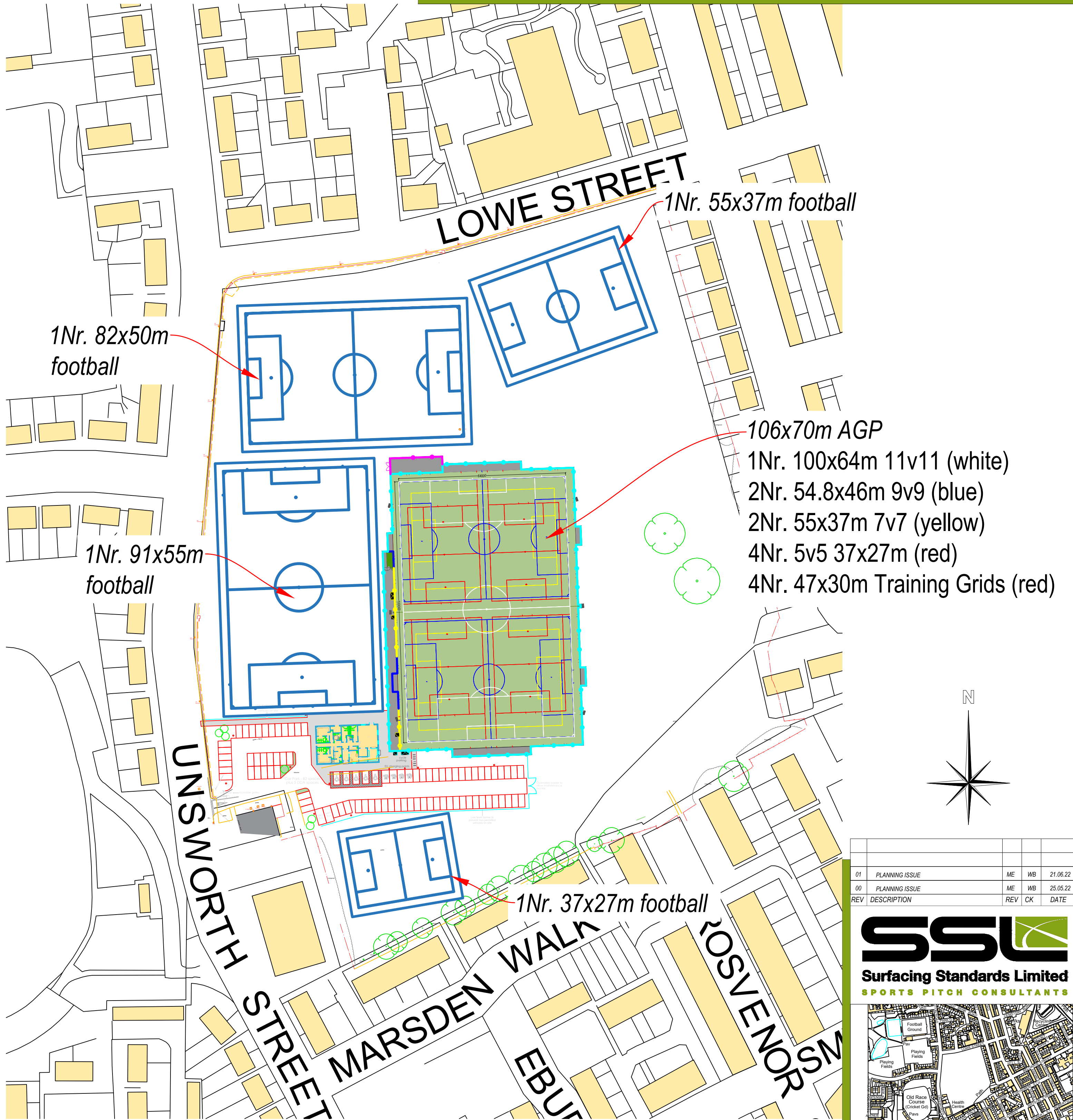


SSL
Surfacing Standards Limited
Office 2, Cranston House
Aston Road, Loughborough, LE15 9XZ
01530 400 012

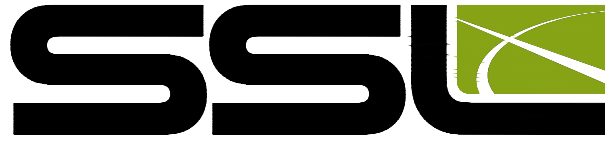
CONSULTANTS
Planning Standards Ltd
Office 2, Cranston House
Aston Road, Loughborough, LE15 9XZ
01530 400 012

1. DO NOT SCALE FROM DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
2. THIS DRAWING IS COPYRIGHT TO SURFACING STANDARDS LTD.
3. ALL PERSONNEL SHOULD BE AWARE OF THE HEALTH AND SAFETY PLAN WHICH IS RETAINED IN THE SITE MANAGERS OFFICE.

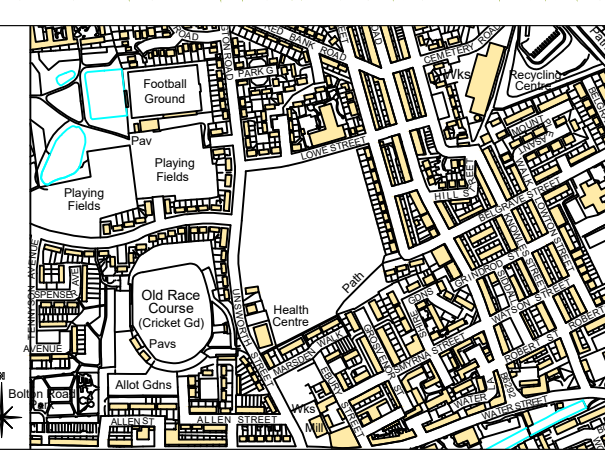




Proposed Playing Field Layout



SSL
Surfacing Standards Limited
SPORTS PITCH CONSULTANTS



AUTHOR
ME

TITLE
Redbank Playing Fields
Artificial Grass Pitch
Playing Field Layout

PROJECT CLS017	SCALE 1:1000	SIZE A1
DRAWING No 11	REVISION 01	



Copyright Notice:
This drawing is the copyright of Steve Wells Associates
and shall not be reproduced without permission. © 2021

Dwg. Purpose **Planning**

No.	Revision / Issue	Date

Project
**Proposed Pavilion and AGP at
Redbank Playing Fields
Raddcliffe
M26 3RH**

Client
Bury Council

Dwg. Title
Proposed Site Entrance Layout

 **STEVE WELLS
ASSOCIATES**
making sport happen

Churchill House, Mill Hill, Pontefract, West Yorkshire,
WF8 4HY t : 01977 797258 e: mail@stevewells-associates.com

Dwg. No. 205-080-1011	Rev.
Scale 1:500 @ A3	Date April 2022
Drawn by JLR	Checked DKW



Appendix B

TRICS Output

Calculation Reference: AUDIT-640801-211118-1141

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Number of pitches
 Actual Range: 6 to 11 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Friday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	3 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	3
--------------	---

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2

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:

F2(c) 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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 1 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:

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 1 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 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 3 days

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

LIST OF SITES relevant to selection parameters

1	CF-07-L-01	GÔL CENTRES	CARDIFF
	LAWRENNY AVENUE		
	CARDIFF		
	LECKWITH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	11	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
2	NT-07-L-01	ASTRO KINGS	NOTTINGHAMSHIRE
	WIGMAN ROAD		
	NOTTINGHAM		
	BILBOROUGH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	6	
	Survey date: SATURDAY	14/07/18	Survey Type: MANUAL
3	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
	PARK ROAD		
	HALESOWEN		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	7	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	9	0.611	2	9	0.111	2	9	0.722
09:00 - 10:00	2	9	3.500	2	9	0.556	2	9	4.056
10:00 - 11:00	3	8	1.792	3	8	0.708	3	8	2.500
11:00 - 12:00	3	8	1.833	3	8	1.667	3	8	3.500
12:00 - 13:00	3	8	1.417	3	8	1.458	3	8	2.875
13:00 - 14:00	3	8	1.625	3	8	1.625	3	8	3.250
14:00 - 15:00	3	8	1.667	3	8	2.792	3	8	4.459
15:00 - 16:00	3	8	1.750	3	8	2.625	3	8	4.375
16:00 - 17:00	3	8	1.958	3	8	1.208	3	8	3.166
17:00 - 18:00	3	8	2.583	3	8	1.875	3	8	4.458
18:00 - 19:00	3	8	3.417	3	8	2.875	3	8	6.292
19:00 - 20:00	3	8	2.292	3	8	2.333	3	8	4.625
20:00 - 21:00	3	8	0.708	3	8	3.708	3	8	4.416
21:00 - 22:00	3	8	0.042	3	8	0.833	3	8	0.875
22:00 - 23:00	2	9	0.000	2	9	0.056	2	9	0.056
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			25.195			24.430			49.625

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:	6 - 11 (units:)
Survey date range:	01/01/13 - 27/09/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix C

Parking Survey Data and Study Area

RADCLIFFE PARKING SURVEY - SATURDAY 22 OCTOBER 2022

Area	Unsworth Street- West Side						Unsworth Street - East Side						Unsworth St.	
Side	EOZ-URP		URP-Cora Rd		Total		EOZ-SYL		SYL-URP		Total		Total	
Time	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.
08:00	0	0	0	0	0	0	1	25	0	0	1	9	1	3
08:30	0	0	4	33	4	18	1	25	1	14	2	18	6	18
09:00	0	0	9	75	9	41	1	25	3	43	4	36	13	39
09:30	0	0	10	83	10	45	3	75	3	43	6	55	16	48
10:00	0	0	8	67	8	36	3	75	6	86	9	82	17	52
10:30	0	0	8	67	8	36	2	50	6	86	8	73	16	48
11:00	0	0	5	42	5	23	2	50	5	71	7	64	12	36
11:30	0	0	4	33	4	18	2	50	5	71	7	64	11	33
12:00	0	0	2	17	2	9	1	25	2	29	3	27	5	15
12:30	0	0	2	17	2	9	0	0	1	14	1	9	3	9
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cap.	10	SYL	12	-	22		4	-	7	SYL	11	-	33	
------	----	-----	----	---	----	--	---	---	---	-----	----	---	----	--

Area	Pilkington Road - West Side						Pilkington Road - East Side						Pilkington Rd.	
Side	Cora Rd-Lowe		Lowe St.-EOZ		Total		Cora Rd-Lowe		Lowe St.-EOZ		Total		Total	
Time	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.
08:00	2	33	2	100	4	50	0	0	4	100	4	36	8	42
08:30	2	33	2	100	4	50	0	0	4	100	4	36	8	42
09:00	3	50	3	150	6	75	0	0	4	100	4	36	10	53
09:30	5	83	3	150	8	100	0	0	4	100	4	36	12	63
10:00	6	100	5	250	11	138	0	0	5	125	5	45	16	84
10:30	3	50	3	150	6	75	0	0	5	125	5	45	11	58
11:00	2	33	3	150	5	63	0	0	4	100	4	36	9	47
11:30	2	33	3	150	5	63	0	0	4	100	4	36	9	47
12:00	2	33	1	50	3	38	0	0	3	75	3	27	6	32
12:30	2	33	1	50	3	38	0	0	2	50	2	18	5	26
13:00	3	50	1	50	4	50	0	0	1	25	1	9	5	26

Cap.	6		2		8		7		4		11		19	
------	---	--	---	--	---	--	---	--	---	--	----	--	----	--

Cora Rd - Coronation Road.

EOZ - End of Zone.

URP - Unrestricted Parking.

SYL - Single Yellow Line.

HF - Hampson Fold.

UNAR - Unnamed Access Road.

RADCLIFFE PARKING SURVEY - SATURDAY 22 OCTOBER 2022

Area	Coronation Road - South Side						Coronation Road - North Side						Cora. Road	
Side	U'worth-UNAR		UNAR-EOZ		Total		U'worth-UNAR		UNAR-EOZ		Total		Total	
Time	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.
08:00	1	11	5	50	6	32	0	0	0	0	0	0	6	17
08:30	1	11	5	50	6	32	0	0	0	0	0	0	6	17
09:00	3	33	5	50	8	42	0	0	1	10	1	6	9	25
09:30	3	33	7	70	10	53	1	14	1	10	2	12	12	33
10:00	5	56	5	50	10	53	4	57	0	0	4	24	14	39
10:30	4	44	8	80	12	63	5	71	0	0	5	29	17	47
11:00	4	44	8	80	12	63	3	43	0	0	3	18	15	42
11:30	3	33	7	70	10	53	3	43	0	0	3	18	13	36
12:00	4	44	6	60	10	53	2	29	1	10	3	18	13	36
12:30	2	22	5	50	7	37	0	0	0	0	0	0	7	19
13:00	1	11	5	50	6	32	0	0	0	0	0	0	6	17

Cap.	9		10		19		7		10		17		36	
------	---	--	----	--	----	--	---	--	----	--	----	--	----	--

Area	Lowe Street - North Side						Lowe Street - South Side						Lowe Street	
Side	Pilkington-HF		HF-EOZ		Total		Pilkington-HF		HF-EOZ		Total		Total	
Time	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.
08:00	0	0	4	29	4	24	0	0	0	0	0	0	4	9
08:30	1	33	14	100	15	88	0	0	0	0	0	0	15	33
09:00	4	133	13	93	17	100	0	0	0	0	0	0	17	37
09:30	4	133	11	79	15	88	0	0	0	0	0	0	15	33
10:00	4	133	14	100	18	106	0	0	0	0	0	0	18	39
10:30	2	67	8	57	10	59	0	0	0	0	0	0	10	22
11:00	2	67	11	79	13	76	0	0	0	0	0	0	13	28
11:30	2	67	12	86	14	82	0	0	0	0	0	0	14	30
12:00	1	33	12	86	13	76	0	0	0	0	0	0	13	28
12:30	1	33	14	100	15	88	0	0	0	0	0	0	15	33
13:00	0	0	11	79	11	65	0	0	0	0	0	0	11	24

Cap.	3		14		17		10		19		29		46	
------	---	--	----	--	----	--	----	--	----	--	----	--	----	--

RADCLIFFE PARKING SURVEY - SATURDAY 22 OCTOBER 2022

Area	Redbank Playing Fields						Hampson Fold	
Side	Car Park		Playing Field		Total		East Side	
Time	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.	Veh.	% Cap.
08:00	3	14	2	0	5	0	1	14
08:30	17	81	27	0	44	0	2	29
09:00	21	100	71	0	92	0	6	86
09:30	22	105	132	0	154	0	6	86
10:00	22	105	162	0	184	0	6	86
10:30	16	76	120	0	136	0	5	71
11:00	16	76	106	0	122	0	5	71
11:30	17	81	50	0	67	0	7	100
12:00	17	81	42	0	59	0	2	29
12:30	9	43	11	0	20	0	3	43
13:00	3	14	0	0	3	0	1	14

Cap.	21		?		?		7	
------	----	--	---	--	---	--	---	--

Grand	
Total	
Veh.	% Cap.
23	14
54	33
76	47
83	51
93	57
75	46
70	43
71	44
56	35
42	26
26	16

162	
-----	--

