



CITY VIEW ESTATES LTD

FORMER LORD RAGLAN PUBLIC HOUSE, NANGREAVES, BURY

TRANSPORT STATEMENT

SEPTEMBER 2024

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CITY VIEW ESTATES LTD

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TRANSPORT STATEMENT

SEPTEMBER 2024

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ENERGY AND CLIMATE CHANGE
ENVIRONMENT AND SUSTAINABILITY
INFRASTRUCTURE AND UTILITIES
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WASTE RESOURCE MANAGEMENT

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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 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.

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 A summary of the assessment and conclusions are set out in Chapter 6.

2 POLICY CONTEXT

2.1 National Policy

National Planning Policy Framework (NPPF), December 2023

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

Places for Everyone Joint Plan, March 2024

2.2.1 The document is a long-term plan of nine Greater Manchester districts including Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan for jobs, new homes and sustainable growth. The document sets out how the boroughs should develop for the years 2022 to 2039.

2.2.2 With respect to sustainable transport, Policy JP-C8 states that:

“We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.”

Bury Unitary Development Plan

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

2.2.4 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.”

2.2.5 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.”

2.2.6 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.”

2.2.7 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.

2.2.8 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.

2.2.9 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.

2.2.10 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 2018-2022. 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 150m 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.

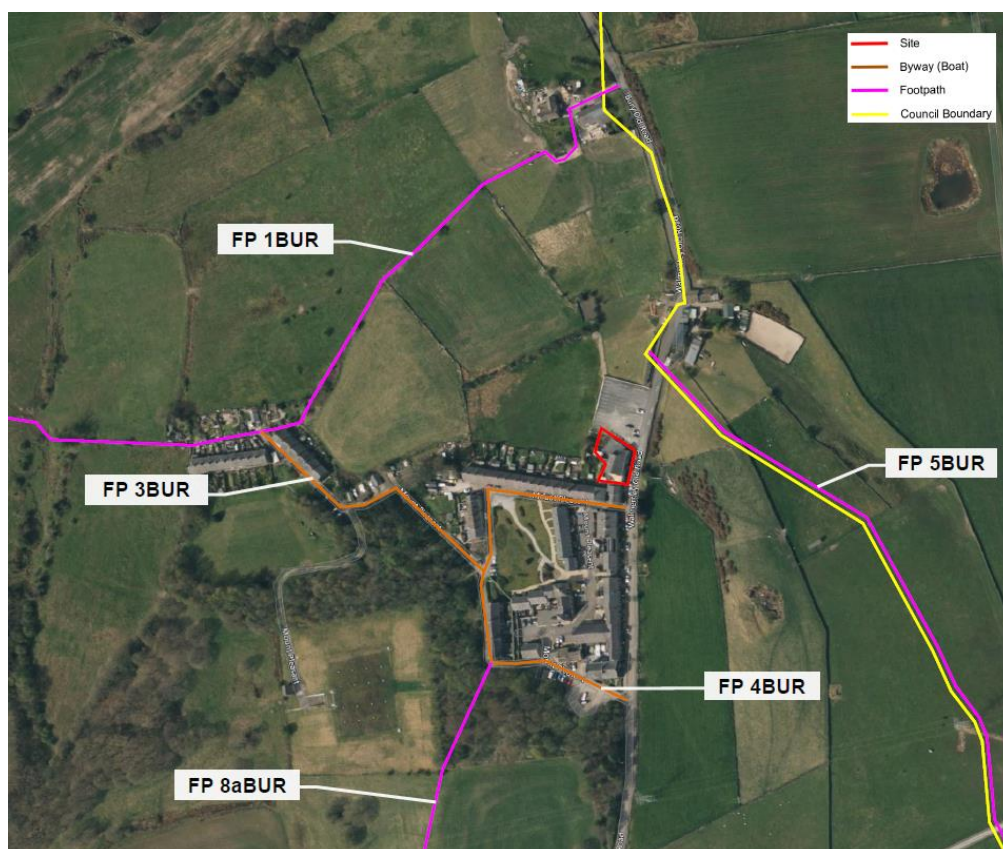


Figure 3.2 Public Rights of Way

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 circa 150m from the site and comprises flag and pole with timetable information. The bus stop is served by bus route 487 which 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 5 2-bedroom apartments:

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 The vehicular access will be provided via a priority junction at the site frontage on Walmersley Old Road which leads to the proposed car park to the rear of the site. 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 the apartments.
- 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. The proposed development should provide a maximum of 13 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 provides a total car parking provision of 10 spaces within the car park to the rear of the site, including one disabled parking space. 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 which could be used for occasional visitor parking whenever required. The introduction of waiting restrictions in the vicinity of the site would not be in keeping with the character of the village and would be difficult to enforce given a general absence of waiting restrictions in the locale.

- 4.4.5 The proposed provision is 3no spaces lower than the maximum provision set out in the parking standards and is suitable to serve the proposed development.

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	2	2
2	2	4
3 or more	1	3
TOTAL	5	9

- 4.5.3 The proposed development provides 10 parking spaces. The estimated parking demand is one space lower than the proposed car parking provision of the proposed development.
- 4.5.4 Occasional visitor parking can be accommodated on-street in the vicinity of the site. This is in keeping with the character of the village and will not cause a detrimental effect to the operation or safety of the highway network as traffic flows on Walmersley Old Road are low and visitor parking will only occur occasionally.
- 4.5.5 It is concluded that the proposed car parking provision will meet the demand of 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 The proposed cycle parking provision meets the minimum required standard set out in BC's parking standards.

4.7 Servicing and Refuse Collection

- 4.7.1 It is proposed that all servicing and refuse collection is undertaken via the internal access road.
- 4.7.2 Waste will be stored for the proposed residential units with a shared bin store located towards the rear of the property. Using BS 5906:2005, it is estimated that 850L of waste will be generated by the development each week, which is likely to require approximately three 1100L Eurobins, or equivalent bins to manage residual and recycling wastes for residents as a shared storage scheme. Bins will be clearly signed for each waste stream and the bin storage area also signed, as well as each bin being lidded to prevent litter or waste scattering.
- 4.7.3 Bins will be stored within an appropriate bin store at the rear of the property, accessed via an access road at the side of the property. The access road will be free from overhanging trees/buildings and will be sufficiently engineered and large enough to withstand the weight and dimensions of a typical Authority RCV. Sufficient turning space, and safety for reversing, as well as operative access has been considered in reference to Collection Requirements & Storage Methods for New Developments.
- 4.7.4 The bin store will be large enough to ensure that if required, the addition of other bins for other recycling streams can be managed alongside the currently proposed bins, such as Food Waste collections.

4.7.5 Drawing No ST20131-005-P0 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 ST20131-006-P0 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. It is proposed that parking will be provided within the development for residents.
- 5.3.2 To determine the number of vehicle trips expected to be generated by the proposed development, TRICS (Version 7.11.2) has been interrogated for trip rates for residential flats 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 2016 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)	0.062	0.118	0.180
PM (1700-1800)	0.236	0.124	0.360

- 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 It is concluded that the traffic generation of the proposed development is negligible and will not have a material impact on the local network.

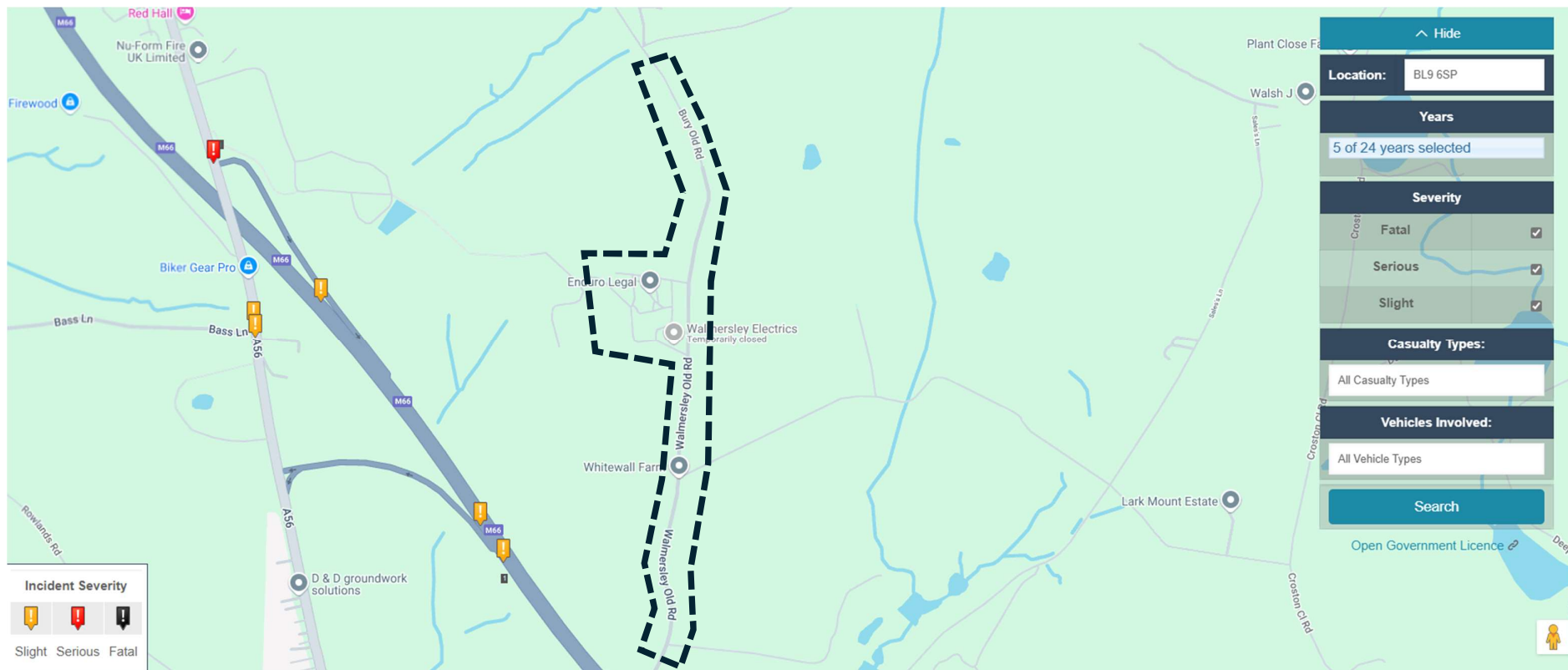
6 CONCLUSIONS

- 6.1.1 Wardell Armstrong (WA) has prepared a Transport Statement (TS) on behalf of City View Estates Ltd to support a 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.
- 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 The vehicular access will be provided via a priority junction at the site frontage on Walmersley Old Road which leads to the proposed car park to the rear of the site.
- 6.1.5 In total 10no 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 9 vehicles, which is one space lower than the proposed car parking provision for the development.
- 6.1.8 Occasional visitor parking can be accommodated on-street in the vicinity of the site. This is in keeping with the character of the village and will not cause a detrimental effect to the operation or safety of the highway network as traffic flows on Walmersley Old Road are low and visitor parking will only occur occasionally.
- 6.1.9 The proposed development traffic impact in the AM & PM peak hours is estimated to generate 3 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 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-709701-240911-0905

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

FREE TRIAL FREE TRIAL FREE TRIAL

Licence No: 709701

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 47 (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: 01/01/16 to 02/10/23

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 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	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:

Development Zone	1
Residential Zone	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	3 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	5 days
1.1 to 1.5	1 days

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

Travel Plan:

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

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

LIST OF SITES relevant to selection parameters

1	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL
2	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL
3	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
4	SH-03-C-01	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
5	SH-03-C-02	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: FRIDAY	16/06/23	Survey Type: MANUAL
6	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	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
DY-03-C-03	unsuitable location
LE-03-C-01	survey undertaken during COVID
WS-03-C-01	unsuitable location

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	6	27	0.025	6	27	0.186	6	27	0.211
08:00 - 09:00	6	27	0.062	6	27	0.118	6	27	0.180
09:00 - 10:00	6	27	0.124	6	27	0.143	6	27	0.267
10:00 - 11:00	6	27	0.130	6	27	0.174	6	27	0.304
11:00 - 12:00	6	27	0.093	6	27	0.149	6	27	0.242
12:00 - 13:00	6	27	0.168	6	27	0.130	6	27	0.298
13:00 - 14:00	6	27	0.161	6	27	0.161	6	27	0.322
14:00 - 15:00	6	27	0.118	6	27	0.118	6	27	0.236
15:00 - 16:00	6	27	0.174	6	27	0.112	6	27	0.286
16:00 - 17:00	6	27	0.149	6	27	0.124	6	27	0.273
17:00 - 18:00	6	27	0.236	6	27	0.124	6	27	0.360
18:00 - 19:00	6	27	0.093	6	27	0.050	6	27	0.143
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.533			1.589			3.122

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 9 - 47 (units:)
 Survey date range: 01/01/16 - 02/10/23
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 3

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.

FREE TRIAL FREE TRIAL FREE TRIAL

Licence No: 709701

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CARS

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	27	0.019	6	27	0.180	6	27	0.199
08:00 - 09:00	6	27	0.043	6	27	0.106	6	27	0.149
09:00 - 10:00	6	27	0.087	6	27	0.112	6	27	0.199
10:00 - 11:00	6	27	0.112	6	27	0.149	6	27	0.261
11:00 - 12:00	6	27	0.093	6	27	0.143	6	27	0.236
12:00 - 13:00	6	27	0.143	6	27	0.112	6	27	0.255
13:00 - 14:00	6	27	0.124	6	27	0.124	6	27	0.248
14:00 - 15:00	6	27	0.099	6	27	0.093	6	27	0.192
15:00 - 16:00	6	27	0.143	6	27	0.087	6	27	0.230
16:00 - 17:00	6	27	0.130	6	27	0.099	6	27	0.229
17:00 - 18:00	6	27	0.236	6	27	0.124	6	27	0.360
18:00 - 19:00	6	27	0.081	6	27	0.037	6	27	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.310			1.366			2.676

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

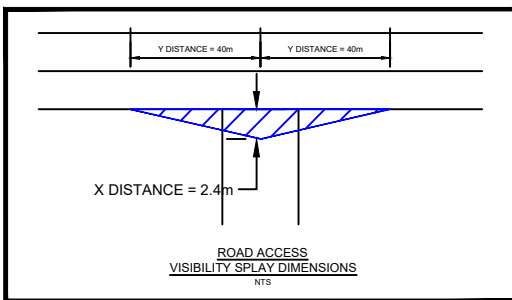
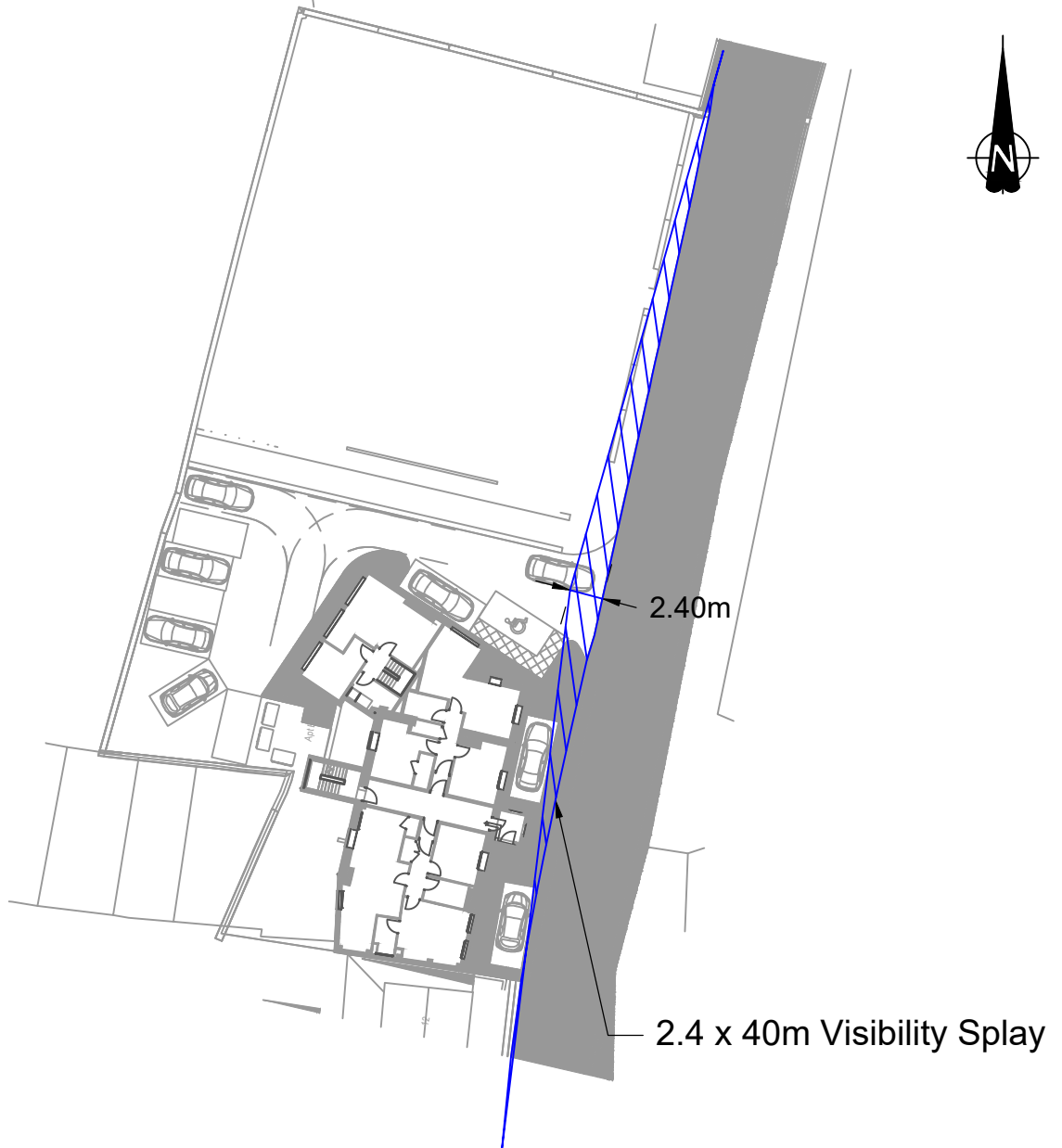
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	27	0.000	6	27	0.000	6	27	0.000
08:00 - 09:00	6	27	0.012	6	27	0.006	6	27	0.018
09:00 - 10:00	6	27	0.025	6	27	0.019	6	27	0.044
10:00 - 11:00	6	27	0.012	6	27	0.019	6	27	0.031
11:00 - 12:00	6	27	0.000	6	27	0.006	6	27	0.006
12:00 - 13:00	6	27	0.006	6	27	0.000	6	27	0.006
13:00 - 14:00	6	27	0.019	6	27	0.019	6	27	0.038
14:00 - 15:00	6	27	0.006	6	27	0.012	6	27	0.018
15:00 - 16:00	6	27	0.019	6	27	0.012	6	27	0.031
16:00 - 17:00	6	27	0.006	6	27	0.012	6	27	0.018
17:00 - 18:00	6	27	0.000	6	27	0.000	6	27	0.000
18:00 - 19:00	6	27	0.006	6	27	0.006	6	27	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.111			0.222

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.*

DRAWINGS

DO NOT SCALE FROM THIS DRAWING



KEY

VISIBILITY SPLAY (2.4m x 40m) DESIRED MINIMUM

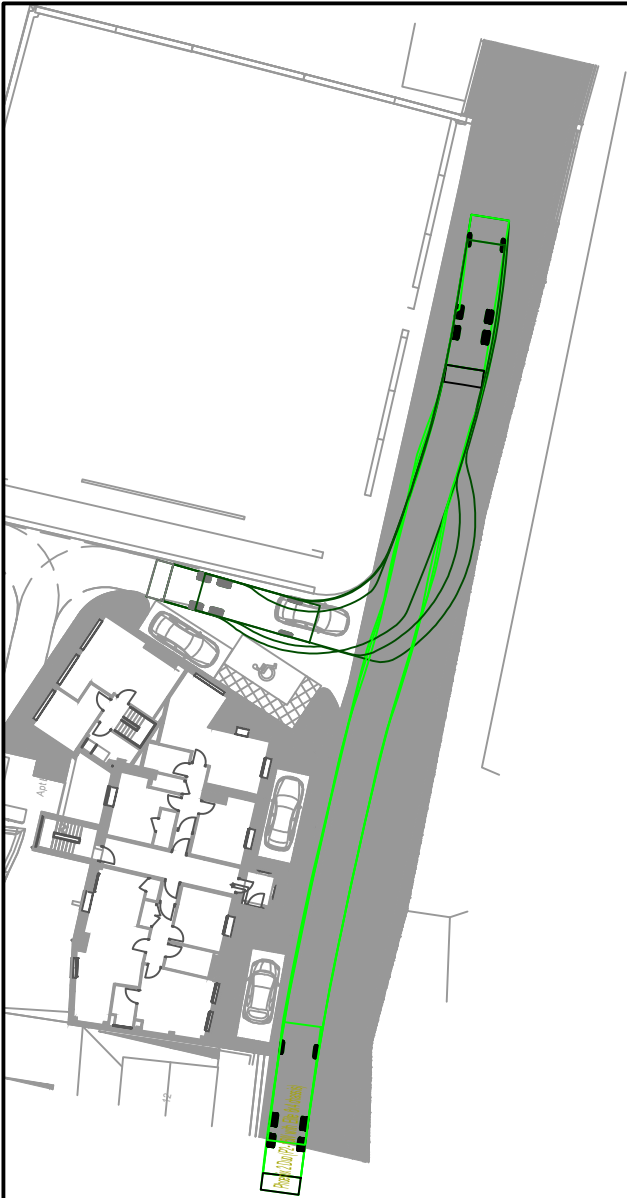
NOTES:

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. SWEEP PATH ANALYSIS AND VISIBILITY SPLAYS AT SITE ACCESS BASED ON SITE LAYOUT AND IS SUBJECT TO DETAILED DESIGN

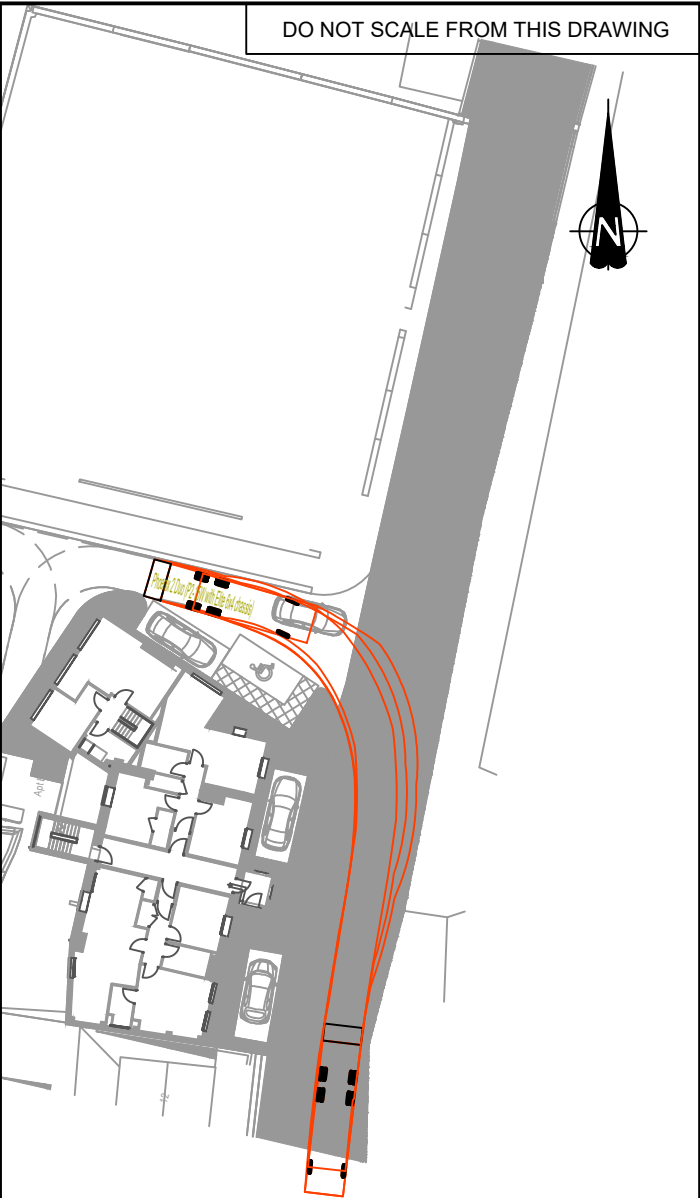
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CLIENT	CITY VIEW ESTATES		DRG No.	ST20131-004	REV	A	SUIT.
			SIZE	A4	SCALE	1:500	DATE
PROJECT	FORMER LORD RAGLAN PUBLIC HOUSE		DRAWN BY	RB	17/09/2024		
	NANGREAVES		CHECKED BY	DA			
DRAWING TITLE	PROPOSED SITE ACCESS ARRANGEMENTS		APPROVED BY	IC			

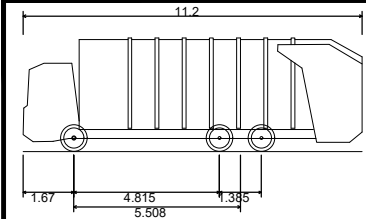




SWEPT PATH ANALYSIS-REFUSE VEHICLE IN
SCALE:1:500



SWEPT PATH ANALYSIS-REFUSE VEHICLE OUT
SCALE:1:500



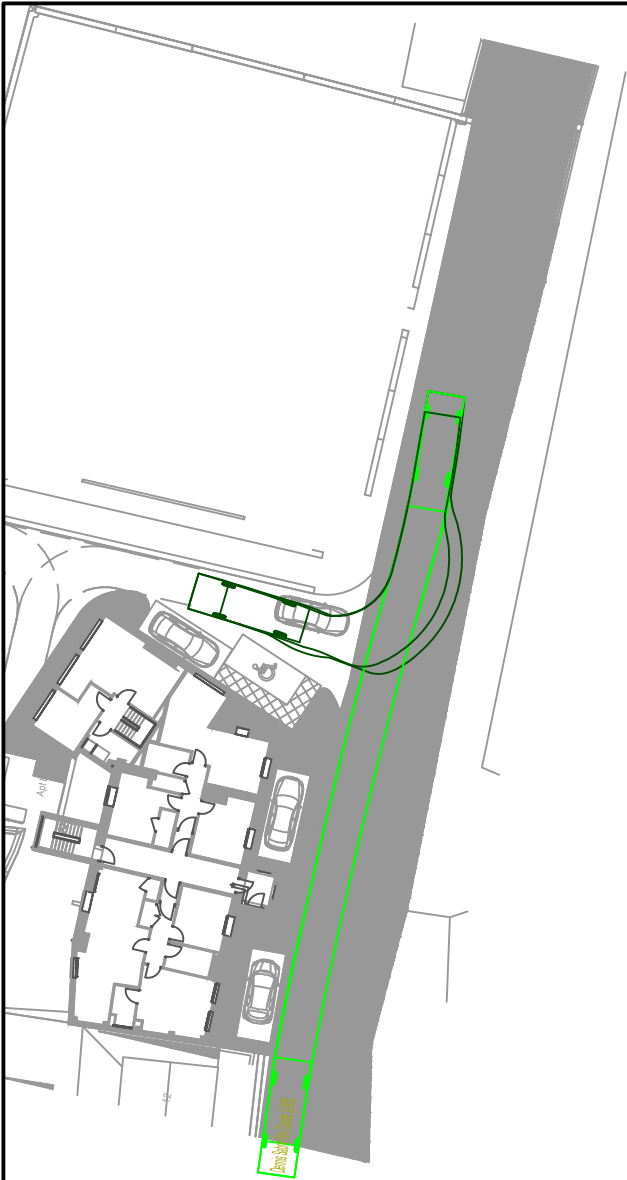
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

NOTES:

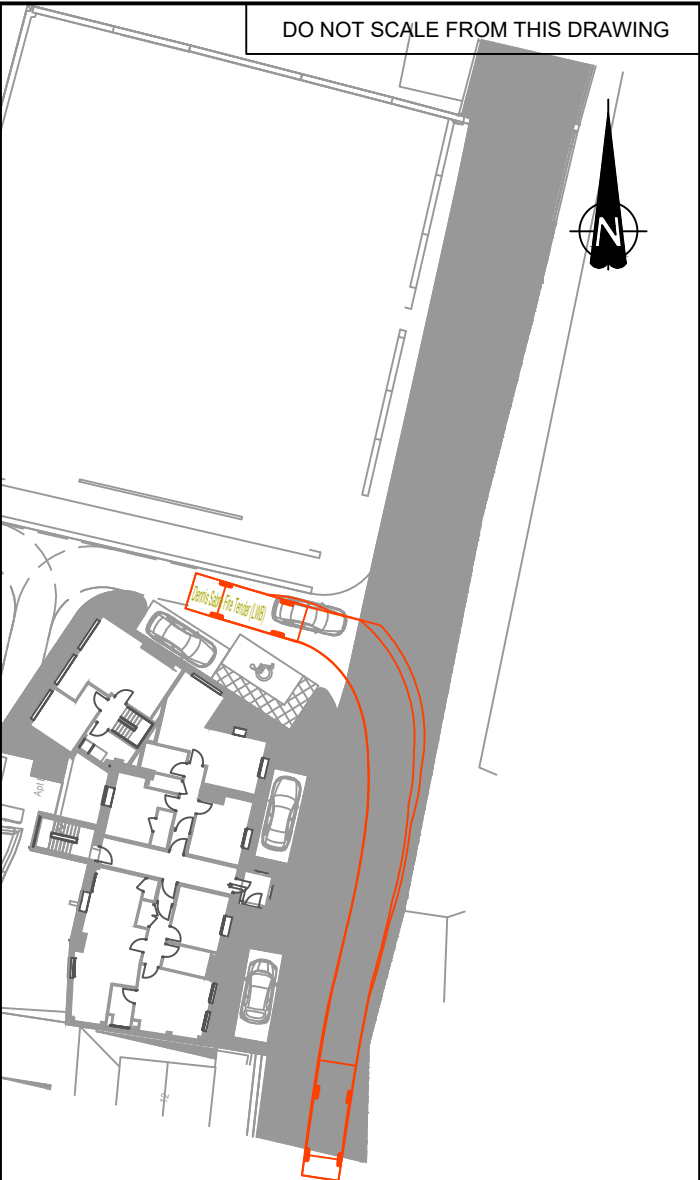
1. ALL LEVELS IN METERS ABOVE ORDNANCE DATUM AND ALL DIMENSIONS IN METERS UNLESS STATED OTHERWISE.
2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING DRAWINGS AND DETAILS AND CONTRACT DOCUMENTATION
3. SWEPT PATH ANALYSIS AND VISIBILITY SPLAYS AT SITE ACCESS BASED ON SITE LAYOUT AND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

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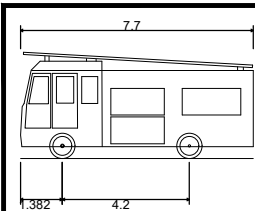
CLIENT	CITY VIEW ESTATES		DRG No.	ST20131-005	REV	A	SUIT.	
			SIZE	A4	SCALE	1:500	DATE	17/09/2024
PROJECT	FORMER LORD RAGLAN PUBLIC HOUSE NANGREAVES		DRAWN BY	RB	 			
			CHECKED BY	DA				
DRAWING TITLE	SWEPT PATH ANALYSIS (REFUSE VEHICLE)		APPROVED BY	IC				



SWEPT PATH ANALYSIS-FIRE TENDER VEHICLE IN
SCALE:1:500



SWEPT PATH ANALYSIS-FIRE TENDER VEHICLE OUT
SCALE:1:500



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

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 SITE LAYOUT AND IS SUBJECT TO DETAILED DESIGN

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CLIENT	CITY VIEW ESTATES		DRG No.	ST20131-006	REV	A	SUIT.	
			SIZE	A4	SCALE	1:500	DATE	17/09/2024
PROJECT	FORMER LORD RAGLAN PUBLIC HOUSE NANGREAVES		DRAWN BY	RB	 			
			CHECKED BY	DA				
DRAWING TITLE	SWEPT PATH ANALYSIS (FIRE TENDER VEHICLE)		APPROVED BY	IC				

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TRURO

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Wheal Jane Earth Science Park
Baldhu
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