

Compton Mill, Leek

TRANSPORT STATEMENT

Report prepared for
Constructing Growth &
Housing 21

June 2021

Report Reference 1220/2/B



ASHLEY HELME
ASSOCIATES



Transport Statement

Compton Mill, Leek

Client: Constructing Growth & Housing 21
Report Ref: 1220/2/B
Status: Final
Date: June 2021

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Transport Statement

Compton Mill, Leek

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1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by Constructing Growth and Housing 21 to prepare a Transport Statement (TS) report to support the planning application for the erection of a five storey apartment building, together with external amenity space, parking facilities and associated services on land formerly occupied by Compton Mill, Duke Street, Leek (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1.

1.2 The Site presently lies vacant following the demolition of Compton Mill.

1.3 Planning History

1.3.1 2010: Application Ref 10/00124/FUL_MJ or SMD/2010/0145

1.3.1.1 Planning permission for 66 apartments with care at the Site was granted in 2010. This planning consent expired.

1.3.2 2015: Application Ref SMD/2014/0702

1.3.2.1 In May 2015, the 2010 planning permission was renewed at committee.

1.3.3 2017: Application Ref SMD/2017/0083

1.3.3.1 A planning application was submitted for a smaller scheme at the Site in 2017. The scheme comprised 57 apartments with care (Use Class C2) for persons aged 55 and over. The scheme was granted planning consent in November 2017.

1.3.4 2018: Discharge of Conditions Applications

1.3.4.1 In 2018, a series of discharge of conditions applications were submitted and subsequently granted planning consent.

1.4 Proposed Development

1.4.1 The proposed development comprises 57 affordable rental properties for the over 65's (Use Class C3).



- 1.4.2 The proposed masterplan submitted with the planning application shows the provision of 44 x 1 bed apartments and 14 x 2 bed apartments. The proposed development will include a resident's lounge, internal buggy store and office area for staff.

1.5 Scope of the Report

- 1.5.1 The issues addressed within the TS fall broadly into the following areas:
- Accessibility by non-car modes, and
 - The vehicular traffic impact of the proposed redevelopment of the site.
- 1.5.2 The existing highway conditions are described in Chapter 2. The proposed Site access arrangements are outlined in Chapter 3.
- 1.5.3 An accessibility appraisal of the Site by non-car modes is presented in Chapter 4, using an accessibility mapping methodology.
- 1.5.4 In order to assess the traffic impact of the proposed development, it is necessary to estimate the traffic generated by the consented apartments with care on Site, as this represents the Base situation. If the proposed development does not proceed (for whatever reason) then the permitted use of the Site, with construction and full occupation of the 57 apartments with care, can occur without need for any additional planning permission. This provides the proper context in which to assess the change in traffic impact that occurs if planning permission is granted for the proposed development.
- 1.5.5 The estimation of the traffic for the 'fallback' consented 57 apartments with care use (Use Class C2) and the proposed 57 affordable rental properties for the over 65's (Use Class C3) is presented in Chapter 5.
- 1.5.6 The conclusions of the TS are presented in Chapter 6.



2 Highway Network

- 2.1 The location of the Site is indicated on Figure 1.1 in the context of the local highway network. The Site is bounded by Cornhill Street to the north, Prospect Place/Compton to the west and Duke Street to the south. Cornhill Street terminates at the eastern boundary of the Site.

2.2 Existing Conditions

2.2.1 Cornhill Street

- 2.2.1.1 Cornhill Street is a short cul-de-sac road measuring about 50m in length. The carriageway measures about 6.2m and footways are available on both sides of the road. Cornhill Street provides service access to a small number of commercial units, a public car park and five residential properties.

2.2.2 Prospect Place

- 2.2.2.1 Prospect Place forms a right-angled bend with Cornhill Street at its northern end. Prospect Place varies in width between 3.8m to 5.4m and has an uphill gradient from its junction with Compton to Cornhill Street. Prospect Place forms a priority control (give-way) junction with Compton at its southern end. The acute alignment of the junction is such that left-turn entry and right-turn exit to/from Prospect Place is very difficult for all but the smallest vehicles.

2.2.3 Duke Street

- 2.2.3.1 Duke Street forms a priority-control (give way) junction with Compton at its western end. Duke Street is a single carriageway road circa 5.8m wide. Duke Street is subject to a 30mph speed limit, with footways on both sides of the road. Residential properties front the south side of Duke Street, and these properties do not have off-road parking provision.

2.2.4 Brook Street

- 2.2.4.1 Brook Street is a single carriageway road varying in width from circa 7.0m to 9.5m. At its western end, Brook Street forms a traffic signal controlled junction with Saint Edward Street, Compton and Broad Street. Brook Street is subject to a 30mph speed limit, with footways on both sides of the road. There are double yellow line waiting restrictions on both sides of Brook Street in the vicinity of the Site. Brook Street forms a priority controlled junction with London Street.



2.2.5 London Street

2.2.5.1 London Street is a straight single carriageway road circa 6.0m wide and aligned in a north-south direction. London Street is subject to a 30mph speed limit, with footways on both sides of the road. There are single yellow line waiting restrictions on the west side of London Street. Residential properties generally front the east side of London Street, and these do not tend to have off-road parking provision. There is significant change in level along London Street falling by circa 9.0m between Duke Street and Brook Street. London Street forms a priority controlled (give-way) junction with Duke Street immediately to the south of the Site.

2.2.5.2 London Street and Duke Street are both subject to a 7.5t weight restriction (except for access).

2.3 Former Access Arrangements

2.3.1 As set out in para 1.2, the site was formerly occupied by Compton Mill. The building has been demolished but when the site was operational, it benefitted from 3no vehicular access points:

- Cornhill Street: at the eastern end,
- Compton: between Prospect Place and Duke Street, and
- Duke Street: about halfway between Compton and London Street.

2.4 Accident History

2.4.1 The Crashmap website has been interrogated for the latest available five-year accident records in the vicinity of the Site. The accident data covers the 5-year period from 2016 to 2020. The Crashmap data is included in Appendix A.

2.4.2 The Crashmap accident data shows that there were no recorded accidents on Compton, Duke Street and London Street, in the vicinity of the Site.

2.4.3 The accident records show that there was a single recorded accident on Brook Street, in the vicinity of the Site. The accident was slight in severity and occurred in 2019. There was a single recorded accident on Broad Street in the vicinity of the Compton/Brook Street/St Edward's Street signal junction. The accident was classified as severe and occurred in 2018.

2.4.4 Whilst all accidents are regrettable, the fact remains that more often than not an accident has unique isolated accident cause/characteristics, providing no basis for identifying or requiring accident remedial/mitigation works. It is concluded that there is **no** recurring accident problem/pattern that raises concern or that gives rise to the need for accident remediation measures.



3 Proposed Site Access Arrangements

3.1 Access Proposals

- 3.1.1 The Site has previously been served by vehicular accesses on Cornhill Street, Compton and Duke Street.
- 3.1.2 The proposed development Site access arrangements are indicated on the masterplan submitted with the planning application. This shows the closure of all of the existing vehicular access points and the formation of a single new access on Duke Street. The same access arrangements were **agreed** for the 2010, 2015 and 2017 planning consents at the Site.

3.2 Design Considerations

- 3.2.1 'Manual for Streets'(MfS) and the complementary 'Manual for Streets 2' (MfS2) provide guidance on the geometric criteria for the design of residential roads. These represent the most current national guidance and advice. Much of the content of the initial MfS is explicitly incorporated within the MfS2, and there is consistency between MfS and MfS2.
- 3.2.2 A key role of MfS2 is to consider the application of the principles and parameters identified in MfS to a wider context of road and junction conditions. The exploration of this, during the course of the preparation of MfS2, included undertaking new research. The results of the MfS2 original research inform the conclusions and guidance presented in MfS2.
- 3.2.3 MfS2 explicitly states that:
- "...most MfS advice can be applied to a highway regardless of speed limit. **It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.**" (para 1.3.2)*

3.3 Site Access Geometry

- 3.3.1 The consented access arrangements are indicated on Drg No 1220/03/A.
- 3.3.2 The main features of the Site access junction are as follows:
- 6.0m wide access,



- 2.4m x 25m visibility splays,
- 4.5m corner radii.

3.3.3 Given that Duke Street is only about 100m long and the proximity of the proposed Site access to the junctions of Duke Street with Compton and London Street, it is unlikely that vehicles could attain a speed greater than 20mph on Duke Street. For a 20mph speed limit, MfS (Table 7.1) prescribes a 'Y' visibility distance of 25m.

3.3.4 The access arrangements and visibility requirements are the same as those that were **agreed** for the 2010, 2015 and 2017 planning consents at the Site.

3.4 Parking Provision

3.4.1 The proposed development provides a total of 31no car parking spaces for the 57 proposed apartments. Planning permission ref SMD/2017/0083 for 57 dwellings at the Site includes 30no car parking spaces. The proposed parking provision is therefore similar to the consented parking provision.

3.4.2 It is proposed that 3no spaces are marked for disabled use. In addition, the proposed development includes an 18sm mobility scooter and cycle store within the proposed building, with direct external access, adjacent to the proposed development main entrance.

3.4.3 The proposed parking strategy for the Site seeks to provide an appropriate balance for the proposed development in the context of existing on-street parking and the proximity of the proposed development to key local services. It is concluded that the parking provision is suitable for the proposed development.

3.5 Swept Path Analysis

3.5.1 A swept path analysis has been undertaken of the proposed access arrangements to demonstrate that a refuse vehicle can serve the Site. This is shown on Drg No 1220/SP/02/A. The swept path analysis also demonstrates that the internal Site layout can accommodate the refuse vehicle and that the vehicle can enter and exit the Site in forward gear.

3.6 Summary

3.6.1 It is considered that the Site access arrangements provide a suitable means of serving the proposed development.

4 Accessibility By Non-Car Modes

4.1 Walk

- 4.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

4.1.2 National Travel Survey (2019)

- 4.1.2.1 The National Travel Survey of 2019 (NTS 2019) confirms that 26% of all trips are undertaken on foot. For trips up to 1 mile (1.6km), over three-quarters of journeys are carried out on foot.

- 4.1.2.2 The NTS also sets out that, on average, people:

- (i) undertake 250 walk trips per year,
- (ii) walk a total of 205 miles per year,
- (iii) spend 17 minutes walking per trip.

Based on the total walk distance of 205 miles and 250 trips per year, this means that the average walk trip is about 0.8 miles (circa 1.3km).

4.1.3 Manual for Streets

- 4.1.3.1 The 'walkable neighbourhood' concept is set out in MfS1 and endorsed in MfS2. MfS1 explains that:

*"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is **not an upper limit** and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km." (MfS para 4.4.1, AHA emphasis)*

4.1.4 Walk Isochrones and Local Amenities

- 4.1.4.1 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting



trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 4.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).

- 4.1.4.2 The walk isochrones presented in Figure 4.1 are created using Basemap TRACC software, a digital mapping and transport data program. The TRACC software enables installation of maps to create a road network. Amendments have been made to the road network to allow for the inclusion of public rights of way and pedestrian access points.
- 4.1.4.3 The TRACC software adopts the Department for Transport speeds and hence, a walk speed of 4.8km/h is automatically assumed across the road network. However, it is possible to alter the walk speed on all roads to reflect for example, changes in gradient or no accessibility by footway. The walk isochrones presented in Figure 4.1 take into account the absence of footway on certain roads and the walk speed on these routes has been adjusted to 0km/h.
- 4.1.4.4 There are a range of local amenities within a short walk of the proposed development. There are supermarkets, banks, public houses, restaurants/takeaways, churches, numerous other shops and Leek Bus Station all within 400m of the Site. The whole of the town centre is within an 800m (10 minute walk) and virtually the whole of Leek is within 2km (a 25 minute walk) of the Site. This provides excellent opportunity for residents to undertake trips on foot, and this is fully in accordance with national and local transport policies and objectives.

4.2 Cycle

- 4.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.
- 4.2.2 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person."(para 2.3)
- 4.2.3 Figure 4.2 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute cycle journeys. This shows that all of Leek is within a short cycle ride of the Site. Further afield, the villages of Cheddleton, Longsdon and Rudyard, are within a 25 minute cycle journey. This provides good opportunity for residents to undertake cycle journeys, for example, for shopping or leisure purposes.



4.3 Bus

- 4.3.1 Leek bus station is within a 400m walk of site. This provides the residents of the Site with an excellent alternative to car travel.
- 4.3.2 Table 4.1 summarises the scheduled bus services calling at Leek bus station. There are approximately 5 services an hour calling at the bus station on a typical weekday. Bus services are available to Hanley, Macclesfield and Buxton.

4.4 Summary

- 4.4.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure provides very good opportunity for journeys to and from the Site to be undertaken by sustainable modes.



5 Traffic Flows

5.1 Peak Periods

The times when the combination is greatest of traffic generated by the proposed development and existing highway network traffic are the weekday AM and PM peak hours. The TS includes quantitative analysis of the traffic impact of the proposed development for these periods.

5.2 Planning Consents

5.2.1 Planning permission for 66 apartments with care at the Site was granted in 2010 (planning ref 10/00124/FUL_MJ or SMD/2010/0145). This planning consent at the Site expired. However, in May 2015, the planning permission was renewed at committee (planning ref SMD/2014/0702).

5.2.2 A planning application for 57 apartments with care was granted consent on the Site in 2017. The scheme comprised Use Class C2 residential accommodation with care for persons aged 55 and over.

5.2.3 The proper context in which to assess the traffic impact of the proposed development is to consider the traffic generated by the proposed development in the context of the traffic generated by the consented scheme. Thus, the traffic impact of the proposed development is the difference between:

- The Base ('fallback') situation of traffic generated by the consented 57 apartments with care (Use Class C2) and,
- The situation with the traffic generated by the proposed development 57 affordable rental properties for the over 65's (Use Class C3).

5.3 Generated Traffic: Fallback

5.3.1 The trip rates for apartments with care were agreed as part of the 2010, 2015 & 2017 consented development proposals for the Site. The 2017 consented trip generation for the 57 apartments with care is as follows:



	ARR	DEP	2-WAY
AM	6	5	11
PM	5	5	10

5.4 Generated Traffic: Proposed Development

5.4.1 The proposed development comprises 57 affordable rental properties for the over 65's. It is necessary to estimate the traffic generated by the proposed development.

5.4.2 TRICS is interrogated to establish suitable trip generation rates for the proposed use.

5.4.3 Retirement Apartments

5.4.3.1 The criteria adopted for the TRICS interrogation is as follows:

- Retirement Flats,
- 40 to 70 dwellings,
- All surveys 2013 or more recent,
- Any sites in London and Ireland manually removed from the database, on the basis that they may have significantly different trip patterns than the Site.

5.4.3.2 On this basis, 4 sites are identified and the results of the TRICS interrogation are included in Appendix B. The retirement flat trip rates are:

	ARR	DEP	2-WAY
AM	0.036	0.032	0.068
PM	0.082	0.077	0.159

5.4.3.3 The consequent estimate of retirement flat generated traffic is:

	ARR	DEP	2-WAY
AM	2	2	4
PM	5	4	9



5.5 Net Impact of the Proposed Development

5.5.1 The proper context in which to assess the traffic impact of the proposed residential development is the difference in traffic generated by the proposed use and the consented apartments with care use in the AM and PM peak hours.

5.5.2 The net impact of the proposed development is set out below:

	AM			PM		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
2017 Consented Devt	6	5	11	5	5	10
Proposed Devt	2	2	4	5	4	9
Net Impact	-4	-3	-7	0	-1	-1.

5.5.3 Review of the above shows that the proposed residential development is estimated to generate a **net reduction** of **7** and **1** vehicular movements in the AM & PM peak hours respectively.

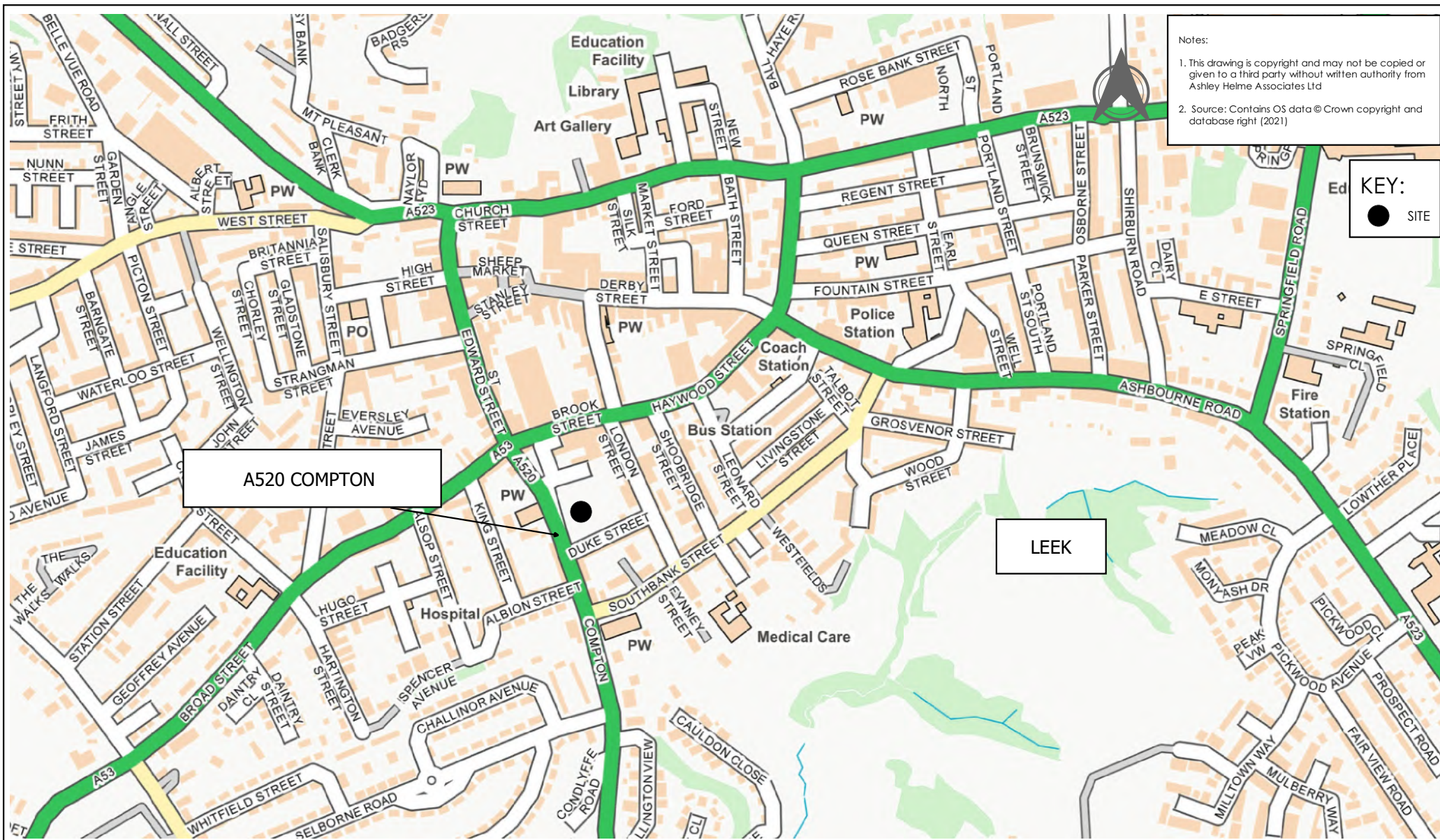
5.5.4 It is concluded that the proposed development has **no material** traffic impact on the operation of the highway network, and no further analysis of development traffic impact is required.



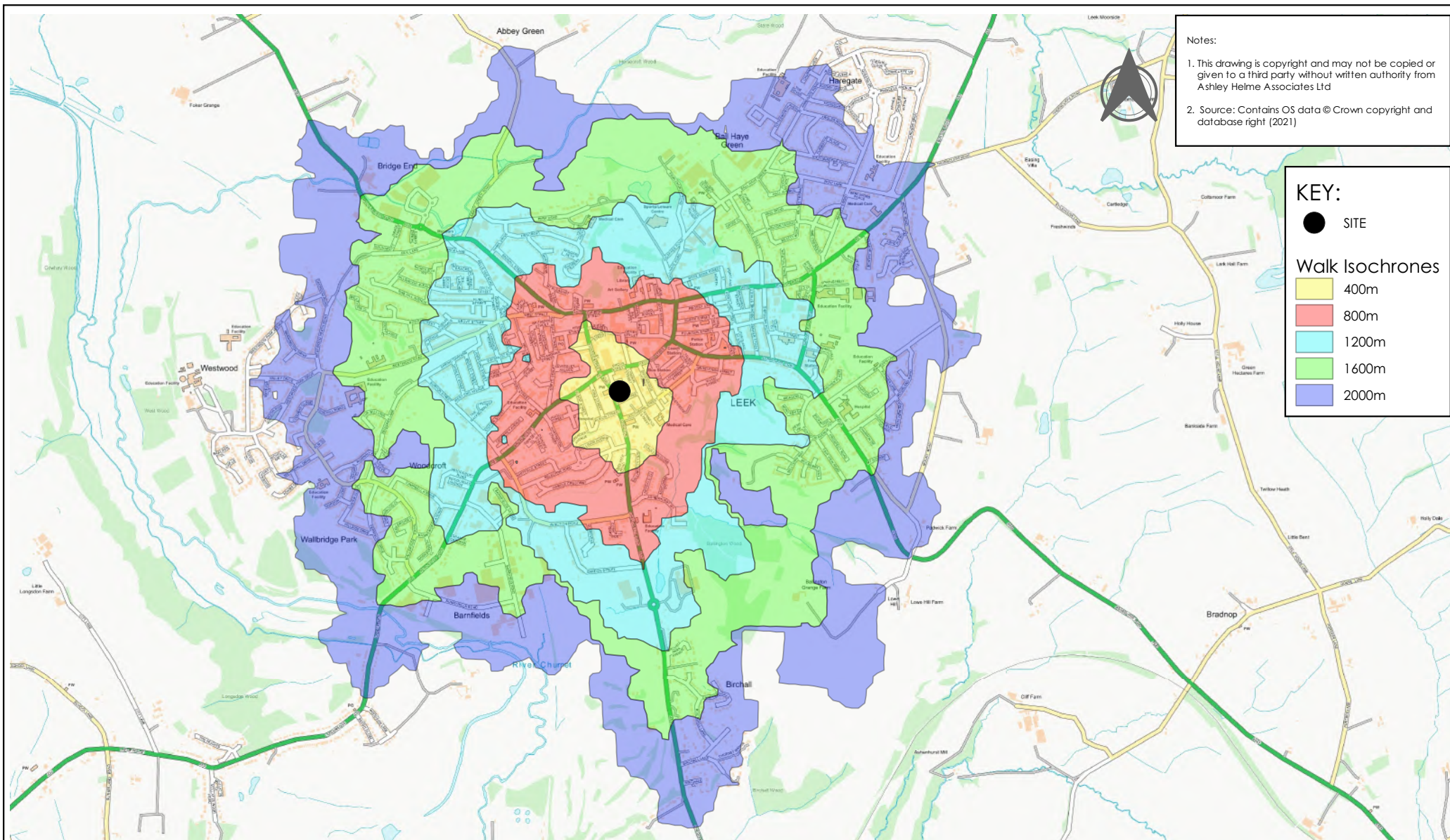
6 Summary & Conclusions

- 6.1 Ashley Helme Associates Limited (AHA) are appointed by Constructing Growth and Housing 21 to prepare a Transport Statement (TS) report to support the planning application for residential development on land formerly occupied by Compton Mill, Duke Street, Leek (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1.
- 6.2 The Site presently lies vacant following the demolition of Compton Mill. The Site has recent planning history for similar uses to the proposed development. The proposed development comprises 57 affordable rental properties for the over 65's (Use Class C3).
- 6.3 The proposed development includes the closure of all of the existing vehicular access points and the formation of a single new access on Duke Street. The access arrangements were **agreed** for the 2010, 2015 and 2017 planning consents at the Site. The consented access arrangements are presented on Drg No 1220/03/A. It is concluded that the access arrangements are suitable for the proposed development.
- 6.4 The accessibility of the Site by non-car modes is reviewed and it is demonstrated that there is very good opportunity for residents of the Site to undertake trips on foot, by cycle and by public transport. This is fully in accordance with national and local policy aims and objectives.
- 6.5 Comprehensive analysis is undertaken of the traffic impact of the proposed development on the local highway network. The proposed development is estimated to generate a **net reduction of 7 and 1** vehicular movements in the AM & PM peak hours respectively when compared with the consented development. It is concluded that the proposed development will **not** have a material traffic impact on the existing highway network.
- 6.6 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

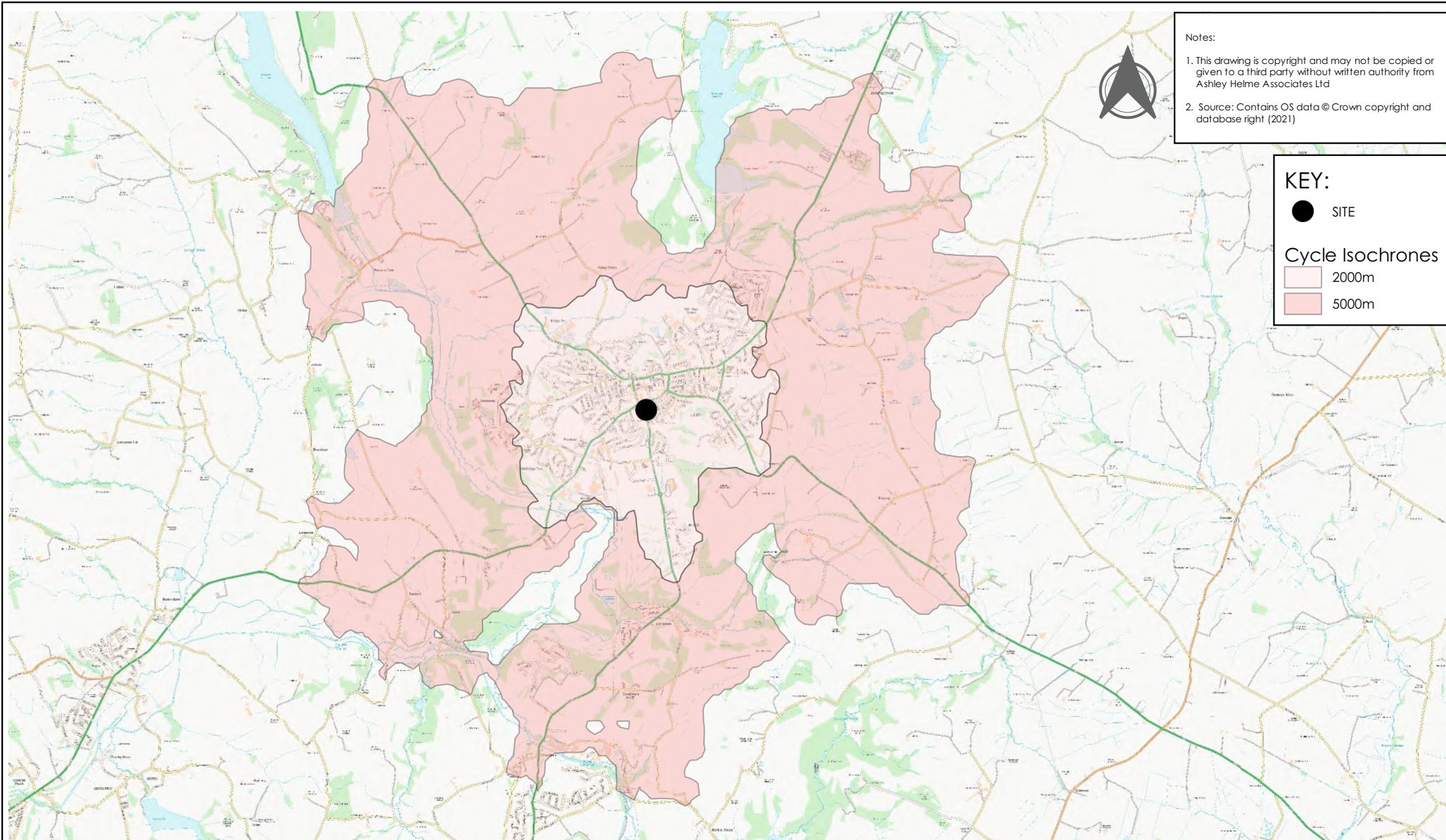
Figures



Project: COMPTON MILL, LEEK	Title: LOCATION PLAN	FIGURE 1.1		
Client: CONSTRUCTING GROWTH LTD		Date: APRIL 2021	Scale: NTS	



Project: COMPTON MILL, LEEK	Title: WALK ISOCHRONES	FIGURE 4.1		
Client: CONSTRUCTING GROWTH LTD		Date: APRIL 2021	Scale: NTS	



- Notes:
1. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
 2. Source: Contains OS data © Crown copyright and database right (2021)

KEY:

● SITE

Cycle Isochrones

2000m

5000m

Project:
COMPTON MILL, LEEK

Client:
CONSTRUCTING GROWTH LTD

Title:
CYCLE ISOCHRONES

FIGURE 4.2

Date:
APRIL 2021

Scale:
NTS



Tables

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-SATURDAY		SUN	
		DAY	EVE		

Services calling within 400m of Site (a circa 5 minute walk)					
16	Leek - Cheddleton - Hanley	30mins	3 trips	-	D&G
16A	Cellarhead – Leek - Westwood	1 trip	-	-	D&G
18	Haregate - Leek - Hanley	60mins ⁽¹⁾	3 trips	60mins	FB
30	Leek – Cheadle - Tean	1 trip	-	-	A
108	Leek - Ashbourne	120mins	-	-	D&G
109	Leek - Rudyard - Macclesfield	120mins	-	-	D&G
116	Leek - Cheddleton Circular	3 trips	-	-	A
165/166	Leek Town Circular	90mins	-	-	A

Notes:

1. Service operates at 30 minute frequency in the Monday to Friday peak periods.

Key:

D&G	D&G Buses
FB	First Bus Potteries
A	Aimee's

Source:

www.staffordshire.gov.uk

Table 4.1 Bus Services & Frequencies

A Crashmap Accident Records

Calculation Reference: AUDIT-733101-210407-0442

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
10	WALES	
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	1 days
11	SCOTLAND	
	FI FIFE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 47 to 65 (units:)
 Range Selected by User: 40 to 70 (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: 01/01/13 to 20/11/19

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:

Monday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Neighbourhood Centre (PPS6 Local Centre)	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:

Residential Zone	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 4 days

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

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

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	CF-03-N-01	RETIREMENT FLATS	CARDIFF
	CARDIFF ROAD		
	CARDIFF		
	LLANDAFF		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	60	
	Survey date: WEDNESDAY	05/10/16	Survey Type: MANUAL
2	FI-03-N-01	RETIREMENT FLATS	FIFE
	ST MARGARET STREET		
	DUNFERMLINE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	47	
	Survey date: MONDAY	21/03/16	Survey Type: MANUAL
3	MM-03-N-01	RETIREMENT FLATS	MONMOUTHSHIRE
	BRYNGWYN ROAD		
	NEWPORT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	65	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
4	NF-03-N-02	RETIREMENT FLATS	NORFOLK
	YARMOUTH ROAD		
	NORWICH		
	THORPE SAINT ANDREW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	20/11/19	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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	55	0.005	4	55	0.018	4	55	0.023
08:00 - 09:00	4	55	0.036	4	55	0.032	4	55	0.068
09:00 - 10:00	4	55	0.059	4	55	0.068	4	55	0.127
10:00 - 11:00	4	55	0.127	4	55	0.127	4	55	0.254
11:00 - 12:00	4	55	0.109	4	55	0.095	4	55	0.204
12:00 - 13:00	4	55	0.095	4	55	0.086	4	55	0.181
13:00 - 14:00	4	55	0.118	4	55	0.118	4	55	0.236
14:00 - 15:00	4	55	0.123	4	55	0.136	4	55	0.259
15:00 - 16:00	4	55	0.086	4	55	0.050	4	55	0.136
16:00 - 17:00	4	55	0.073	4	55	0.064	4	55	0.137
17:00 - 18:00	4	55	0.082	4	55	0.077	4	55	0.159
18:00 - 19:00	4	55	0.050	4	55	0.100	4	55	0.150
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.963			0.971			1.934

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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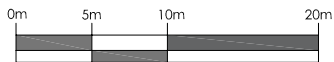
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Parameter summary

Trip rate parameter range selected: 47 - 65 (units:)
 Survey date range: 01/01/13 - 20/11/19
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Drawings

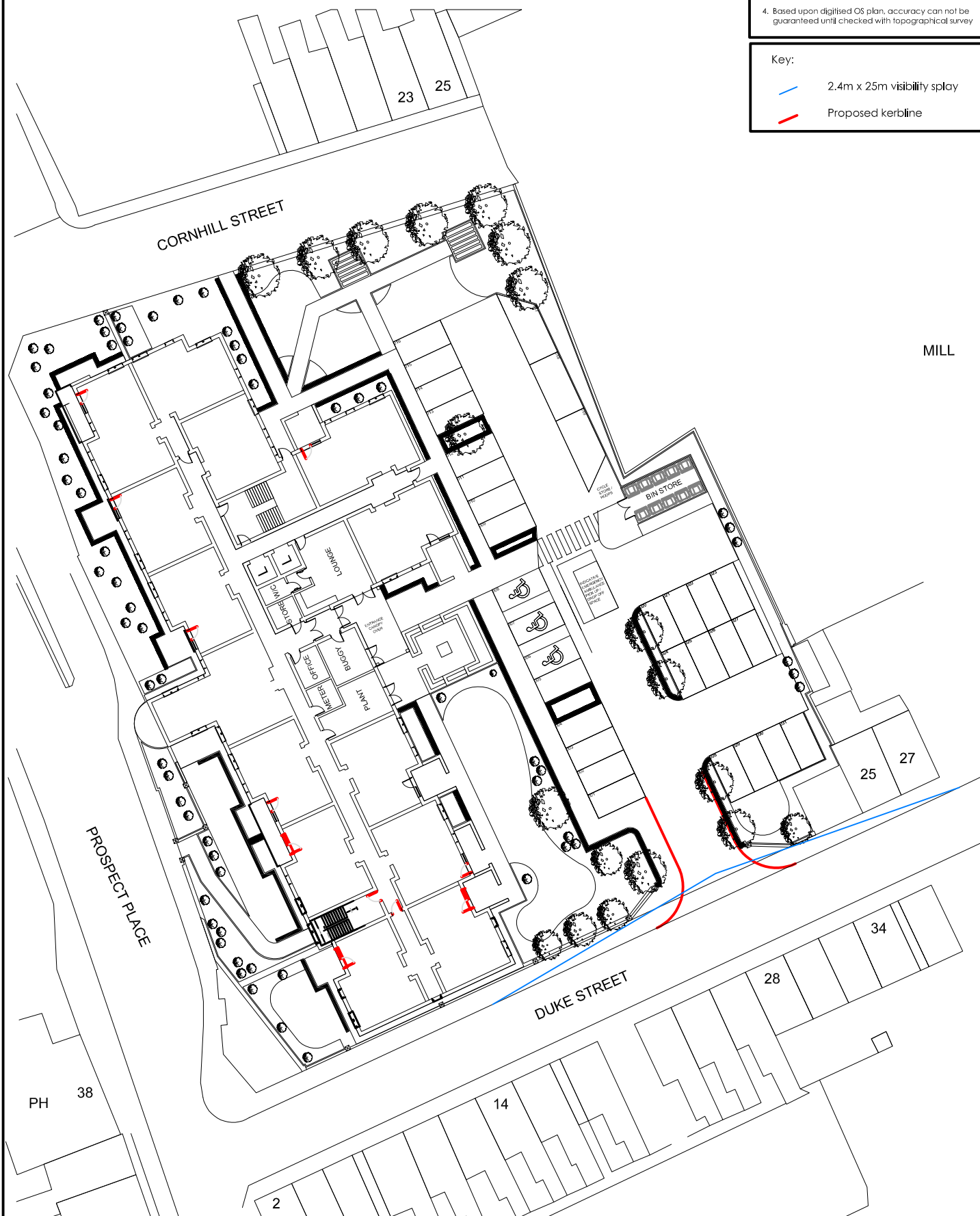


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Key:

- 2.4m x 25m visibility splay
- Proposed kerbline



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Project COMPTON MILL, LEEK

Client CONSTRUCTING GROWTH
& HOUSING 21

Drawing No
1220/03

Rev
A

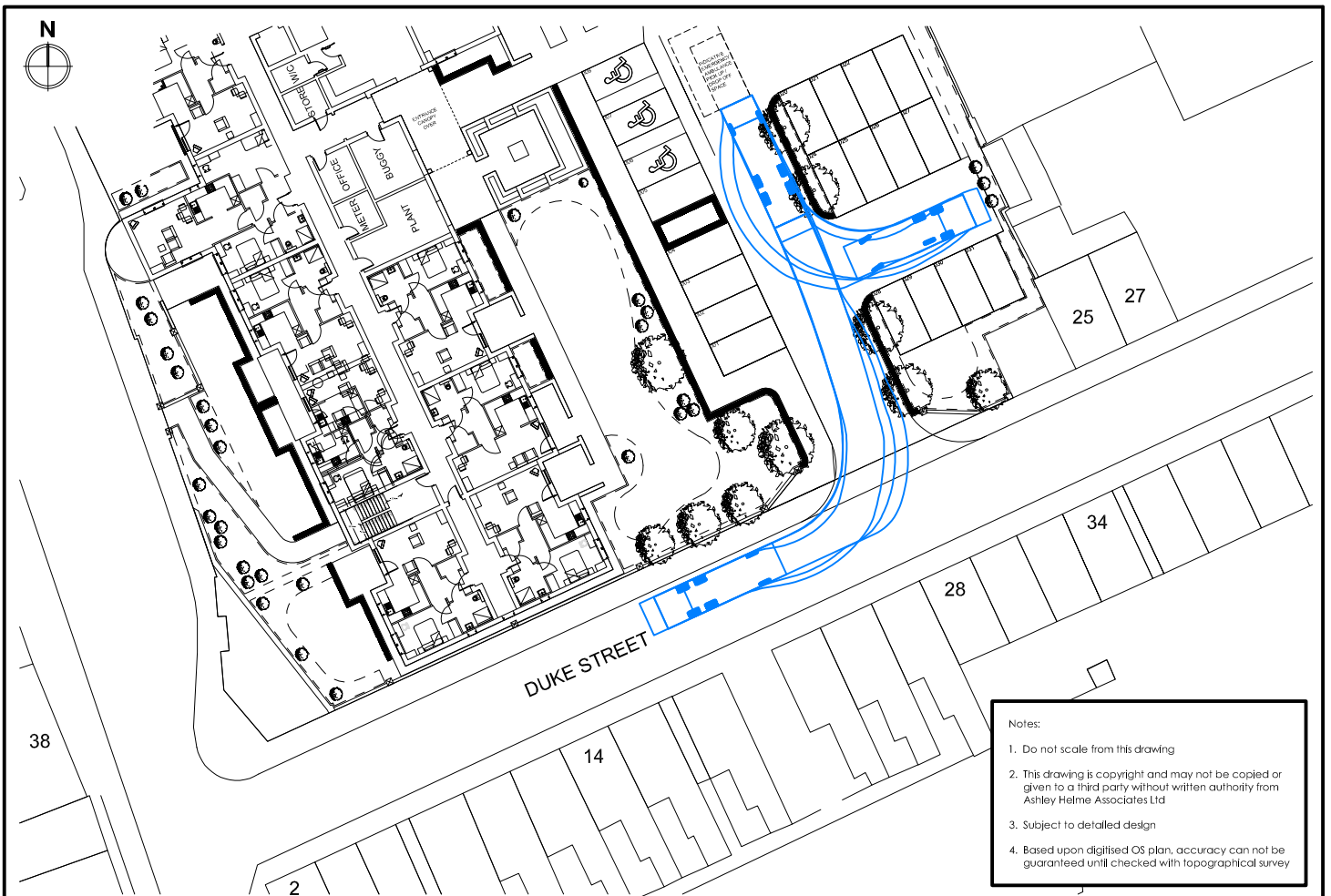
Title PROPOSED SITE ACCESS ARRANGEMENTS

Date
JUNE 2021

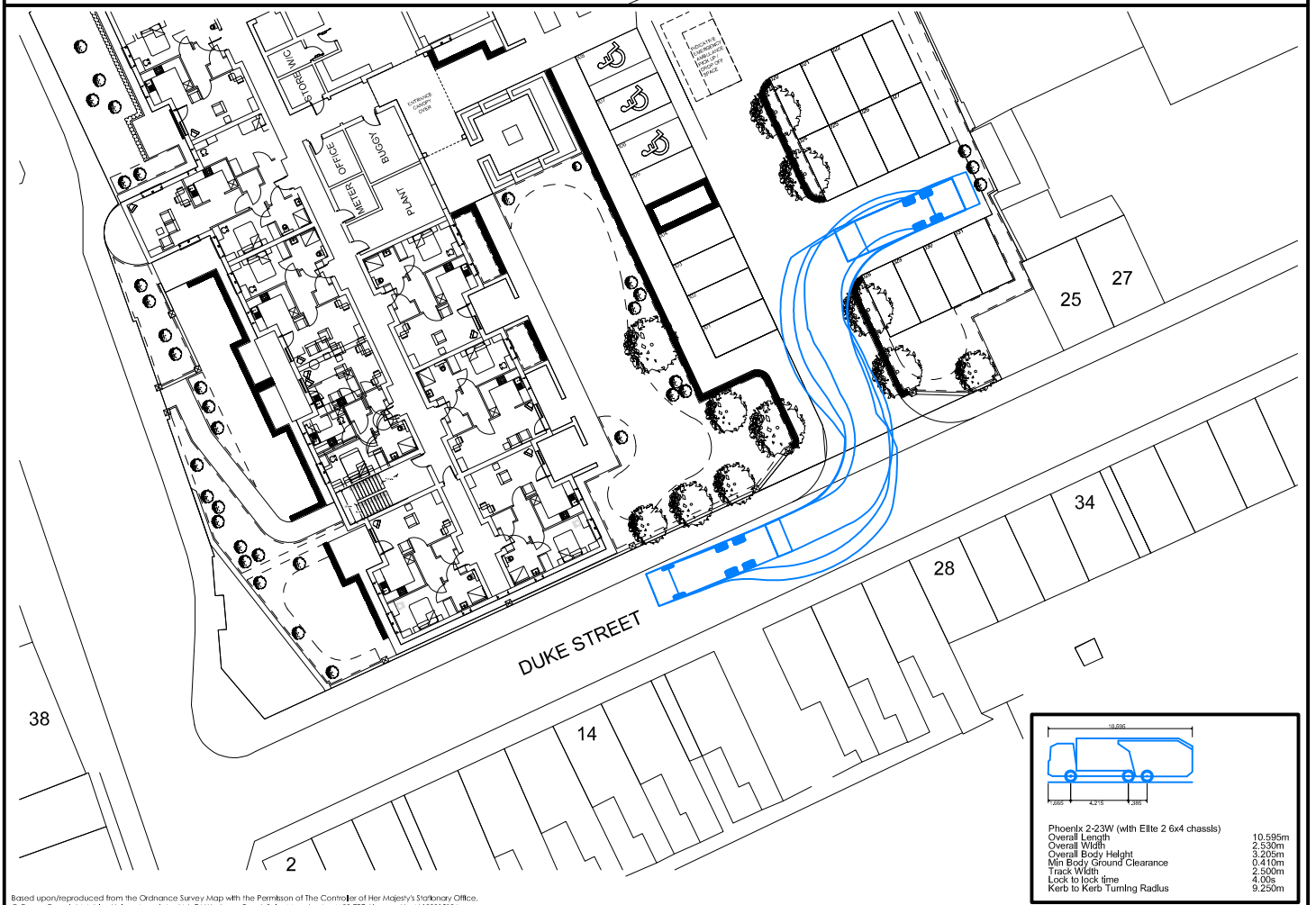
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Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

Project COMPTON MILL, LEEK		Client CONSTRUCTING GROWTH & HOUSING 21		Drawing No 1220/SP/02	Rev A
Title SWEPT PATH ANALYSIS LARGE REFUSE VEHICLE		Date JUNE 2021		Scale 1:500@A4	

