



COTSWOLD
TRANSPORT
PLANNING

KRNS

Land to the Rear of Woodlands Manor
Hotel, Clapham

Transport Statement

May 2019





DOCUMENT REGISTER

CLIENT:	■■■■ S
PROJECT:	LAND TO THE REAR OF WOODLANDS MANOR HOTEL, CLAPHAM,
PROJECT CODE:	CTP-19-303

REPORT TITLE:	TRANSPORT STATEMENT		
PREPARED BY:	■■■■■■■■■■	DATE:	MAY 2019
CHECKED BY:	■■■■■■■■■■	DATE:	MAY 2019

REPORT STATUS:	V3 FINAL ISSUE
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1 Introduction

- 1.1 Cotswold Transport Planning Ltd (CTP) has been instructed by KRNS to provide transport and highways advice in support of a planning application for 4no. new residential dwellings on land to the rear of Woodlands Manor Hotel, Clapham, Bedfordshire.
- 1.2 The site is located within the grounds of the Woodlands Manor Hotel, which is located at the southern end of the village of Clapham. The Woodlands Manor site is located to the east of Green Lane from which vehicle access is taken.
- 1.3 The site is currently occupied by vegetation and hardstanding and as such has no formal vehicular access. It is proposed to redevelop the site to provide four residential dwellings with a new access taken from the internal road through the hotel site. A number of modifications are proposed within the hotel site to ensure safe and appropriate access for all users and residents is provided. No changes are proposed to the hotel or its operations as part of this planning application.
- 1.4 The Woodlands Manor site currently benefits from planning permission for the erection of seven hotel lodges under application ref 16/03217/FUL. It is now proposed to construct four residential dwellings which would be implemented instead of the hotel lodges. The extant permission includes provision of parking for the existing hotel use.
- 1.5 This Transport Statement (TS) is submitted as a supporting document to a planning application and should be read alongside other application documents including the Planning Statement prepared by Phillips Planning Services.
- 1.6 This TS will demonstrate that the site can be considered a sustainable location and that safe and suitable access can be provided for all users. As such, there are no transport reasons why the proposed residential dwellings should not be granted planning permission.

Report Structure

- 1.7 The remainder of this report is structured as follows:
- Section Two- Site Location and Adjacent Highway Network;
 - Section Three- Site Accessibility and Opportunities for Sustainable Travel
 - Section Four- Development Proposals;
 - Section Five- Development Impact Assessment; and
-



- Section Six- Summary and Conclusions.



2 Site Location and Adjacent Highway Network

Site Location

- 2.1 The site is located within the grounds of the Woodlands Manor Hotel, which is located to the east of Green Lane, Clapham. As such, Green Lane forms the western boundary of the hotel site. Existing residential properties for the northern and southern boundaries whilst a caravan storage site forms the eastern boundary of the hotel site.
- 2.2 The site location is shown in **Figure 2.1**, whilst the detailed application site plan is provided at **Appendix A**.

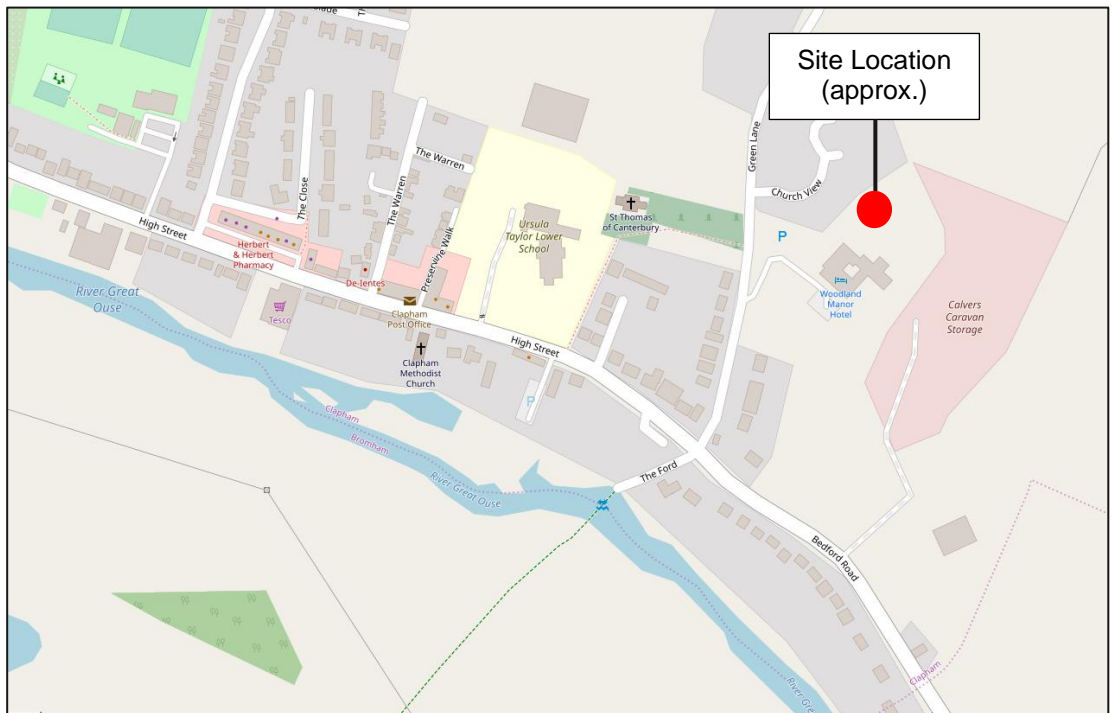


Figure 2.1: Site Location

- 2.3 The site is currently occupied by vegetation and hardstanding and as such has no formal vehicular access.

Local Highway Network

- 2.4 Green Lane is a single carriageway no-through road that runs north-south from High Street / Bedford Road. Green Lane serves a number of residential properties to the



north and south of the site as well as Bedford and County Golf Club and a mobile home park further to the north. Green Lane is subject to a 30mph speed limit.

- 2.5 In the vicinity of the site, Green Lane has a footway on the western side, and street lighting. There is some on-street parking on the western side of Green Lane although this does not affect the safe movement of vehicles.
- 2.6 To the north of the site, Green Lane is subject to traffic calming in the form of two priority give-way narrowings.
- 2.7 High Street / Bedford Road runs from the roundabout with the A6 forming the main road through Clapham where it re-joins the A6 to the north of the village. The road is known by a number of different names including Clapham Road, Bedford Road, High Street and Milton Road.
- 2.8 In the vicinity of Green Lane, High Street is subject to a 30mph speed limit and has a predominantly residential frontage with a number of properties benefiting from direct access. High Street has footways and street lighting on both sides.

Local Highway Safety

- 2.9 Personal Injury Collision (PIC) data has been obtained from the Crashmap website for the highway network in the vicinity of the site for the most recent five year period available.
- 2.10 The search area includes the following:
- The existing access to the site from Green Lane;
 - Green Lane; and
 - The junction of Green Lane with Bedford Road.
- 2.11 The existing collision record confirms that no collisions have been recorded in the study area within the five year period. CTP's assessment is that the local highway network currently operates safely with no existing highway safety patterns or concerns, and with the low level of traffic generation resulting from the development (further detail in **Section 5**), this is expected to continue.



3 Site Accessibility and Opportunities for Sustainable Travel

3.1 In order to ensure that the proposed development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, it is necessary to identify what, local services and amenities are located in proximity to the site, and also what alternative sustainable travel opportunities are present to enable future residents and visitors to choose sustainable alternatives.

3.2 When considering sustainable transport options, it is important to consider the site location in context, with rural locations having more limited facilities and public transport services within close proximity, due to the level of resident population required to sustain such services.

Walking and Cycling

3.3 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.4 As the character of Clapham is generally residential, there is a network of footways in the vicinity of the site that offers pedestrian connectivity. Roads in Clapham are considered to be suitable for on-road cycling.

3.5 Green Lane has a footway on the western side (opposite the site), which continues onto Bedford Road / High Street in both directions. Within Clapham there are a number of local facilities to the west of Green Lane including a Tesco Express foodstore, newsagents, public house, pharmacy, cafes and take-aways. The majority of these facilities are within a 700m walk of the site. A signal controlled pedestrian crossing is provided on High Street to assist crossing movements.

3.6 Ursula Taylor Primary School is also located adjacent to High Street within a 500m walk of the site.

3.7 To the south-east of the site, further facilities are located within approximately 2km of the site within Bedford including a Sainsbury's Superstore, Aldi store and schools including Bedford Modern School, Rushmoor School and Edith Cavell Primary School.



A signal controlled crossing point is provided on Clapham Road to assist pedestrian and cyclist crossing movements.

Public Transport Accessibility

- 3.8 The closest bus stops to the site are located on Bedford Road to the west of the junction with Green Lane. These bus stops are approximately 350m walking distance from the site.
- 3.9 These bus stops provide access to a number of bus services including routes 22, 25, 50, 51, 825 and VL11. These services combine to provide frequent connections to destinations including Bedford, Rushden, Sharnbrook and Oakley. Up to four buses per hour are provided in each direction between approximately 07:00 and 20:00 Monday to Saturdays.

Summary

- 3.10 The site can be classified as a sustainable location with good accessibility to a range of services, amenities and retail areas, supported by suitable public transport connections. The nearest bus stops to the site are within a 350m walk and a number of local shops and services including a primary school are located within 700m of the site.
- 3.11 CTP assesses the site to be sustainably located which benefits from being supported by bus services within acceptable walking distances that offer opportunities travel without the need for car use.



4 Development Proposals

Current Site Layout

- 4.1 The Woodlands Manor hotel provides 34 bedrooms / suites, together with restaurant and bar facilities. The hotel also offers venue hire for events such as conferences and weddings.
- 4.2 The site is accessed via a priority junction with Green Lane. This access effectively operates as a shared surface since no dedicated footway is provided such that anybody entering or exiting the site on foot must also use the access road.
- 4.3 Within the site, there are a number of car parking and hardstanding areas. The main hotel car park, which is located to the front of the building, has 13 marked parking spaces including two disabled spaces.
- 4.4 There is a signed overflow parking area to the north of the access road which provides un-marked parking for approximately 20 vehicles. To the rear of the site, a further area of hardstanding also provides additional potential parking as required. There is also an area of hardstanding adjacent to the access with Green Lane which is not currently in use.
- 4.5 Deliveries to the hotel are either undertaken via the main car park or via the dedicated service entrance on the western side of the building adjacent to the access road. Delivery vehicles reverse into this area for the purposes of unloading. Due to the limitations of the access with Green Lane and internal layout, all servicing is undertaken by rigid vehicles of around 10m in length since larger vehicles cannot enter and exit the site.
- 4.6 The current site layout is provided at **Appendix A**.

Current Planning Permission

- 4.7 Planning permission for the erection of seven hotel lodges (Ref 16/03217/FUL) was approved in April 2017. These lodges would be a mix of 1-3 bedroom units, providing a total of 13 additional bedrooms.
 - 4.8 The hotel lodges were to be located to the rear of the hotel and adjacent to the existing area of hardstanding, that would be increased to provide formal car parking. The seven
-



additional lodges were required to provide an additional 13 car parking spaces (i.e. one per bedroom).

- 4.9 Given the lodges would effectively form an extension of the existing hotel operation, no changes were proposed to the internal layout of the site other than the formal marking out of parking areas described above.

Planning Application

- 4.10 This planning application seeks permission for four residential dwellings within the grounds of the Woodlands Manor Hotel.
- 4.11 The four dwellings would each have four bedrooms and are arranged around a central courtyard area. A number of internal amendments are proposed to the site layout as part of the development to ensure that safe and satisfactory access to the residential units is provided and that the hotel can continue to operate as at present. These amendments are detailed below.
- 4.12 The architects proposed site layout plan is provided at **Appendix B**, whilst the proposed highway layout is provided at **Appendix C**.
- 4.13 These proposed dwellings would replace the current planning permission at the site for seven apart hotel lodges, which would no longer be implemented.
- 4.14 No changes to the hotel or its operation are proposed as part of this planning application.

Access

- 4.15 Access to the site from the adopted highway will continue to be provided via Green Lane. Minor modifications are proposed at the access to ensure a 5.5m wide carriageway is provided for vehicles. To ensure that visibility at the access is sufficient, a review of the visibility splays has been undertaken. Visibility splays of 2.4m x 43m can be achieved at the access within either the site or adopted highway boundary. A visibility splay of 43m is sufficient for vehicle speeds of 30mph and is therefore considered sufficient at the site access.
- 4.16 Within the site, the access road will be widened to 5.5m to the proposed residential dwellings to ensure adequate width is provided for two-way vehicles. Again, to ensure adequate visibility for vehicles is provided, junction visibility splays of 2.4m x 15m and



forward visibility of 17m will be provided throughout the site, with existing vegetation cleared as necessary. These visibilities are sufficient for vehicle speeds of 15mph.

- 4.17 A 1.8m wide footway is also proposed on the southern side of the access road for its entire length to provide a dedicated pedestrian route through the site. At the entrance to the residential units, a courtesy pedestrian crossing will be indicated through the use of a contrasting road surface. This will ensure that any vehicles accessing the overflow parking spaces to the east of the dwellings are aware of the potential for pedestrian movements and a defined pedestrian route is provided between Green Lane and the residential units.

Car and Cycle Parking

- 4.18 Each residential unit will be provided with four car parking spaces. This accords with Bedford Borough Council (BBC) parking standards, which requires a four bedroom dwelling to have a minimum of three car parking spaces. Two parking spaces per unit will be covered within a car port, with the remaining two spaces to the front of each car port space.
- 4.19 Within the courtyard area, there is ample space for visitor parking. BBC parking standards require a minimum of 0.4 visitor parking spaces per dwelling, (i.e. 2 spaces total). The courtyard is sufficient to accommodate this level of visitor parking.
- 4.20 Appropriate cycle parking will also be provided for each residential unit. In accordance with BBC standards, two short stay spaces will be provided per unit together with four long stay spaces.
- 4.21 The proposed residential units will therefore be provided with sufficient levels of car and cycle parking to ensure all requirements can be met within the private curtilage of the dwellings (i.e. the courtyard area). The courtyard area will be surfaced in a contrasting material to the access road to ensure it is clear to hotel users not to enter this area.

Servicing & Refuse Collection

- 4.22 Servicing and refuse collection for the residential units will be undertaken within the front of the courtyard area. There is sufficient space to allow the refuse vehicle used by BBC to be able to turn in this area. This is demonstrated in the swept path analysis drawings provided at **Appendix D**.



- 4.23 Service and emergency vehicles will also be able to turn in this area and access the courtyard as required.
- 4.24 The proposed layout therefore ensures that all servicing activity for the residential units takes place clear of hotel operations and will not affect the movement of any vehicles parking in the adjacent hotel overflow car park.

Hotel Operations

- 4.25 As set out above, the amendments to the internal layout of the site have been designed to ensure that safe and satisfactory access to the residential units can be provided and that at the same time, the hotel can continue to operate as at present.
- 4.26 In terms of parking, no changes are proposed to the main hotel car park, or main overflow car park immediately to the north. A new overflow parking area is to be provided to the south of the residential units with 15 marked parking spaces. This will replace the existing area of hardstanding that will be removed as a result of the proposed development
- 4.27 All hotel parking will be appropriately signed to ensure it is clear to visitors where designated parking areas are located.
- 4.28 Hotel servicing will continue to be provided to the west of the building, as no changes are proposed to the layout and operation of the hotel. Service vehicles will continue to reverse into the area in front of the servicing entrance to the building. As a footway is proposed on the southern side of the access road, access to this service area will be provided via a vehicle crossover. This will ensure that pedestrians have priority and there is no requirement to create a wide bellmouth to accommodate the swept path of delivery vehicles.
- 4.29 The amendments to the hotel layout are shown on the drawings at **Appendix C**, whilst the swept path analysis of delivery vehicles is shown in **Appendix D**.



5 Development Impact Assessment

5.1 This section examines the impact of the proposed development in terms of the number of trips generated, and proposed operation of the residential dwellings and existing hotel within the site.

Trip Generation

5.2 As set out in Section Four above, no changes are proposed to the hotel or its operation, and therefore there will be no change in the level of trips generated by the hotel.

5.3 On-site observations indicate that on weekdays, the level of vehicular traffic generated at the site is fairly limited, with only staff, hotel guests and a limited number of visitors using the site. On weekends, and particularly when there is an event such as a wedding taking place, the number of vehicle movements is increased, but this only occurs on a limited number of days per week / year.

5.4 The TRICS database has been consulted to determine the estimated trip generation of the proposed development. This section sets out an assessment of trip rates for privately-owned dwellings located in out of town and suburban locations. The TRICS data is available in **Appendix E**. The trip generation will be assessed on the trips associated with the four additional dwellings only.

5.5 Based on residential sites with similar site location characteristics within the TRICS database version 7.6.1; calculated vehicular trip rates and estimates traffic generation for four residential dwellings in this location are set out in **Table 5.1**.

Land Use / Floor Area	Peak Period	Forecast Trip Generation - Proposed 4 Dwellings					
		Trip Rate (per dwelling)			Estimated Trips		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
C3 Residential (4 Dwellings)	AM Peak (08:00 - 09:00)	0.155	0.385	0.540	1	2	3
	PM Peak (17:00 -18:00)	0.323	0.144	0.467	2	1	3

Table 5.1: Proposed Vehicular Trip Rates and Forecast Trip Generation (4 Dwellings)

5.6 Four proposed open market residential dwellings are predicted to result in just three two-way vehicle trips in the AM peak and PM peak periods, which equates to an



additional vehicle trip every 20 minutes. This level of additional traffic would have a negligible impact on the vehicle movements within the site and on the wider highway network. Three additional vehicles per hour would be well within the daily variation in traffic flows on the local highway network and so would be imperceptible to existing road users.

Vehicular Access

- 5.7 The vehicular access to the site from Green Lane currently operates satisfactorily with no road safety issues based on the existing collision record. Visibility splays conform to MfS guidance based on vehicle speeds of 30mph and with the widening proposed to provide a carriageway width of 5.5m within the site, the ability for two vehicles to pass will be improved.
- 5.8 Given this, and with the low level of traffic generation associated with four residential dwellings as outlined above, the access to the site will continue to operate safely as it does at present.

Pedestrian Access

- 5.9 Pedestrian access to the site will be significantly improved with the provision of a new footway adjacent to the carriageway from Green Lane through the site. This will provide a dedicated route between the proposed residential dwellings and local schools and facilities within Clapham which are within walking distance.
- 5.10 The proposed footway will also assist those accessing the hotel on foot, as there is currently no formal pedestrian provision within the site.

Internal Layout and Operation

- 5.11 Within the site, a number of improvements are proposed to assist the movement of vehicles and pedestrians, including the widening of the access road and new footway provision detailed above.
- 5.12 In addition, improved forward and junction visibility will ensure that vehicles continue to move safely around the site.
- 5.13 Sufficient parking is provided for the residential dwellings within a courtyard area that will not be accessible to hotel visitors. There is also sufficient space to allow for the parking and turning of service and delivery vehicles, including refuse vehicles used by BBC.
-



- 5.14 There is also adequate parking for the existing hotel use, and all car parks will be clearly signed to ensure hotel visitors are aware of the different overflow parking locations.
- 5.15 Hotel servicing can be carried out clear of the access road and new footway, with sufficient space provided to park a service vehicle adjacent to the service access. Emergency vehicles can also access the proposed residential dwellings and hotel satisfactorily.
- 5.16 It is therefore considered that the proposed internal layout will ensure that all users of the site will be able to safely move around as required and there are no highways or transport issues why the site should not operate safely and satisfactorily.



6 Summary and Conclusions

Summary

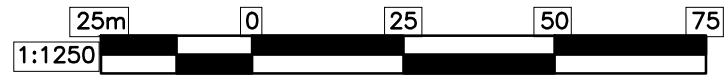
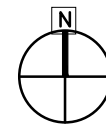
- 6.1 Cotswold Transport Planning Ltd (CTP) has been instructed by KRNS to provide transport and highways advice in support of a planning application for 4no. new residential dwellings on land to the rear of Woodlands Manor Hotel, Clapham, Bedfordshire.
- 6.2 The site is located within the grounds of the Woodlands Manor Hotel, which is located at the southern end of the village of Clapham. The Woodlands Manor site is located to the east of Green Lane from which vehicle access is taken.
- 6.3 The site is currently occupied by vegetation and hardstanding and as such has no formal vehicular access. It is proposed to redevelop the site to provide four residential dwellings with a new access taken from the internal road through the hotel site. A number of modifications are proposed within the hotel site to ensure safe and appropriate access for all users and residents is provided.
- 6.4 This Transport Statement has demonstrated the following:
- The site can be considered a sustainable location with a number of facilities and public transport services within walking distance.
 - A review of the local highway network and accident data in the vicinity of the site indicates that there are no existing road safety issues.
 - Adequate car and cycle parking, as well as servicing and refuse collection arrangements, can be provided for the proposed dwellings.
 - Forecast trip generation indicates that the additional dwellings will result in a negligible increase in vehicle trips on the local highway network.
 - Safe and suitable access to the site can continue to be provided.
 - The proposed modifications to the internal layout will ensure that all trips can be carried out safely including both residents and visitors to the proposed dwellings and hotel visitors.
 - There are no highway safety or capacity reasons why the proposed development cannot be granted planning permission.
-



Conclusion

- 6.1 In conclusion, it is considered that the proposed development is acceptable in transport and traffic terms and meets the policy requirements as set out in paragraph 108 of the NPPF as:
- Appropriate opportunities for travel by sustainable transport modes can be taken up;
 - Safe and suitable access to the site can be achieved; and
 - There will be no significant impacts from the development on the transport network in terms of both capacity and congestion or highway safety.
- 6.2 As such, the development will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe. Therefore, the development proposal should not be refused on highways grounds as it satisfies the requirements of paragraph 109 of the NPPF.

APPENDIX A: Site Location Plan




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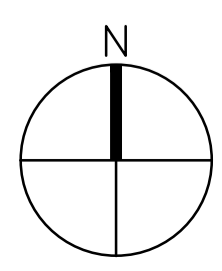
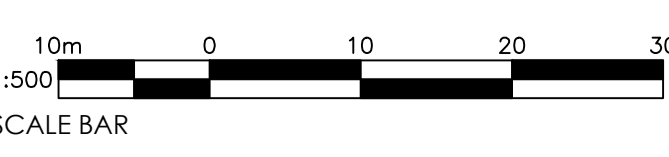
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Title	Location Plan		

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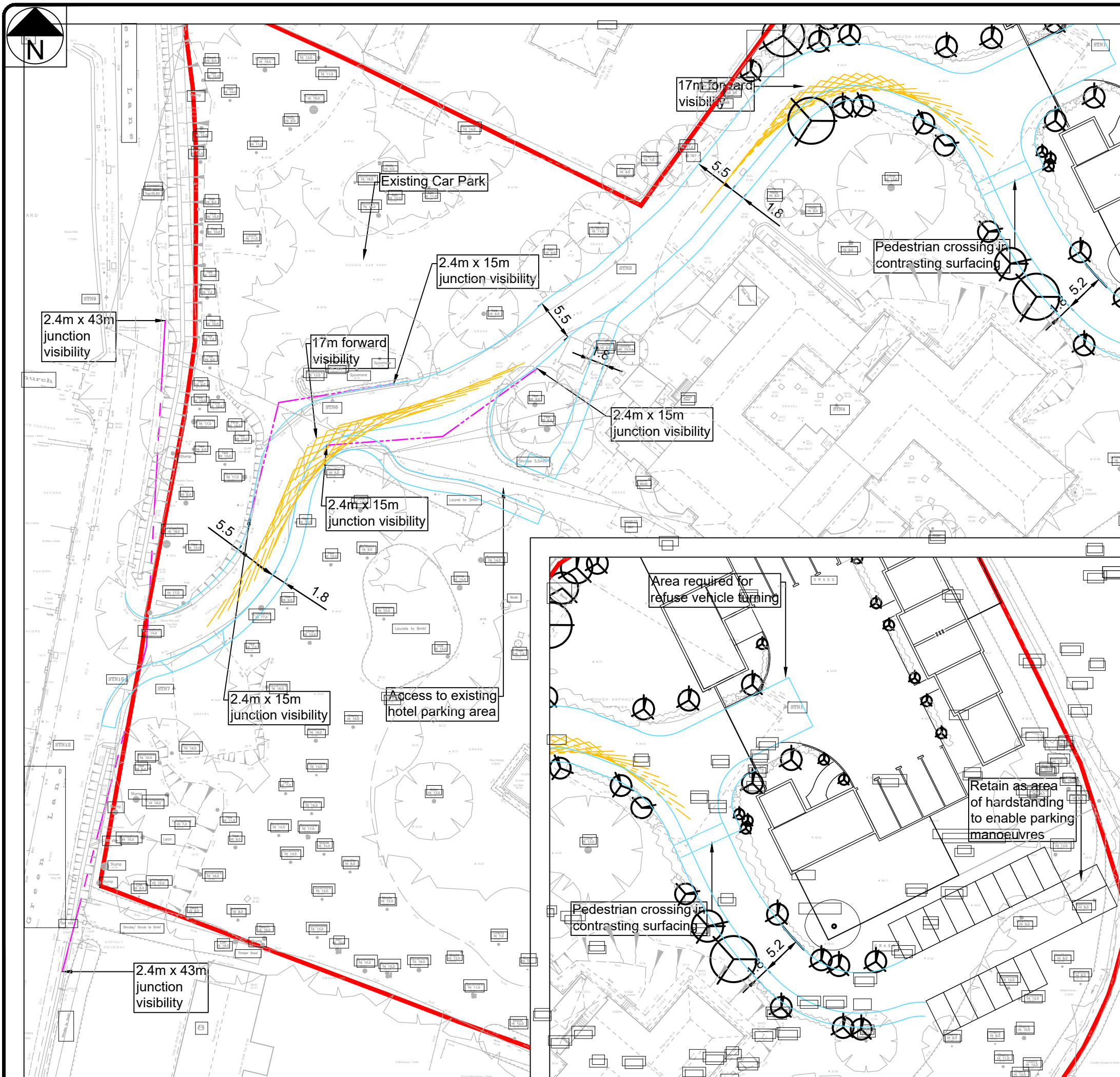
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	Project No.	Drawing No.	
LS468	P01	-	-

APPENDIX B: Proposed Site Layout

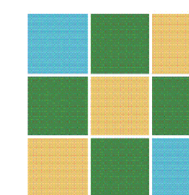


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Project No. LS468		Drawing No. P02		© Copyright reserved

APPENDIX C: Proposed Highway Layout



Notes:



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Drawing Title:
Proposed Site Access Road Arrangement

Client:
KRNS

Project:
Woodlands Manor, Clapham

Drawing No: SK01	Revision: C
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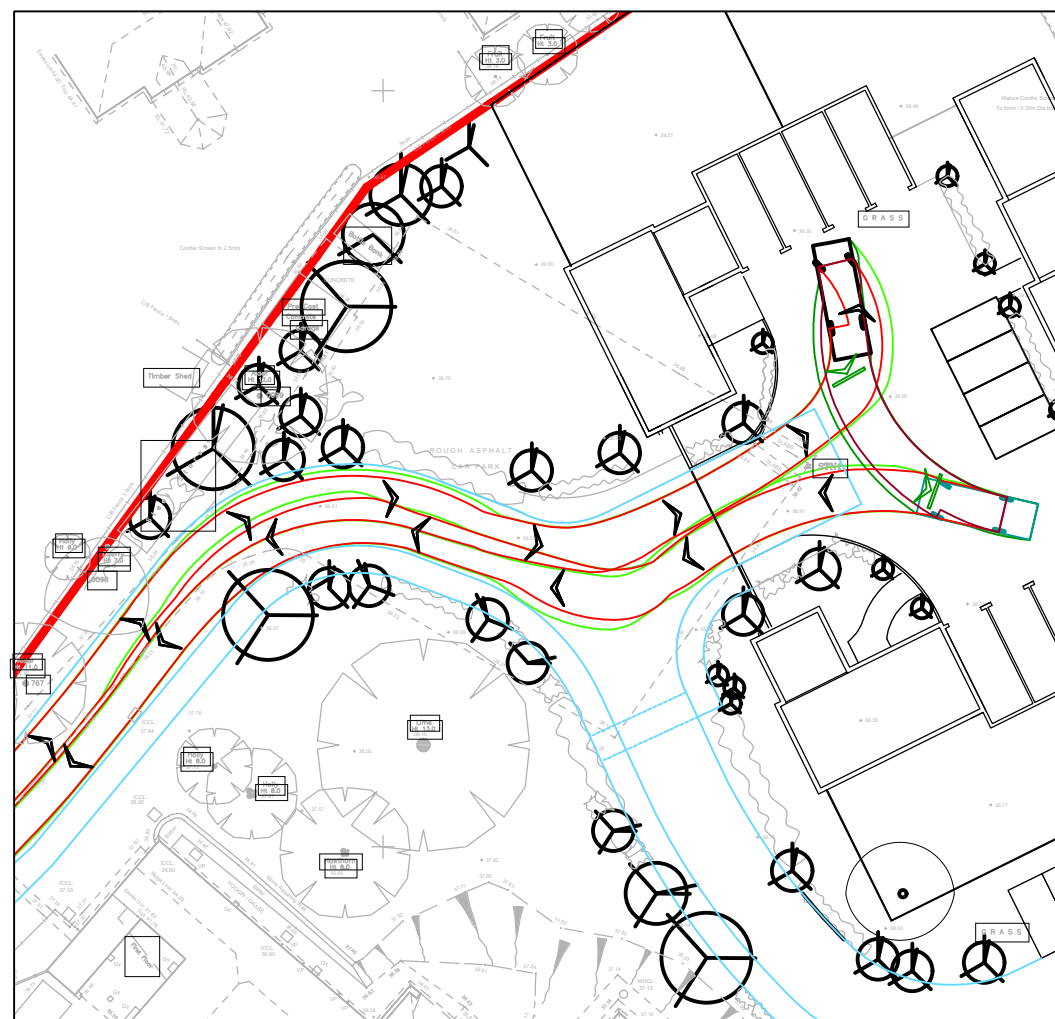
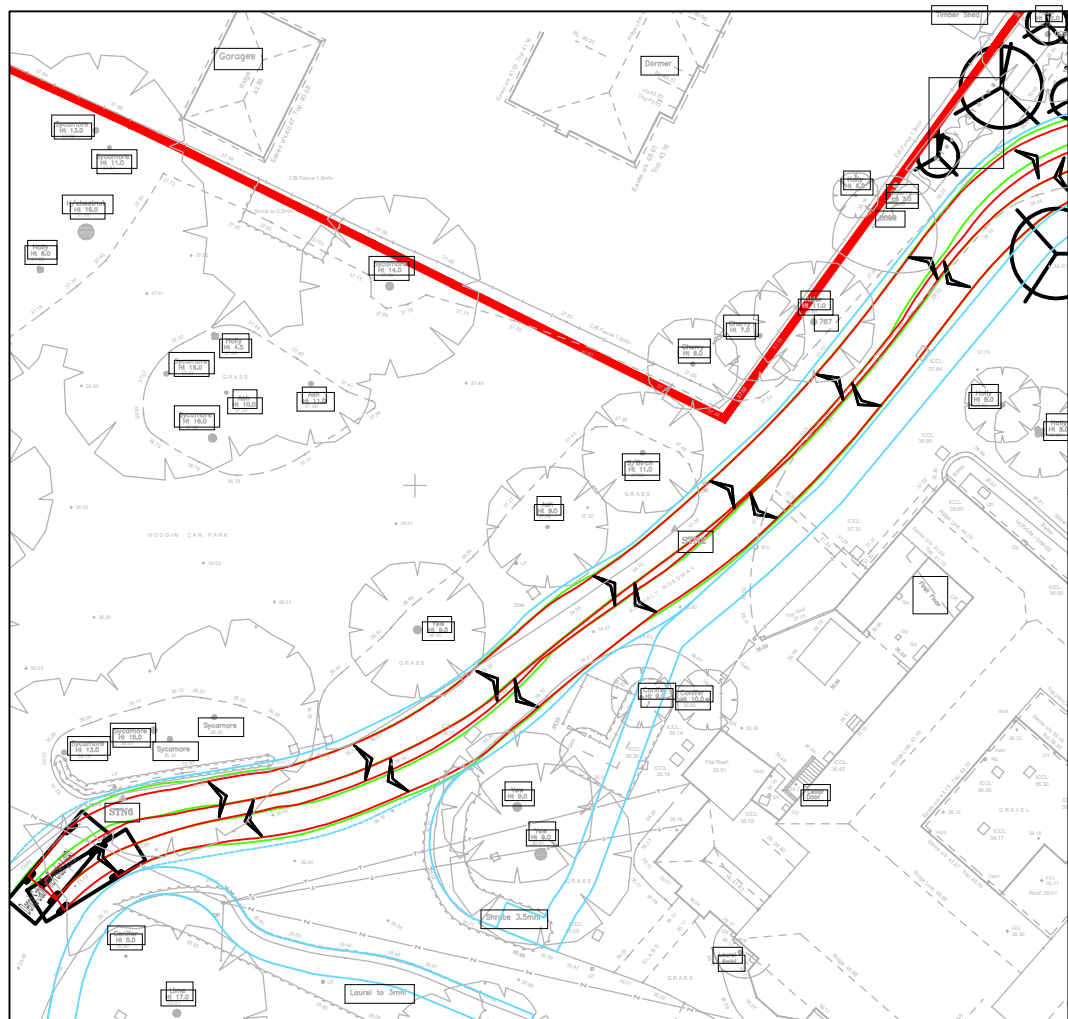
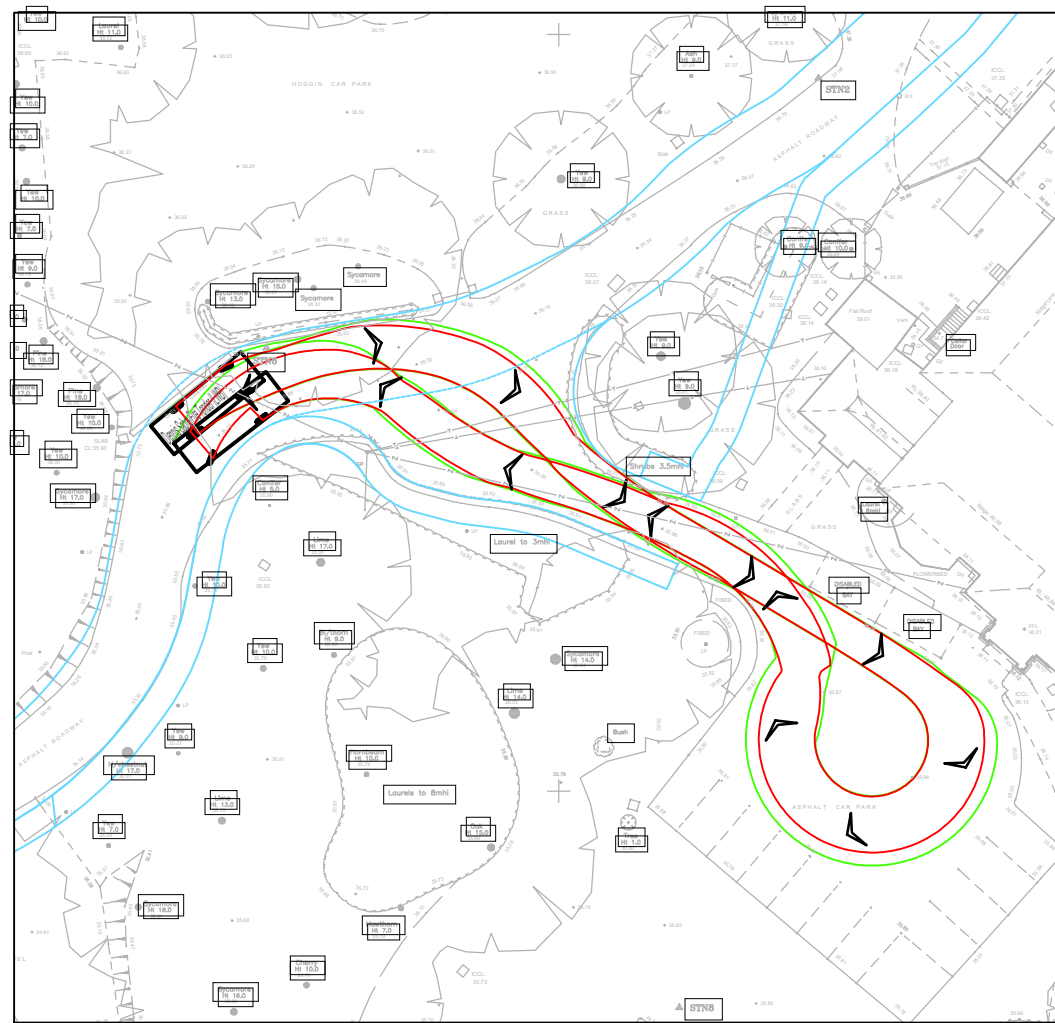
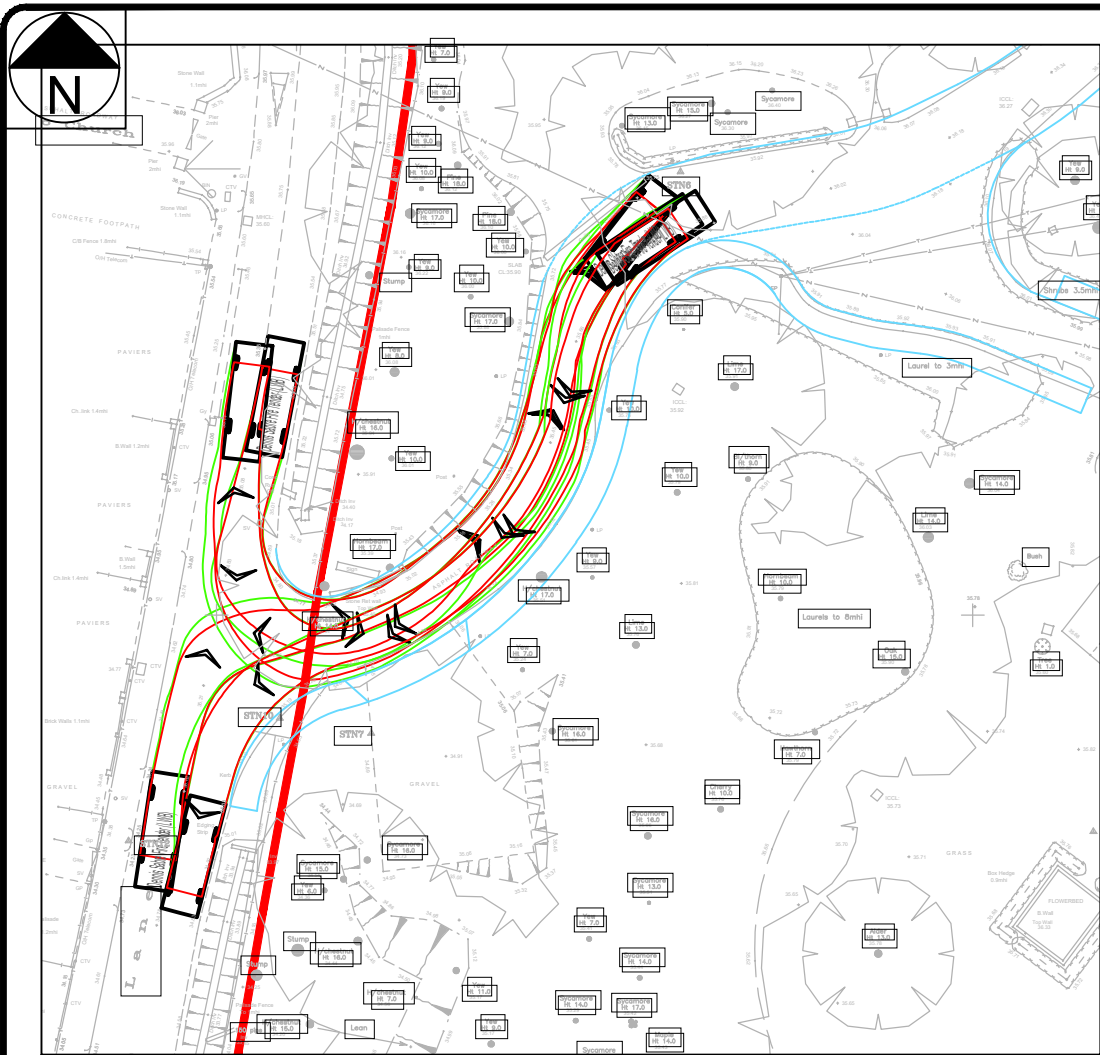
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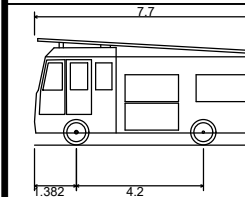
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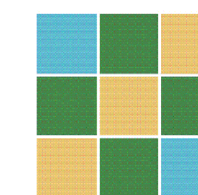
APPENDIX D: Swept Path Analysis



Notes:



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



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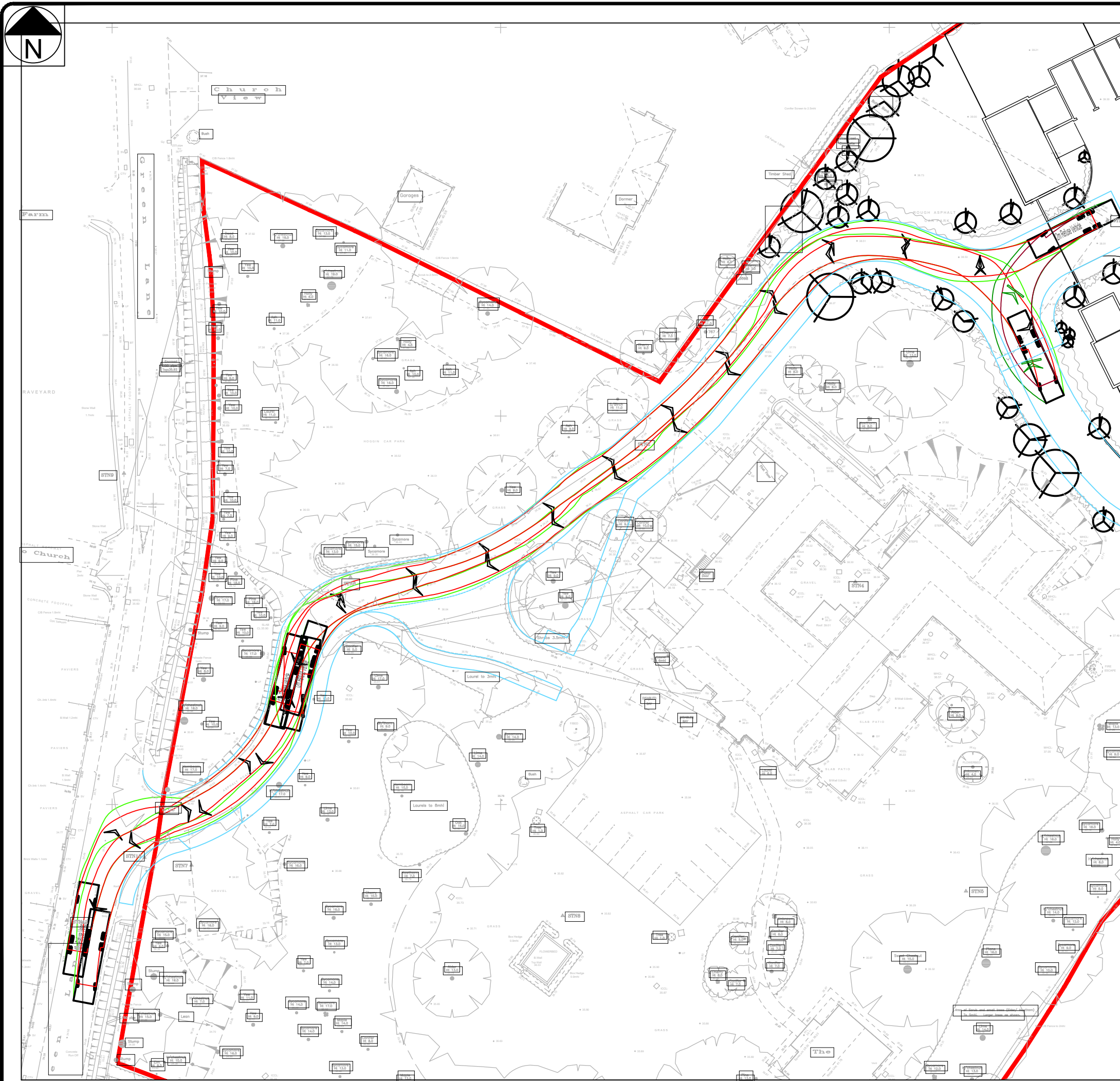
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Client:
KRNS

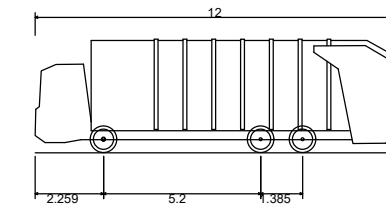
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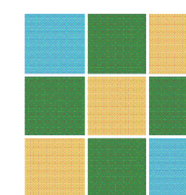
Drawing Status:
INFORMATION



Notes:



12m Refuse Vehicle	
Overall Length	12.000m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m



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GL50 1NW www.cotswoldtp.co.uk

Drawing Title:
Refuse Vehicle Swept Path Analysis

Client:
KRNS

Project:
Woodlands Manor, Clapham

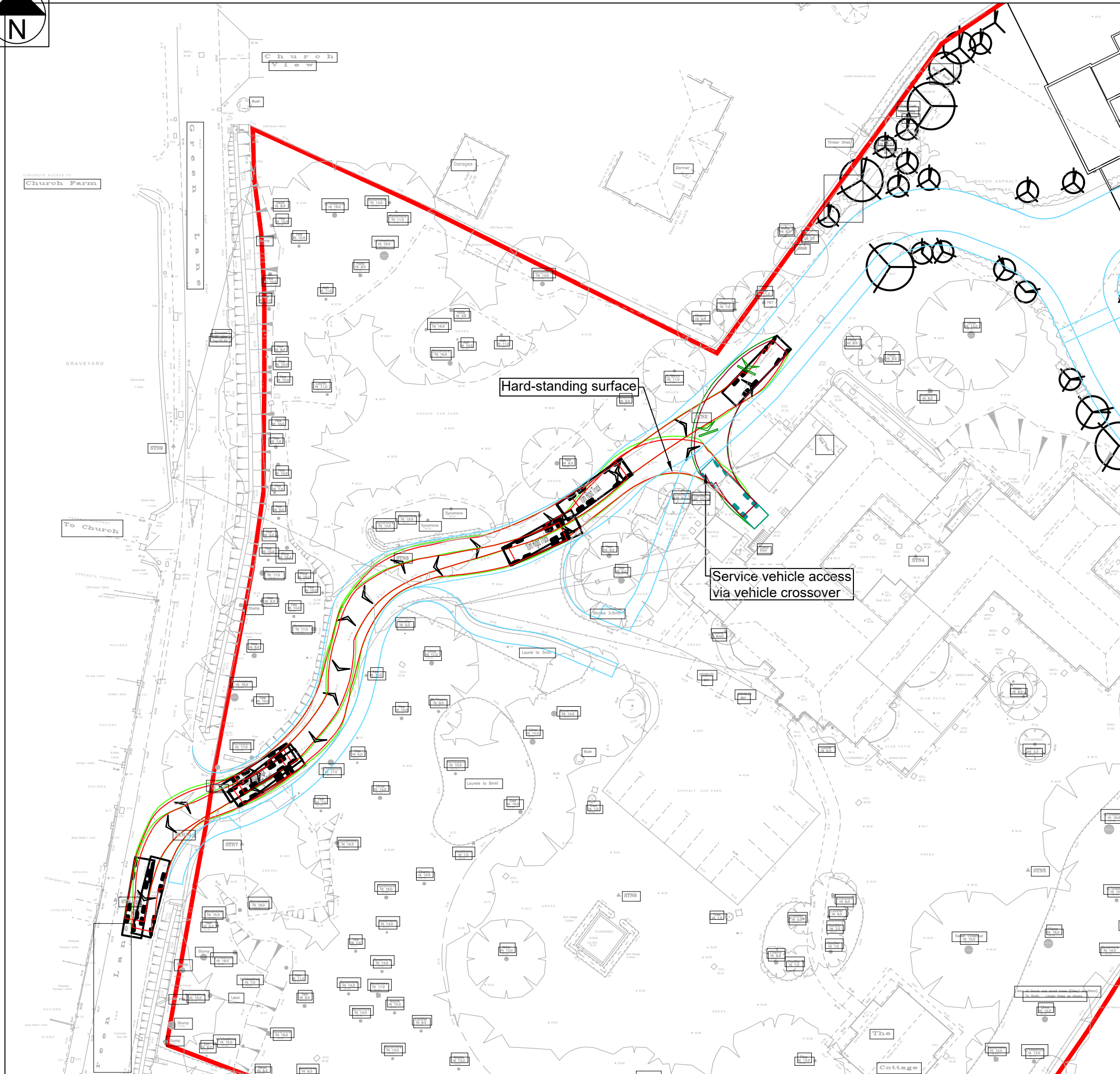
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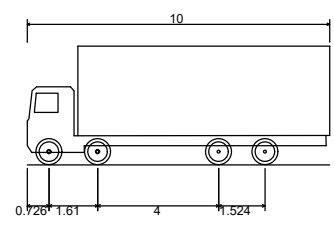
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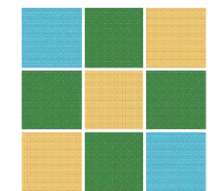
Drawing Status:
INFORMATION



Notes:



10m Rigid Truck
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.928m
 Min Body Ground Clearance 0.412m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.900m



**COTSWOLD
 TRANSPORT
 PLANNING**

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 www.cotswoldtp.co.uk

Drawing Title:
Service Vehicle Swept Path

Client:
KRNS

Project:
Woodlands Manor, Clapham

Drawing No: **SP03** Revision: **C**

Date Drawn: **13.05.1** Issue Date: **13.05.19**

Drawn by: **LG** Checked by: **CE**

Project Code: **CTP-19-303** Scale at A3: **1:500**

Drawing Status:
INFORMATION

APPENDIX E: TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days

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

Secondary 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 dwellings
 Actual Range: 6 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 13/11/18

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	7 days
Tuesday	6 days
Wednesday	7 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	27 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)	15
Edge of Town	12

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 27

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 27 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 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	4 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	13 days
1.1 to 1.5	14 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 27 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 27 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRI DGESHI RE
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>			<i>Survey Type: MANUAL</i>
2	CA-03-A-05	DETACHED HOUSES		CAMBRI DGESHI RE
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>			<i>Survey Type: MANUAL</i>
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>			<i>Survey Type: MANUAL</i>
4	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>			<i>Survey Type: MANUAL</i>
5	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>			<i>Survey Type: MANUAL</i>
6	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			<i>Survey Type: MANUAL</i>
7	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>			<i>Survey Type: MANUAL</i>
8	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Total Number of dwellings: 29 <i>Survey date: WEDNESDAY 12/10/11</i>			<i>Survey Type: MANUAL</i>
9	LC-03-A-31	DETACHED HOUSES		LANCASHIRE
	GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total Number of dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>	SEMI DETACHED	LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
11	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i>	DETACHED	MERSEYSIDE	<i>Survey Type: MANUAL</i>
12	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>	SEMI DET. & BUNGALOWS	NORFOLK	<i>Survey Type: MANUAL</i>
13	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>	DETACHED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
14	NY-03-A-08 NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>	TERRACED HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
15	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>	PRIVATE HOUSING	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
16	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>	TERRACED HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
17	PS-03-A-02 GUNROG ROAD WELSHPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 11/05/15</i>	DETACHED/SEMI-DETACHED	POWYS	<i>Survey Type: MANUAL</i>
18	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>	DETACHED & BUNGALOWS	SUFFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

19	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total Number of dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
20	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
21	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total Number of dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>
22	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
23	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI-DETACHED		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		16	
	<i>Survey date: MONDAY</i>		<i>07/10/13</i>	<i>Survey Type: MANUAL</i>
24	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total Number of dwellings:		12	
	<i>Survey date: MONDAY</i>		<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
25	WK-03-A-01 ARLINGTON AVENUE LEAMINGTON SPA	TERRACED/SEMI /DET.		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		6	
	<i>Survey date: FRIDAY</i>		<i>21/10/11</i>	<i>Survey Type: MANUAL</i>
26	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		17	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

27 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 27

Survey date: THURSDAY

22/09/16

Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	27	22	0.069	27	22	0.249	27	22	0.318
08:00 - 09:00	27	22	0.155	27	22	0.385	27	22	0.540
09:00 - 10:00	27	22	0.137	27	22	0.210	27	22	0.347
10:00 - 11:00	27	22	0.175	27	22	0.160	27	22	0.335
11:00 - 12:00	27	22	0.180	27	22	0.194	27	22	0.374
12:00 - 13:00	27	22	0.208	27	22	0.208	27	22	0.416
13:00 - 14:00	27	22	0.182	27	22	0.189	27	22	0.371
14:00 - 15:00	27	22	0.180	27	22	0.234	27	22	0.414
15:00 - 16:00	27	22	0.287	27	22	0.237	27	22	0.524
16:00 - 17:00	27	22	0.316	27	22	0.184	27	22	0.500
17:00 - 18:00	27	22	0.323	27	22	0.144	27	22	0.467
18:00 - 19:00	27	22	0.218	27	22	0.143	27	22	0.361
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.430			2.537			4.967

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.*

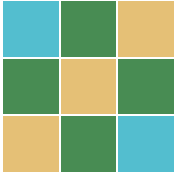
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Parameter summary

Trip rate parameter range selected:	6 - 50 (units:)
Survey date date range:	01/01/11 - 13/11/18
Number of weekdays (Monday-Friday):	27
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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