

Gresley Developments Ltd

**Gresley Rovers Football Club,
Main Street, Church Gresley**

Transport Statement

May 2021



**BANCROFT
CONSULTING**

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1.0 INTRODUCTION

- 1.1 Bancroft Consulting were appointed by Gresley Developments Ltd to provide highways and transportation advice in respect of proposals to relocate Gresley Rovers Football Club from their existing ground at Moat Street, Church Gresley to a new facility to be located off Main Street in Church Gresley, Derbyshire. The proposals would also include new sports facilities for the local community including six 5-a-side football pitches and a boxing club/gym. The site is located to the west of Main Street and is currently occupied by open space / waste ground. **Appendix A** contains the latest site masterplan, whilst **Figure 1** shows the site location in context with its local surroundings.
- 1.2 This Transport Statement has been produced with the objective of demonstrating to the local highway authority, Derbyshire County Council (DCC) that the proposals could be satisfactorily served by a new access point from Main Street, and that the additional traffic would not have any adverse impacts on the surrounding highway network. The report has been prepared to support an upcoming planning application to South Derbyshire District Council.
- 1.3 A detailed site visit was undertaken on Monday 7 December 2020, between 0930 and 1130 hours, to review current highway conditions and identify any constraints affecting access. The weather was dry but overcast with no standing water on the carriageway. A vehicle speed survey was also undertaken at the proposed access location on Main Street. A summary of the speed survey results is included in **Appendix B** for reference.

2.0 POLICY REVIEW

2.1 This Transport Statement takes into account current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG, updated February 2019). In respect of highways and transportation issues, Paragraph 108 of the NPPF sets out the following requirements:

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

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- safe and suitable access to the site can be achieved for all users; and*
- 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 to an acceptable degree.”*

2.2 In addition, Paragraph 109 states that:

- Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

2.3 As well as the NPPF, due regard is given to current best practice and highway design guidance contained in the document ‘Manual for Streets’ [MfS] (DfT, 2007) and its companion document ‘Manual for Streets 2 – Wider Application of the Principles’ [MfS2] (CIHT, September 2010). Furthermore, it gives consideration to Derbyshire County Council’s adopted guidance, the ‘Delivering Streets and Places Design Guide’ (Derbyshire County Council et al, published 2017).

2.4 Paragraph 103 of the NPPF provides details with regard to sustainable travel and recognises important factors that decision-makers should consider when determining whether a site is sustainable. It states the following:

“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.”

- 2.5 Paragraph 2.1 of the South Derbyshire Local Plan (SDDC, 2016) reflects this issue and states the following:

“The District benefits from its central location in the UK and relatively good road, rail and air connection, although the south of the district is less well served in this respect. Transport links between the north and south of the District are relatively poor, and the Council will seek to take advantage of any opportunities to address this including through the enhancement of public transport as they arise.”

- 2.6 In lieu of the above, it is recognised that access to public transport could potentially be limited or located further away than in other districts. Policy S1 of the South Derbyshire Local Plan (2016) states that one of the objectives regarding sustainability to be addressed is to:

“Provide new infrastructure to support the growth across the District. This will include new transport and education, and other services and facilities. This will be undertaken through obtaining appropriate planning obligations from future development and working alongside key stakeholders to ensure that existing and future requirements are considered.”

- 2.7 With regard to distances to bus stops, Page 75 of ‘Delivering Streets and Places’ states that:

“It is highly desirable that...trip attractors and generators (e.g., residential, commercial, employment and recreational land uses) are located within 250 metres walking distance of a public transport facility (i.e., a bus stop, train station or tram stop) and usually never more than 400 metres.”

2.8 In addition to the above, page 14 of the CIHT 'Buses in Urban Development states the following:

"In planning new developments, a balance must be struck between providing very short walks to stops and providing fast, direct services. The time involved in reaching a bus stop (and hence the catchment size) is not a stand-alone consideration. For example, closer spacing of bus stops along a route will result in shorter walk times to bus stops but will lengthen the time taken by the bus to complete the route."

3.0 BACKGROUND INFORMATION

3.1 Site Details

- 3.1.1 **Figure 1** shows the location of the site in context with its local surroundings. The site currently comprises an area of undeveloped green / waste ground located to the west of Main Street, Church Gresley in Derbyshire.
- 3.1.2 **Figure 1** shows that the site is bordered by several residential properties located to the south and west. The site contains a footpath which connects Main Street to Penkridge Road to the west which then extends further into the residential areas of Church Gresley. Immediately adjacent to the site is an area of industrial units including 'General Trailer Engineering' and 'Robin Hood Metals' which are also accessed from Main Street. To the east of the site is mainly undeveloped fields and several other industrial units.
- 3.1.3 The site is located approximately 600 metres east of the existing Gresley Rovers football ground on Moat Street and is approximately 1.3 kilometres to the south of Swadlincote Town Centre. Slightly further afield, Burton upon Trent and Derby City Centre are located approximately 10 kilometres northwest and 20 kilometres to the north.

3.2 Existing Highway Network

- 3.2.1 Main Street is subject to a 30 miles per hour speed limit and extends in a north to south direction past the eastern frontage of the site. It measures approximately 7.3 metres wide at the site frontage and provides footways along both sides of the carriageway. These footways measure between approximately 2 and 2.5 metres wide.
- 3.2.2 To the north of the site, Main Street extends into the village of Church Gresley with road signage alerting drivers to 'Please drive carefully'. In this direction, Main Street has an upward gradient before reaching Bridge Street approximately 100 metres north of the site. Bridge Street then connects to a four-arm roundabout

approximately 250 metres north of the site. To the south of the site Main Street extends into the residential areas of Albert Village in Leicestershire. There is also road signage which prohibits goods vehicles exceeding a gross weight of 7.5 tonnes except for loading and a speed camera located approximately 200 metres south of the site. In this direction Main Street provides direct access to several residential dwellings through dropped kerb arrangements, there is also a small number of marked parking bays at the eastern edge of the carriageway. Main Street then connects to 'Mushroom Lane' approximately 400 metres south of the site, which then extends further into Albert Village. Main Street also features street lighting at regular intervals along both sides of the carriageway and road markings throughout.

- 3.2.3 The site has an existing gated access with associated dropped kerbs that measures approximately 5 metres wide. This is currently used infrequently for access by maintenance vehicles. Main Street provides access to several other commercial units including 'Sabine Brothers (Foundry) Limited', 'KH Auto Centre' and 'Tarmac – Swadlincote', with the majority of these access consisting of a dropped kerb arrangement.
- 3.2.4 To further understand the surrounding highway network, highway boundary plans were purchased from both Derbyshire County Council and Leicestershire County Council for an area of Main Street. As shown in **Appendix C**, these plans confirm that the site is on the border of both Derbyshire and Leicestershire and that the footways and verges on both sides of the carriageway are within the adopted highway extent.
- 3.2.5 A speed survey was also conducted at the proposed site access location on Main Street on 7 December 2020. The survey was conducted between 0930 to 1030 hours when weather conditions were overcast and dry with no standing water on the carriageway. **Appendix B** contains a summary of these speeds and confirms 85th percentile recorded speeds of 31.26mph (50.5kph) in the northbound direction and 35.38mph (57.1kph) in the southbound direction. These recorded speeds confirm that some vehicles travel slightly above the 30 miles per hour speed limit along Main Street and approach the site at similar speeds from both directions.

The corresponding visibility splay requirements will be discussed later in this report.

3.3 Existing Gresley Rovers FC Site and Usage

3.3.1 Use of the existing Gresley Rovers FC football ground predominately occurs during off-peak hours at evenings and weekends. Where available these are outlined below:

- The existing 'Moat Ground' has been used by Gresley Rovers FC to play their home matches since 1909 and has an overall capacity of 2,400 spectators. The average attendance during the most recent 2017 / 2018 season was 201, whilst in recent years their highest average attendance was 364 spectators during the 2011 / 2012 season.
- Gresley Rovers FC currently operate a first team, reserve team and grassroots under 18s / academy team. It is understood that the reserve team and academy teams also use The Moat Ground to play home matches when possible.
- Typical first team games take place at 1500 hours on a Saturday afternoon and 1945 hours on a Tuesday evening. Occasionally the fixtures mean that Gresley Rovers could play up to two home games per week, although some weeks there could be potential for only one or no matches to be played by the first team at home.
- Ancillary to The Moat Ground is associated changing rooms, a small kitchen serving hot food and drinks, a social club and a club shop that is open for all the first team games.

3.4 Highway Safety

3.4.1 Paragraph 15 of the PPG – 'Overarching Principles on Travel Plans, Transport Assessments and Statements' (MHCLG, 2014) document states as a starting point with regards to highway safety:

"An analysis of the injury accidents records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."

- 3.4.2 An assessment of recent Personal Injury Accident records on Main Street and the surrounding highway network was carried out to determine whether there are any existing highway safety issues that could potentially be exacerbated by the development.
- 3.4.3 To establish the extent of accidents that have occurred in the vicinity of the site, Personal Injury Accident data was obtained from Derbyshire County Council and has been included at **Appendix D**. The 'CrashMap' website (www.crashmap.co.uk) was also examined to identify any accidents that occurred within the Leicestershire section of Main Street to the south of the site. This accident data is summarised in **Figure 2** and shows that between 2015 and 2020, there have been 6 recorded accidents within the study area. All 6 accidents were classified as 'slight' with no clusters at any single location. Accident numbers 3,4 and 6 did not occur along Main Street/Bridge Street and have therefore been considered as having negligible significance on assessing if there are any existing highway safety problems within the immediate vicinity of the site.
- 3.4.4 The remaining 3 accidents (numbers 1,2 and 5) were all located along Main Street / Bridge Street. **Figure 2** demonstrates how two of these accidents (numbers 1 and 2) were in Derbyshire, to the north of the site. Accident number 1 occurred on 24 April 2019 at the roundabout approximately 250 metres north of the site and involved two cars colliding as they entered the junction. Accident number 2 occurred on 28 November 2017 and involved a car that was attempting to turn left which collided with a motorcycle that was attempting an overtaking manoeuvre. The final accident (number 5) occurred within Leicestershire on 17 April 2018 approximately 400 metres south of the site at the junction with Occupation Road / Lane and involved two vehicles and was classified as 'slight'.
- 3.4.5 This assessment confirms that during the most recent 5-year study period only three accidents have occurred within the immediate vicinity of the site along Main Street/Bridge Street. All of these accidents occurred at separate locations and were all classified as 'slight' with the last recorded accident occurring over 2 years ago in 2019. It is therefore considered that there is no indication of any existing

highway safety problem and that no further assessment into highway safety is required.

3.5 Sustainable Travel

Pedestrian Travel

3.5.1 **Figure 3** shows a 2-kilometre pedestrian isochrone surrounding the site. This shows that Church Gresley, along with the majority of Swadlincote and Albert Village is within reasonable walking distance from the site. There is also a good level of pedestrian infrastructure currently available within the vicinity of the site, including footway links along Main Street and Penkridge Road.

3.5.2 **Figure 4** also shows the location of several footpath links that are close to the site. These footpath links provide connections between the residential areas of Church Gresley and Albert Village.

Cycle Travel

3.5.3 **Figure 5** shows that the site is within 5 kilometres of destinations such as Church Gresley, Swadlincote, Albert Village, Castle Gresley, Upper Midway, Lower Midway, Hartshorne, Woodville, Blackfordby, Moira, Overseal, Linton, Coton Park, Oversetts and Newhall, which would all be within a reasonable cycling distance. The majority of the streets in Church Gresley and Swadlincote provide frequent street lighting and adequate carriageway widths to accommodate cyclists.

Bus Travel

3.5.4 Paragraph 3.81 of the 6C's Design Guide highlights the following:

“Generally walking distances to bus stops in urban areas should be a maximum of 400m and desirably no more than 250m.”

3.5.5 **Figure 6** shows how several bus routes operate within the site's immediate surroundings. The closest bus stops are located on Main Street, with the 'Edward

Street' stops located approximately 100 metres south of the site. There is also a stop on 'Common Road', which is within approximately 400 metres walking distance of the site. The 'Edward Street' bus stops can be accessed using the existing footway infrastructure along Main Street and is served by route '19'. As shown in **Table 1**, this route operates at an average frequency of one service per hour (until 1500 hours) during Monday to Friday and operates 10 daily services on a Saturday. Bus route '19' connects the site to several key destinations including Burton upon Trent, Swadlincote, Oakthorpe, Measham and Ashby. Also, within 400 metres of the site is the 'Common Road' bus stop, comprising of a flag and pole arrangement which is served by bus route '21'. As shown in **Table 1**, this route operates at an average frequency of one service every 30 minutes (until 1600 hours) during Monday to Friday and operates an hourly service on a Saturday. Bus route '21' connects the site to destinations including Burton upon Trent, Stanton, Linton and Swadlincote.

4.0 DEVELOPMENT PROPOSALS

4.1 Development Details

4.1.1 A full description of the proposed development is contained within the supporting documents accompanying the Planning Application. The following description summarises the development.

4.1.2 Gresley Developments Ltd is proposing a combination of new sports facilities at the site, including:

- A new football pitch and stadium to replace the existing The Moat Ground facilities, the stadium will include:
 - A new stand with 514 seats and 4 wheelchair spaces.
 - Associated function room, bar, Director's room, and snack bar.
 - A 2-storey modular building including changing rooms, function space and offices.
- Six new 5-a-side artificial football pitches.
- New facilities for South Derbyshire Boxing Academy (SDBA), including boxing gym and ring facilities.
- A total of 301 parking spaces, including 15 designated disabled spaces and 2 coach spaces.

4.1.3 A copy of the latest site masterplan is shown at **Appendix A**.

4.2 Proposed Access Arrangement

4.2.1 The site would be accessed by a simple priority junction with Main Street to the east. The access has a carriageway width of 7 metres with 12 metres kerb radii. The access would also include a gate, located approximately 13 metres from the edge of Main Street. This junction would provide the main access to the site and extend into the car parking area. The access would also include a 2.5 metres wide footway which would connect to existing infrastructure along Main Street.

- 4.2.2 A secondary emergency access would also be provided via Penkridge Road to the west. It is understood that this access would be used for emergency vehicle access only and would include a gate. This access would also include a 2.5 metres wide footway which would connect to existing infrastructure at Penkridge Road allowing for pedestrian access to the site.

4.3 Access Strategy – Pedestrian and Cycle Access

- 4.3.1 The proposed development would include footway links throughout, these footways measure 2.5 metres wide and extend through the parking area to all sections of the site. These footways would also connect to existing footway infrastructure along both Main Street to the east and Penkridge Road to the west.
- 4.3.2 The proposed development would also provide a total of between 15 to 20 cycle parking spaces in total for use by both staff and visitors. It is anticipated that most of these spaces would consist of Sheffield cycle stands.

4.4 Parking Provision

- 4.4.1 The proposed development would provide a total of 301 parking spaces, including 15 designated disabled spaces and 2 coach spaces. Most of these parking spaces would be located within the main section of the site towards Main Street. However, 23 of these parking spaces would be located adjacent to the proposed boxing club/gym building at the southern edge of the site.

5.0 TRANSPORT CONSIDERATIONS

5.1 Change in Traffic Conditions

5.1.1 The TRICS database was examined to identify suitable trip rates to calculate the potential peak hour and daily traffic movements that could be generated by the proposed development. The development proposals include:

- A new stand with approximately 500 seats for spectators and associated all-weather 11-a-side football pitch.
- An ancillary modular building, containing changing rooms, function space and offices associated with the football club.
- Six new 5-a-side artificial football pitches.
- Proposed Boxing Club with associated gym facilities.

Football Club Traffic Generation

5.1.2 The development proposals include a new football stand to replace the existing 'Moat Ground' (located at Moat Street), approximately 600m west of the site. The football club main pitch will include a stand that could accommodate approximately 500 seats.

5.1.3 The rationale for the Gresley Rovers FC relocation is to provide the football club with enhanced facilities and the opportunity for sustainable growth linked with the other facilities in the development.

5.1.4 For the purposes of this Transport Statement, and to consider potential matchday demands for movement, the current attendances at Gresley Rovers FC have been considered, based on previous season average attendances, a typical attendance of approximately 250 spectators may be anticipated. Although it should be noted that the development is a replacement for the existing Moat Ground, so these are existing trips that will be relocated on the network, not new trips. Furthermore, it would be highly unlikely that all spectators would drive to the site, with the majority expected to walk to the site from the immediate surrounding Church Gresley area.

- 5.1.5 Due to the operational nature of the football club, the majority of these vehicle trips will be out of typical network peak periods. The busiest periods would coincide with matchdays, with visitors arriving and leaving for a weekday match (usually a Tuesday evening) around 1900 to 2200 hours for 1945 hours kick off and around 1400 to 1700 hours on a Saturday (for 1500 hours kick off). It should be noted that the chance of two home matches falling within the same week is unusual, and that it is typically expected that Gresley Rovers FC would typically only play one home match per week.
- 5.1.6 Aside from these busiest periods, the proposed football club and associated facilities would result in negligible level of traffic caused by the general day to day running of the club. This would include the occasional trips by the ground's person, board meetings and other staff members/volunteers.
- 5.1.7 The proposed football stand and associated facilities will replace the existing Moat Ground and would operate on the same basis as the existing football ground, therefore, there would be no net change in trips. Most visitors to the site during the busiest matchday periods would be existing trips and are therefore relocated on the network from the old Moat Ground approximately 600 metres west of the site. Furthermore, the busiest periods at the site would occur outside of the typical network peak periods to coincide with matchdays (Weekday evening around 1900 to 2200 hours and Saturday afternoon around 1400 to 1700 hours). During the rest of the week the level of traffic associated with this part of the development would be negligible, associated with the general day to day running of the football club.

Six 5-Aside Football Pitches Traffic Generation

- 5.1.8 The proposals also include the development of six small, all-weather 5-aside training pitches.
- 5.1.9 To determine suitable trip rates for this aspect of the development the TRICS database was interrogated. The category 'Leisure – Football (5-a-side)' was searched with any sites located in the Greater London, Ireland or Scotland regions disregarded, and only including sites in 'Edge of Town' locations. Due to a limited

number of sites, the search parameters on number of pitches were set at between 2 and 18. The search generated a total of 2 surveys from 2 sites and full details of the TRICS search can be seen at **Appendix E**.

5.1.10 After a review of both sites, it was considered that a Power League in Halesowen, Dudley (TRICS ref: WM-07-L-01) was considered most comparable. The site was deemed representative as it was in a 'Edge of Town' location with a residential area in close proximity. The selected site also had 7 pitches in total and had bus services operating within 400 metres of the site.

5.1.11 The following trip rates (per pitch) were therefore considered applicable to the proposed development (see **Table 2**).

- morning peak (0800 to 0900 hours) 0.143 arrive 0.000 depart
- evening peak (1700 to 1800 hours) 4.143 arrive 0.429 depart
- daily (0800 to 2400 hours) 16.429 arrive 16.572 depart

5.1.12 Based on the above trip rates, the proposed development of up to six pitches could generate the following vehicle movements (see **Table 2**):

- morning peak 1 arrive 0 depart 1 total
- evening peak 25 arrive 3 depart 28 total
- daily 99 arrive 100 depart 199 total

5.1.13 The above calculations confirm that the proposed development of six 5-a-side pitches could result in up to 28 two-way vehicle movements during the busiest peak hour period (1700 to 1800 hours). This increase equates to a single movement every 2 minutes on average in either direction at the site access.

5.1.14 **Table 2** also demonstrates how the 5-a-side pitches would be busiest during 2000 to 2100 hours when there could potentially be up to 52 two-way vehicle movements. This busiest period would occur when the surrounding highway network would likely be less trafficked and is expected for a development of this nature as visitors arrive/depart the site to coincide with their games. It is therefore

anticipated that the vehicle movements would be staggered over the full hour period.

Boxing Club / Gym Traffic Generation

5.1.15 The proposals also include the development of a boxing club with associated gym facilities. It is anticipated that this facility would be used by the South Derbyshire Boxing Academy and provide a range of facilities to be used by the local community including boxing rings, running machines, free weights, and a small hydrotherapy pool.

5.1.16 To determine suitable trip rates for this aspect of the development the TRICS database was interrogated. The database did not offer any surveys of sites operating as primarily a boxing club/gym. However, for the purpose of this assessment the category 'Leisure – Fitness Club (Private)' has been considered as the most suitable comparison, although likely to provide a robust assessment. The search disregarded any sites located within in the Greater London, Ireland or Scotland regions, and only included sites in 'Edge of Town' locations that were surveyed on a weekday. The search also only included sites with a gross floor area of between 404sqm (minimum) and 8000sqm.

5.1.17 The search generated a total of 6 surveys from 6 sites, however following an initial review, 2 sites were removed as they were either operated by a nationwide company such as 'Virgin Active' or contained additional facilities such as tennis and squash courts. Full details of the remaining 4 sites and TRICS search can be seen at **Appendix F**.

5.1.18 After a review of all remaining sites, it was considered an average trip rate should be used for the purpose of this assessment. All sites were in an 'Edge of Town' location and offered facilities such as fitness studios and gym equipment.

5.1.19 The following average trip rates (per 100sqm GFA) were therefore considered applicable to the proposed development (see **Table 3**):

- morning peak (0800 to 0900 hours) 0.390 arrive 0.509 depart

- evening peak (1700 to 1800 hours) 1.169 arrive 0.599 depart
- daily (0600 to 2300 hours) 9.171 arrive 8.990 depart

5.1.20 Based on the above trip rates, the proposed development of a 2000sqm boxing club/gym could generate the following vehicle movements (see **Table 3**):

- morning peak 8 arrive 10 depart 18 total
- evening peak 23 arrive 12 depart 35 total
- daily 183 arrive 179 depart 362 total

5.1.21 The above calculations confirm that the proposed development of a 2000sqm GFA boxing club/gym could result in up to 35 two-way vehicle movements during the busiest peak hour period (1700 to 1800 hours). It is anticipated that most of these vehicle movements would be by residents within the immediate area surrounding the site. It should be noted that this aspect of the proposed development would mainly operate as a boxing facility and the comparison to a general 'gym' use should be seen as a robust assessment of the likely traffic generation. Also, this does not account for the potential for linked trips that would already be on the network.

5.2 Vehicular Impact

5.2.1 **Table 4** shows the total traffic generation for both the proposed six 5-a-side football pitches and 2000sqm boxing club/gym. This table illustrates that during the morning peak hour (0800 to 0900 hours), there could be a total traffic generation of 19 two-way vehicle movements. Whilst during the evening peak hour (1700 to 1800 hours) there could be up to 63 total two-way vehicle movements. This equates to an additional movement in either direction at the access on average every minute during this period. **Table 4** also demonstrates how the busiest periods at the site would occur in the evening between 1800 to 2100 hours. During this time, the surrounding highway network is expected to be lightly trafficked.

5.2.2 Current national policy has moved away from a numeric based impact assessment, with Paragraph 109 of the NPPF stating 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.”

5.2.3 Therefore, it is considered that most of the traffic would occur outside of the typical network peak hour periods and that most visitors to the site would be from within the local area. It should also be noted that due to the nature of the development a significant proportion of trips are likely to be secondary trips and linked trips. However, no discount has been applied to the traffic generation. It is considered that although the proposals would result in a potential increase of traffic, there is no indication that this would result in an unacceptable impact on highway safety or would result in a “severe residual cumulative impact on the road network” and would therefore meet the requirements of Paragraph 109 of the NPPF.

5.3 Highway Safety

5.3.1 It was outlined earlier within the report that there is no indication of any highway safety issues within the immediate surrounding area that could be exacerbated by the proposed development. **Figure 2** demonstrates how there have been three recorded accidents along Main Street during the latest 5-year study period. All the accidents involved vehicles only and were classified as ‘slight’. There is also no correlation between the location of these accidents and no accident located near the proposed site access.

5.4 Site Access and Visibility

5.4.1 Using the recorded 85th percentile speeds of 31.26mph (50.5kph) in the northbound direction and 35.38mph (57.1kph) in the southbound direction. **Tables 5 and 6** show the required visibility splays for the proposed site access (based on a 1.5 second perception-reaction time and 0.45g deceleration rate as per Table 10.1 of the Manual for Streets 2 document) of 45 metres to the south and 54 metres to the north.

5.4.2 **Drawing Number F20156/01** contains a visibility assessment at the proposed access location. The drawing demonstrates how the required visibility splays can be achieved in both directions from a 2.4 metres setback distance to a point 1 metre into the carriageway within land that is confirmed to be within either the site or highway boundary.

5.4.3 **Drawing Number F20156/01** also contains the proposed access layout at Main Street. This demonstrates how the access would comprise a simple priority junction with a carriageway width of 7 metres and 12 metres kerb radii. The access would also include a 2.5 metres wide footway at its western edge that would connect to the existing pedestrian infrastructure along Main Street, along with dropped kerbs and tactile paving crossing at each edge. **Drawing Number F20156/02** contains a swept path assessment which demonstrates how two large cars could pass at the access without conflict. Whilst **Drawing Number F20156/03** demonstrates how a 15 metres long coach (largest anticipated vehicle to the site) could complete a left turn in and out manoeuvre within the proposed access layout.

5.4.4 **Drawing Number F20156/01** therefore provides an access that could accommodate both the largest vehicle to the site and provide the required level of visibility splays, along with footway links to the existing infrastructure along Main Street. It is therefore considered that the proposed access ensures that “*safe and suitable access to the site can be achieved for all users*” in line with Paragraph 108 of the NPPF document.

5.4.5 A secondary emergency access would also be provided via Penkridge Road. It is understood that this access would be gated and used for emergency vehicles only. It would also include a 2.5 metres wide footway that would connect to existing infrastructure, providing pedestrian access to the site, with links to residential areas to the west.

5.5 Parking

5.5.1 South Derbyshire District Council (SDCC) does not have any adopted guidance regarding the number of parking spaces required for this type of development. However, the ‘Draft South Derbyshire Design Guide’ (May 2017) states:

“developments should include appropriate car parking provision having regard to the need to encourage the use of low emission vehicles”. The SDCC Design Guide document also indicates that consideration should be given to the ‘6C’s Design Guidance, within this context, the following provides some typical parking standards:

- Football stand/pitch – 1 space for every 15 seats.
- 5-a-side pitches – 7 spaces per pitch.
- Boxing Club/Gym – 1 parking space per 22sqm

5.5.2 Based on these levels the guidance suggests the provision of a total of 168 parking spaces (based on a 518-seat stand/football pitch, six 5-a-side pitches and a 2000sqm boxing club/gym). Although, it should be noted that the 6C’s Design Guidance highlights the need to provide suitable parking arrangements, which may include a higher level of parking provision.

5.5.3 The proposed site layout shown in **Appendix A** demonstrates a total parking provision of 301 spaces across the whole site. It is understood that no spaces would be allocated to any particular use and allowing for flexibility to ensure that no visitors are required to park off site on the surrounding highway network. This would be beneficial in ensuring that any particularly busy periods for example match days/boxing or football tournaments could be accommodated. All parking spaces would meet the minimum requirements of 2.4 metres wide and 4.8 metres long with a 6 metres clearance space to accommodate vehicles entering and exiting the spaces.

5.5.4 It is usually required that around 5% of the total parking provision should be designated disabled spaces. Based on this requirement the proposed layout provides 15 disabled parking spaces spread across the site and located near to each aspect of the development. These parking spaces would be 3.5 metres wide and 6 metres in length.

5.5.5 In terms of cycle parking, it has been considered that the site should provide around 15 – 20 spaces in total for use by staff and visitors. This represents a

provision of around 5% - 7% of the total car parking provision and should be a suitable provision across the site.

5.6 Servicing

5.6.1 **Drawing Number F20156/03** demonstrates how a 15 metres long 6WS luxury coach (largest anticipated vehicle to the site) could manoeuvre at the proposed site access, travel into the site before manoeuvring into each of the dedicated coach parking bays located adjacent to the football stand. The drawing also demonstrates how the coach could then manoeuvre from these parking spaces, complete a turning manoeuvre, and then exit the site in a forward gear.

5.6.2 It is anticipated that the site would be served by a private refuse collection company, adding flexibility to the size of vehicle required to access the site. Nevertheless, **Drawing Number F20156/04** demonstrates how a 10.2 metres long refuse collection vehicle could satisfactorily manoeuvre within the site. This includes being able to complete a turning manoeuvre at both the turning head associated with the boxing club/gym and at the area near the football stand.

5.6.3 **Drawing Number F20156/05** also demonstrates how a 7.5 tonne box van (a typical delivery vehicle) could also enter the site and complete turning manoeuvres within the proposed site layout. DCC should therefore be satisfied that the proposed layout could accommodate all potential vehicles required to access and manoeuvre within the site, including a 15 metres long coach.

5.7 Access by Non-Car Modes

5.7.1 The key emphasis of the NPPF is on the need for all new developments to be sustainable. Part of this requirement for sustainability means providing reasonable opportunities for travel to and from sites by non-car modes, as set out in Paragraphs 102, 103, 108 and 110 of the NPPF.

5.7.2 The proposed development would provide a total of around 20 cycle parking spaces, located at various points within the site. This will ensure that any cyclists

to the site, regardless of why they have visited the site will be able to park their bike. It is anticipated that most of these cycle parking spaces would consist of Sheffield cycle stands and would be in a secure and sheltered location.

5.7.3 The proposed site layout would also provide 2.5 metres wide footways throughout which would extend through the car parking area to all various aspects of the development. These footways would also connect to existing infrastructure at both Main Street and Penkrige Road which then extends into the wider area of Church Gresley. These connections will allow residents to walk directly to the site and allow the site to become incorporated into the local surrounding infrastructure.

5.7.4 The proposed site access at Main Street would also provide dropped kerbs with tactile paving crossing at both edges. This would help accommodate any pedestrians who are travelling along the existing footways along Main Street.

6.0 SUMMARY AND CONCLUSIONS

6.1 Bancroft Consulting were appointed by Gresley Developments Ltd to provide highways and transportation advice in respect of proposals to relocate Gresley Rovers Football Club from their existing ground at Moat Street, Church Gresley to a new facility located off Main Street. The proposals also include new sports facilities for the local community including six 5-a-side football pitches and a boxing club/gym. **Appendix A** contains the latest site masterplan, whilst **Figure 1** shows the site location in context with its local surroundings.

6.2 The main findings of this Transport Statement can be summarised as follows:

- The proposed football stand and facilities associated that will be used by Gresley Rovers FC will relocate existing trips and would not result in severe traffic impacts. Most visitors to the site during the busiest matchday periods would be existing trips and are therefore simply being relocated on the network from the old Moat round approximately 600 metres west of the site. During the rest of the week the level of traffic associated with this part of the development would be negligible, associated with the general day to day running of the football club.
- The remaining section of the proposed development (six 5-a-side pitches and boxing club/gym) could generate up to 19 two-way traffic movements in the morning peak hour and 63 movements in the evening peak hour. This equates to an additional movement in either direction at the access on average every minute during the busiest peak hour period. However, the busiest periods at the site would occur in the evening between 1800 to 2100 hours outside of the typical network peak, during which time the surrounding highway network is expected to be lightly trafficked. Due to this it is considered that the proposed development would not result in a “severe residual cumulative impact on the road network” and would meet the requirements of Paragraph 109 of the NPPF.
- **Figure 2** demonstrates how there have been 3 recorded accidents along Main Street during the latest 5-year study period. All accidents involved vehicles only were classified as ‘slight’. There is also no correlation between the

location of these accidents and no accidents located near the proposed site access.

- **Drawing Number F20156/01** contains the proposed access layout at Main Street. This demonstrates how the access would comprise a simple priority junction with a carriageway width of 7 metres and 12 metres kerb radii. The access would also include 2.5 metres wide footway at its western edge that would connect to existing pedestrian infrastructure along Main Street, along with dropped kerbs and tactile paving crossings at each edge. The drawing also demonstrates how the required visibility splays can be achieved in both directions from a 2.4 metres setback distance to a point 1 metre into the carriageway.
- **Drawing Number F20156/02** contains a swept path assessment which demonstrates how two large cars could pass at the proposed site access without conflict.
- **Drawing Number F20156/03** demonstrates how a 15 metres long coach (largest anticipated vehicle to the site) could manoeuvre at the proposed site access, travel into the site before manoeuvring into each of the dedicated coach parking bays located adjacent to the football stand. The drawing also demonstrates how the coach could then manoeuvre from these parking spaces, complete a turning manoeuvre, and then exit the site in a forward gear.
- **Drawing Number F20156/04 and 05** also demonstrate how a refuse vehicle and delivery van could also enter the site and complete turning manoeuvres within the proposed site layout.

6.3 In summary, this report demonstrates that the proposals are achievable. This assessment clearly demonstrates that the proposed development should not raise any highway related concerns in respect of the level of traffic movements generated by the scheme, and no significant off-site impact would occur. Furthermore, the existing opportunities for travel by sustainable modes should satisfactorily serve the sites and no off-site improvements should be necessary. It is therefore considered that the proposed development would generally comply with current planning policy and best practice design guidance and that the residual

cumulative impact of the development on the road network would not be severe, in line with Paragraphs 108 and 109 of the NPPF. Hence, the local authority should be in a position to support any corresponding planning application.

Route No.	Operator	Details	Frequency				
			Weekdays			Saturday	Sunday
			AM peak period (0730-0930)	PM peak period (1600-1800)	off peak frequency		
19	Midland Classic	Burton - Swadlincote - Oakthorpe - Measham - Ashby	2 services	2 services	Every hour (until 3pm)	10 services	No service
		Ashby - Measham - Oakthorpe - Swadlincote - Burton	1 service	1 service	Every hour (until 3pm)	10 services	No service
21	Midland Classic	Burton - Stanton - Linton - Swadlincote	4 services	4 services	Every 30 mins (until 4pm)	Hourly during the day	No service
		Swadlincote - Linton - Stanton - Burton	4 services	4 services	Every 30 mins (until 4pm)	Hourly during the day	No service

TABLE 1: SUMMARY OF LOCAL BUS SERVICES

Time Period	Trip Rates (per pitch)		Traffic Generation (6 pitches)			Parking Accumulation (initial occupancy = 2 spaces)
	Arrive	Depart	Arrive	Depart	Total	
						2
08:00-09:00	0.143	0.000	1	0	1	3
09:00-10:00	0.143	0.286	1	2	3	2
10:00-11:00	0.143	0.143	1	1	2	2
11:00-12:00	0.143	0.143	1	1	2	2
12:00-13:00	0.143	0.143	1	1	2	2
13:00-14:00	0.286	0.143	2	1	3	3
14:00-15:00	0.000	0.000	0	0	0	3
15:00-16:00	0.000	0.000	0	0	0	3
16:00-17:00	1.571	0.571	9	3	12	9
17:00-18:00	4.143	0.429	25	3	28	31
18:00-19:00	5.857	1.571	35	9	44	57
19:00-20:00	2.714	3.286	16	20	36	53
20:00-21:00	1.000	7.714	6	46	52	13
21:00-22:00	0.143	2.143	1	13	14	1
22:00-23:00	0.000	0.000	0	0	0	1
23:00-24:00	0.000	0.000	0	0	0	1
Daily	16.429	16.572	99	100	199	

**TABLE 2: PROPOSED '5-A-SIDE FOOTBALL PITCHES' DAILY TRAFFIC GENERATION PROFILE
(WEEKDAY)**

Time Period	Trip Rates (per 100sqm)		Traffic Generation (2000sqm)		
	Arrive	Depart	Arrive	Depart	Total
06:00-07:00	0.839	0.090	17	2	19
07:00-08:00	0.599	0.719	12	14	26
08:00-09:00	0.390	0.509	8	10	18
09:00-10:00	0.749	0.390	15	8	23
10:00-11:00	0.659	0.689	13	14	27
11:00-12:00	0.210	0.360	4	7	11
12:00-13:00	0.450	0.509	9	10	19
13:00-14:00	0.509	0.569	10	11	21
14:00-15:00	0.390	0.360	8	7	15
15:00-16:00	0.420	0.300	8	6	14
16:00-17:00	0.539	0.629	11	13	24
17:00-18:00	1.169	0.599	23	12	35
18:00-19:00	1.019	0.959	20	19	39
19:00-20:00	0.779	1.199	16	24	40
20:00-21:00	0.330	0.719	7	14	21
21:00-22:00	0.120	0.390	2	8	10
22:00-23:00	0.000	0.000	0	0	0
Daily	9.171	8.990	183	179	362

**TABLE 3: PROPOSED 'BOXING CLUB/GYM' DAILY TRAFFIC GENERATION PROFILE
(WEEKDAY)**

Time Period	Traffic Generation		
	Arrive	Depart	Total
06:00-07:00	17	2	19
07:00-08:00	12	14	26
08:00-09:00	9	10	19
09:00-10:00	16	10	26
10:00-11:00	14	15	29
11:00-12:00	5	8	13
12:00-13:00	10	11	21
13:00-14:00	12	12	24
14:00-15:00	8	7	15
15:00-16:00	8	6	14
16:00-17:00	20	16	36
17:00-18:00	48	15	63
18:00-19:00	55	28	83
19:00-20:00	32	44	76
20:00-21:00	13	60	73
21:00-22:00	3	21	24
22:00-23:00	0	0	0
23:00-24:00	0	0	
Daily	282	279	561

TABLE 4: PROPOSED '5-A-SIDE FOOTBALL PITCHES AND BOXING CLUB/GYM' TOTAL DAILY TRAFFIC GENERATION PROFILE (WEEKDAY)

Vehicle speeds	31.26 mph 50.30 kph 13.97 v (m/s) 195.20 v ²	Formula: $SSD = vt + v^2/2(d+0.1a)$	<table border="1"> <thead> <tr> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <th>Light Vehicles (less than 5% HGVs)</th> <th>HGVs/Buses (over 5% of total vehicles)</th> <th>All traffic (Maximum decel.)</th> <th>All traffic (Desirable decel.)</th> </tr> </thead> <tbody> <tr> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </tbody> </table>				Manual for Streets 2		DMRB		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)	1.5s	1.5s	2s	2s	0.45g	0.375g	0.375g	0.25g
Manual for Streets 2			DMRB																			
Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)																			
1.5s	1.5s	2s	2s																			
0.45g	0.375g	0.375g	0.25g																			
Driver Perception-Reaction time	1.5 t (s) 20.96 v x t	<table border="1"> <tr> <td>Perception-Reaction Time (t)</td> <td></td> </tr> <tr> <td>Deceleration Rate (g = 9.81m/s²)</td> <td></td> </tr> </table>	Perception-Reaction Time (t)		Deceleration Rate (g = 9.81m/s ²)																	
Perception-Reaction Time (t)																						
Deceleration Rate (g = 9.81m/s ²)																						
Deceleration Rate	0.45 g 4.41 d (m/s) 8.83 2d	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																				
Gradient	0.00 a* 4.41 d+0.1a 8.829 2(d+0.1a)																					
Stopping Sight Distance (SSD) =	<table> <tr> <td>v t</td> <td>+</td> <td>v² / 2(d+0.1a)</td> <td>=</td> <td>SSD</td> </tr> <tr> <td>20.96</td> <td>+</td> <td>22.11</td> <td>=</td> <td>43.07</td> </tr> </table>	v t	+	v ² / 2(d+0.1a)	=	SSD	20.96	+	22.11	=	43.07											
v t	+	v ² / 2(d+0.1a)	=	SSD																		
20.96	+	22.11	=	43.07																		
SSD Bonnet Adjusted (SSD+2.4)**	45.47																					

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

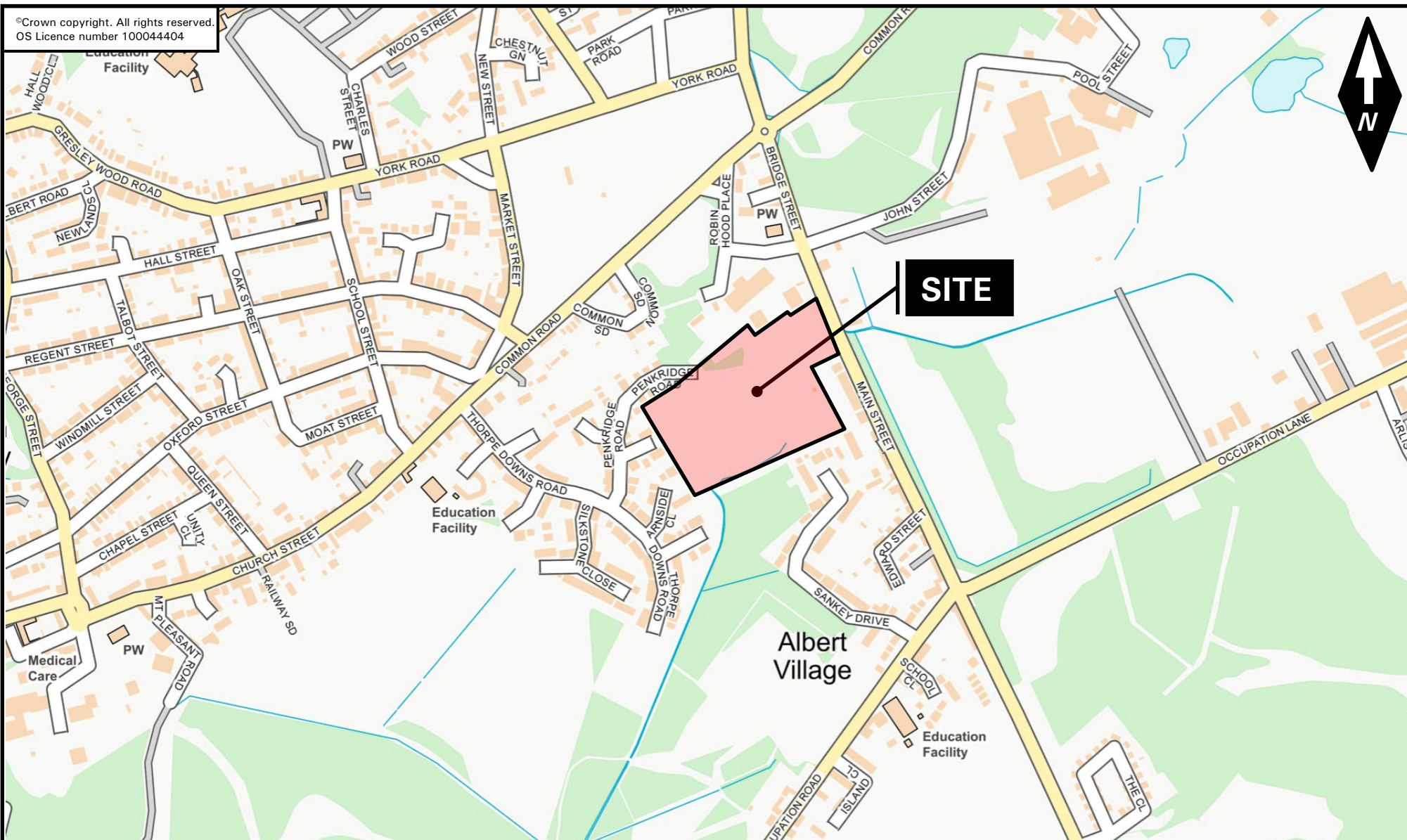
TABLE 5 - VISIBILITY SPLAY CALCULATOR: MAIN STREET, CHURCH GRESLEY (NORTHBOUND)

Vehicle speeds	35.38 mph 56.93 kph 15.81 v (m/s) 250.05 v ²	Formula: $SSD = vt + v^2/2(d+0.1a)$	<table border="1"> <thead> <tr> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <th>Light Vehicles (less than 5% HGVs)</th> <th>HGVs/Buses (over 5% of total vehicles)</th> <th>All traffic (Maximum decel.)</th> <th>All traffic (Desirable decel.)</th> </tr> </thead> <tbody> <tr> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </tbody> </table>				Manual for Streets 2		DMRB		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)	1.5s	1.5s	2s	2s	0.45g	0.375g	0.375g	0.25g
Manual for Streets 2			DMRB																			
Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)																			
1.5s	1.5s	2s	2s																			
0.45g	0.375g	0.375g	0.25g																			
Driver Perception-Reaction time	1.5 t (s) 23.72 v x t	<table border="1"> <tr> <td>Perception-Reaction Time (t)</td> <td></td> </tr> <tr> <td>Deceleration Rate (g = 9.81m/s²)</td> <td></td> </tr> </table>	Perception-Reaction Time (t)		Deceleration Rate (g = 9.81m/s ²)																	
Perception-Reaction Time (t)																						
Deceleration Rate (g = 9.81m/s ²)																						
Deceleration Rate	0.45 g 4.41 d (m/s) 8.83 2d	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																				
Gradient	0.00 a* 4.41 d+0.1a 8.829 2(d+0.1a)																					
Stopping Sight Distance (SSD) =	<table> <tr> <td>v t</td> <td>+</td> <td>v² / 2(d+0.1a)</td> <td>=</td> <td>SSD</td> </tr> <tr> <td>23.72</td> <td>+</td> <td>28.32</td> <td>=</td> <td>52.04</td> </tr> </table>	v t	+	v ² / 2(d+0.1a)	=	SSD	23.72	+	28.32	=	52.04											
v t	+	v ² / 2(d+0.1a)	=	SSD																		
23.72	+	28.32	=	52.04																		
SSD Bonnet Adjusted (SSD+2.4)**	54.44																					

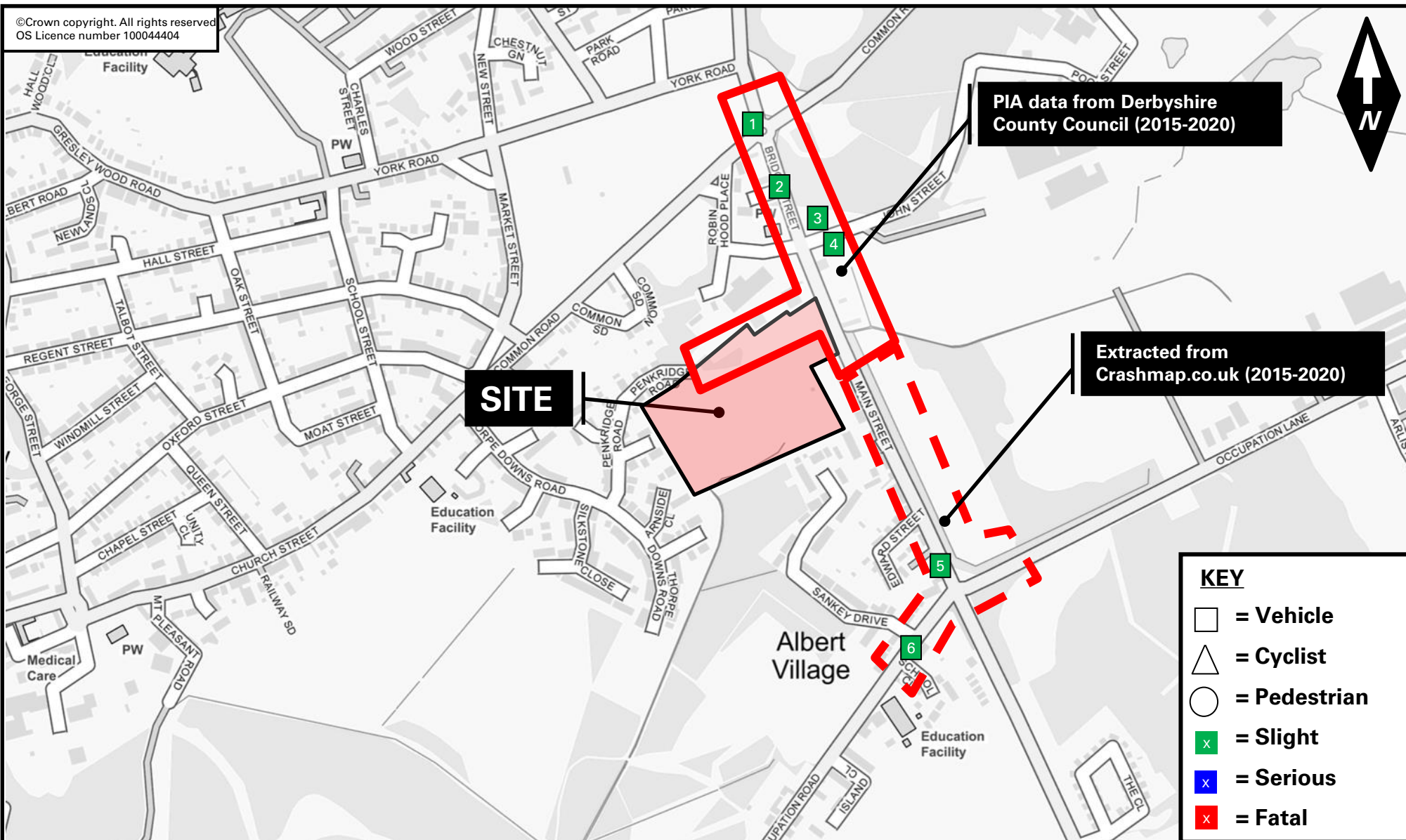
* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 6 - VISIBILITY SPLAY CALCULATOR: MAIN STREET, CHURCH GRESLEY (SOUTHBOUND)



SCALE: Do Not Scale	CLIENT: GRESLEY DEVELOPMENTS LIMITED	JOB TITLE: GRESLEY ROVERS FC		
DATE: 01.12.20	TITLE: DETAILED SITE LOCATION PLAN		JOB NUMBER: F20156	FIGURE: 1
DRAWN: CAB				



SCALE: **Do Not Scale**

DATE: **01.12.20**

DRAWN: **CAB**

CLIENT:

GRESLEY DEVELOPMENTS LIMITED

TITLE:

ACCIDENT DATA – (1 AUGUST 2015 – 31 JULY 2020)

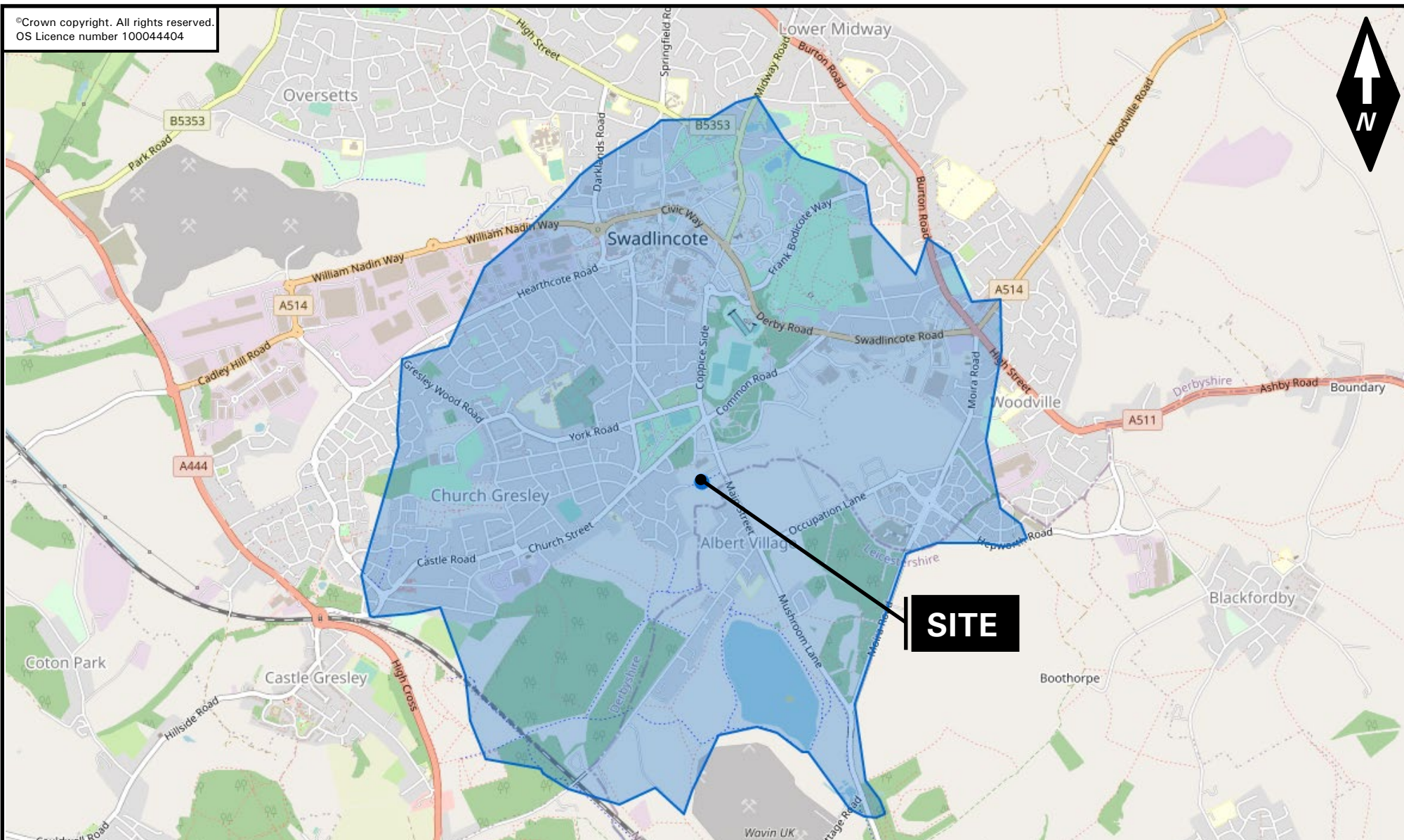
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GRESLEY ROVERS FC

**bc BANCROFT
CONSULTING**

JOB NUMBER:
F20156

FIGURE:
2



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DATE: **01.12.20**

DRAWN: **CAB**

CLIENT:

GRESLEY DEVELOPMENTS LIMITED

TITLE:

PEDESTRIAN CATCHMENT AREA (2 KILOMETRES)

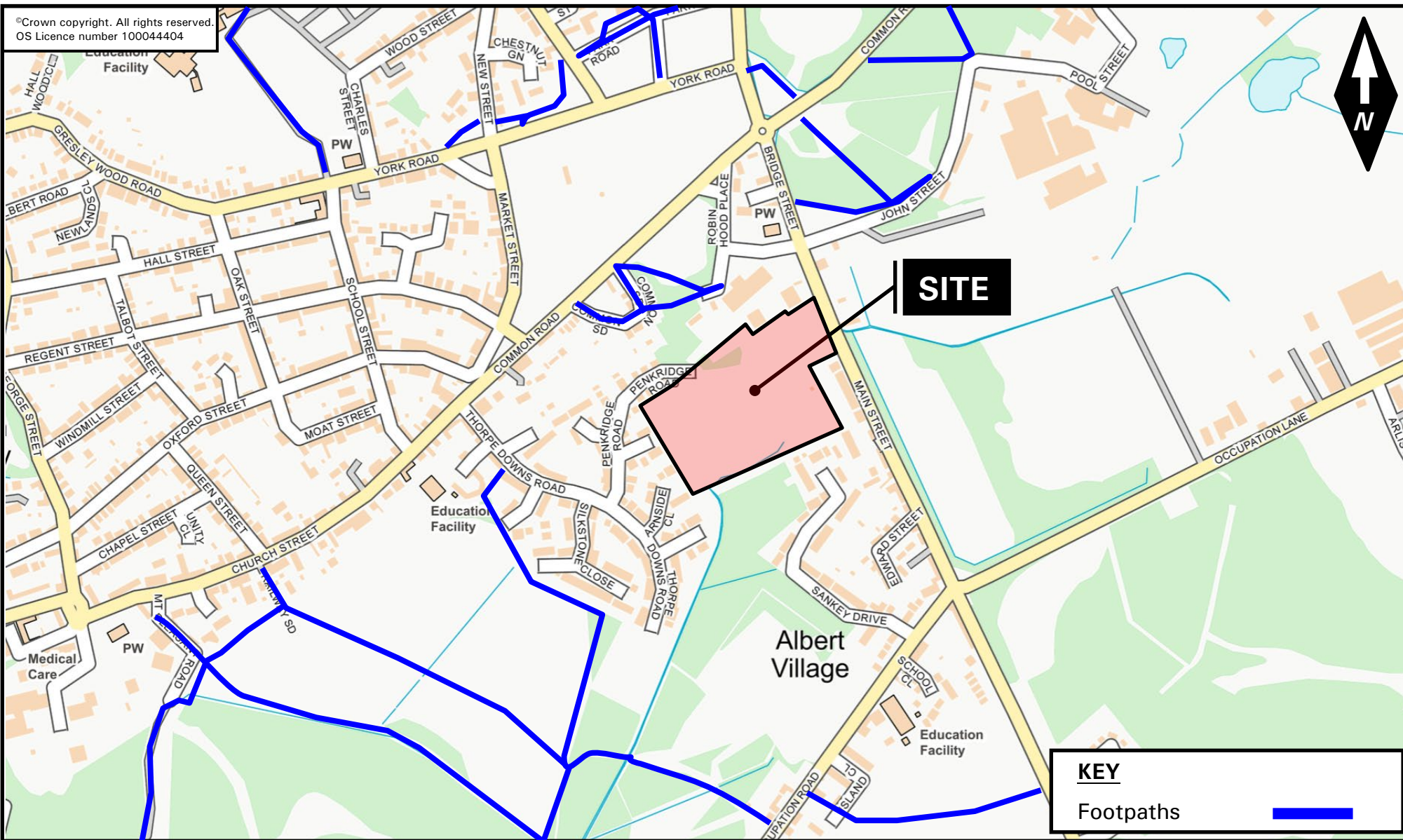
JOB TITLE:

GRESLEY ROVERS FC

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F20156

FIGURE:
3



KEY

Footpaths



SCALE: **Do Not Scale**

DATE: **01.12.20**

DRAWN: **CAB**

CLIENT:

GRESLEY DEVELOPMENTS LIMITED

TITLE:

PUBLIC RIGHTS OF WAY

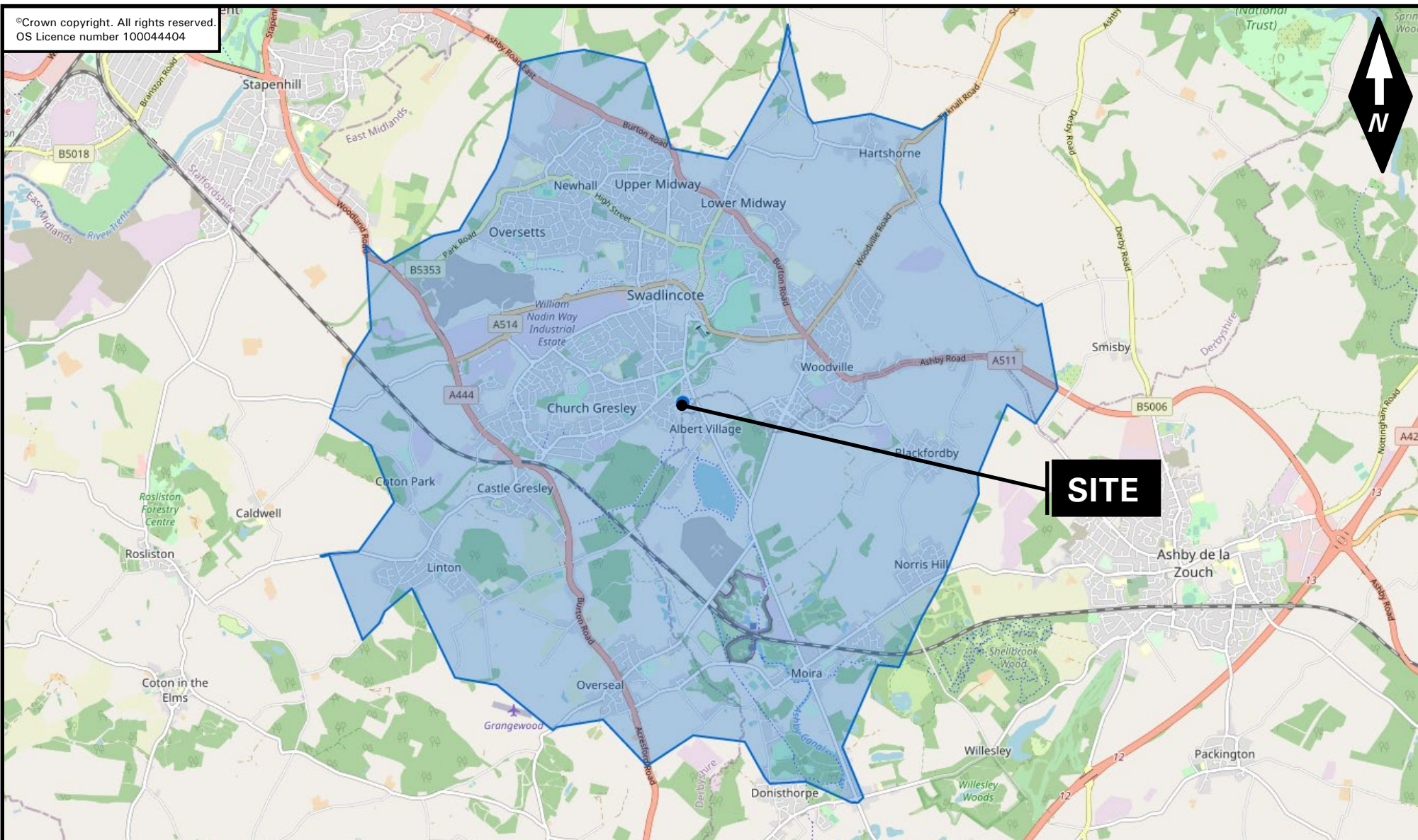
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GRESLEY ROVERS FC

**bc BANCROFT
CONSULTING**

JOB NUMBER:
F20156

FIGURE:
4



SCALE: **Do Not Scale**

DATE: **01.12.20**

DRAWN: **CAB**

CLIENT:

GRESLEY DEVELOPMENTS LIMITED

TITLE:

CYCLIST CATCHMENT AREA (5 KILOMETRES)

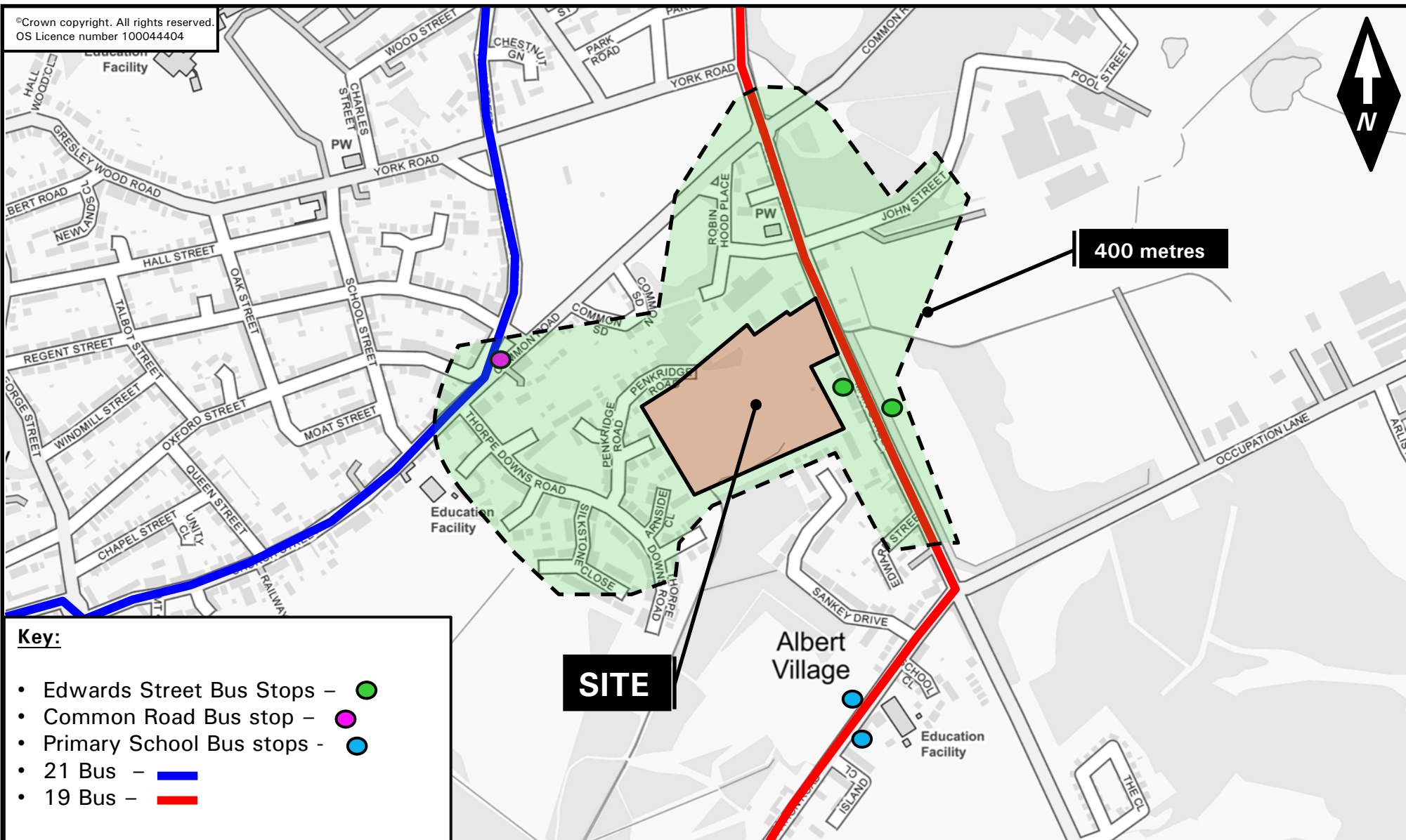
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GRESLEY ROVERS FC

**bc BANCROFT
CONSULTING**

JOB NUMBER:
F20156

FIGURE:
5



SCALE: **Do Not Scale**

DATE: **01.12.20**

DRAWN: **CAB**

CLIENT:

GRESLEY DEVELOPMENTS LIMITED

TITLE:

LOCAL BUS ROUTES

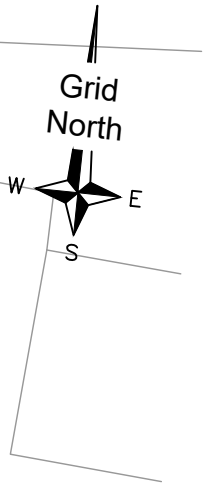
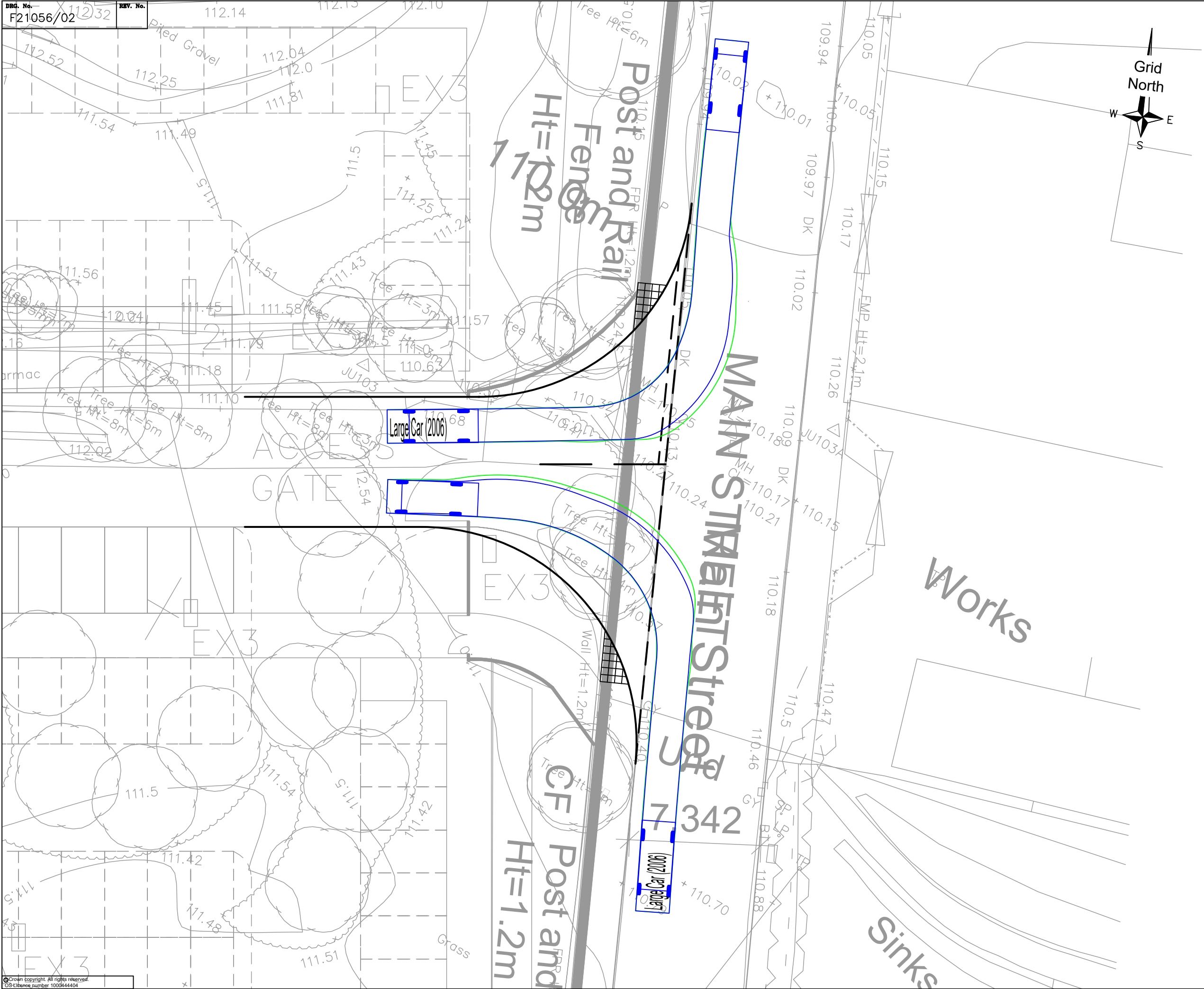
JOB TITLE:

GRESLEY ROVERS FC

**bc BANCROFT
CONSULTING**

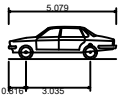
JOB NUMBER:
F20156

FIGURE:
6



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- NOTES:
- TOPOGRAPHICAL SURVEY MAPPING TIED INTO OS MAPPING. SUBJECT TO CONFIRMATION.



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

REV.	DATE	DESCRIPTION	BY	CHECKED BY
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CLIENT
GRESLEY DEVELOPMENTS LTD

CONTRACT
GRESLEY ROVERS FC

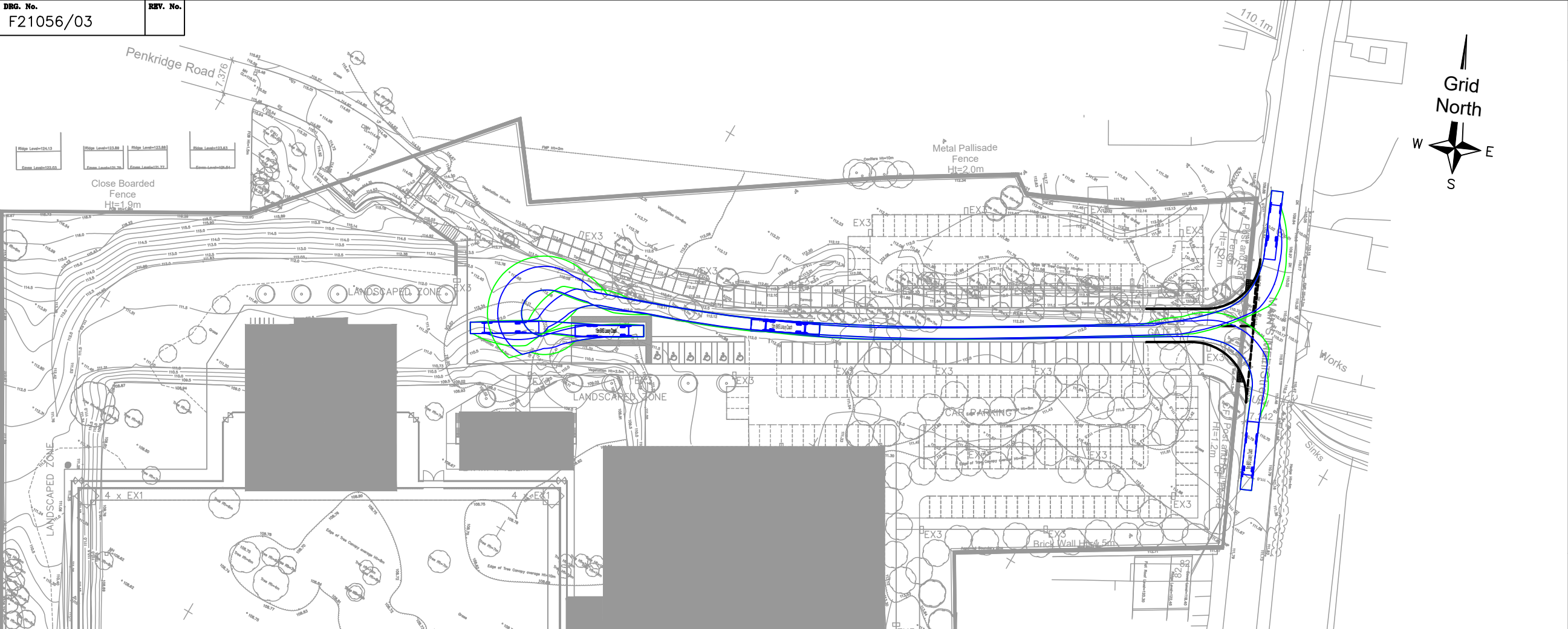
TITLE
SWEPT PATH ASSESSMENT (LARGE CAR)



Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB

t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

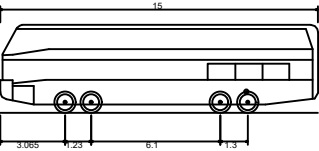
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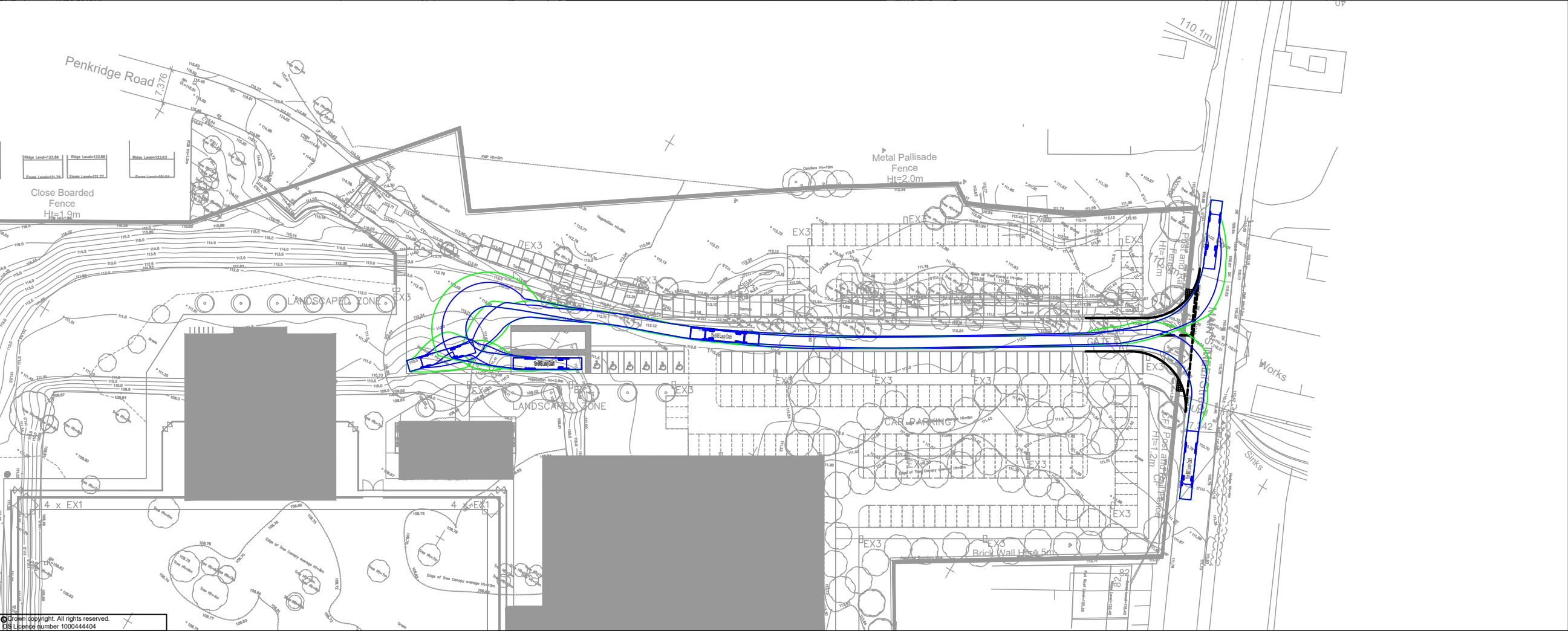
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NOTES:

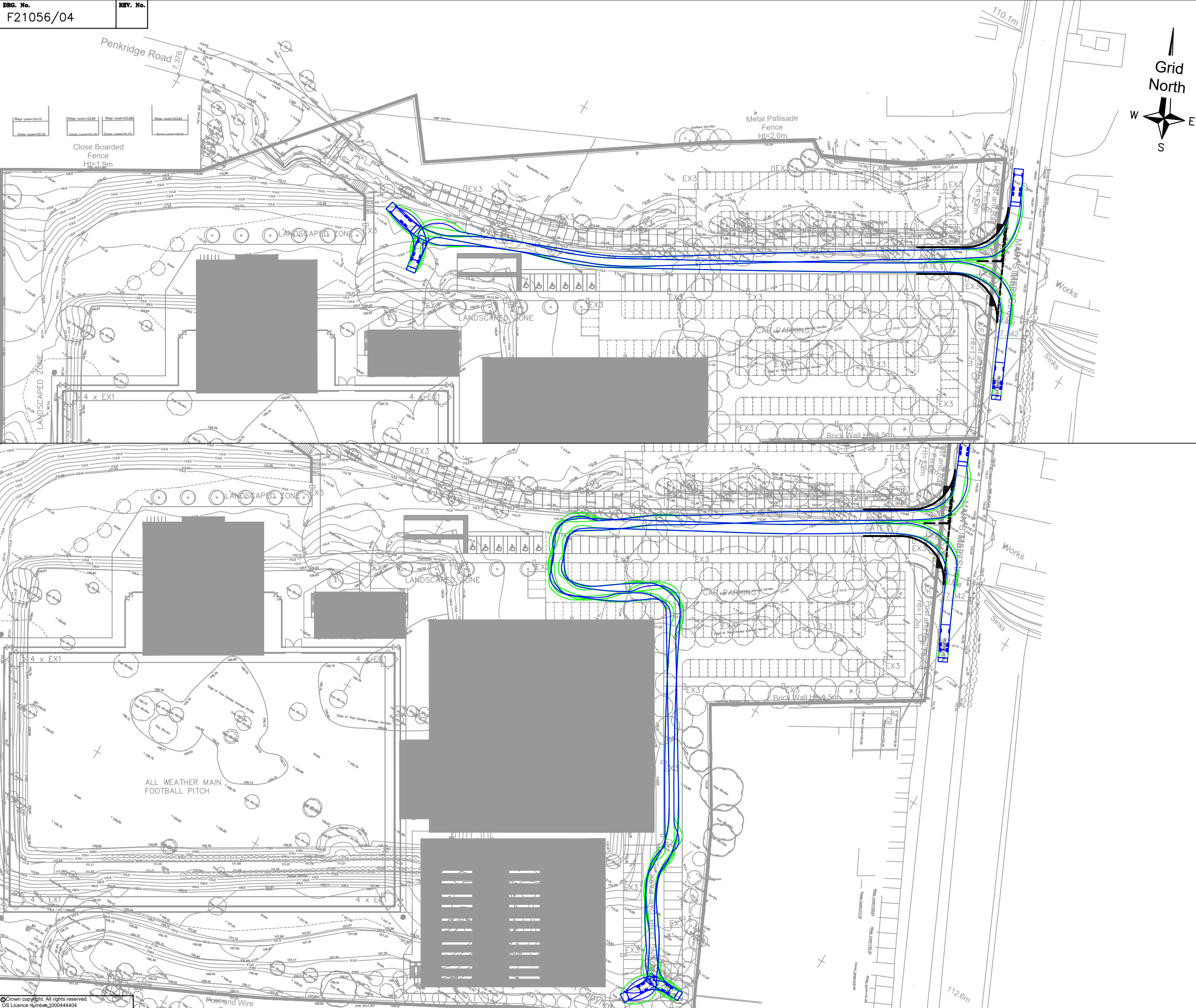
- TOPOGRAPHICAL SURVEY MAPPING TIED INTO OS MAPPING. SUBJECT TO CONFIRMATION.



15m 6WS Luxury Coach
Overall Length 15.000m
Overall Width 2.500m
Overall Body Height 4.157m
Min Body Ground Clearance 0.387m
Track Width 2.500m
Lock to lock time 5.00s
Wall to Wall Turning Radius 12.490m



REV.	DATE	DESCRIPTION	BY	CHECKED
CLIENT				
GRESLEY DEVELOPMENTS LTD				
CONTRACT				
GRESLEY ROVERS FC				
TITLE				
SWEPT PATH ASSESSMENT (15M COACH)				
bc BANCROFT CONSULTING Bancroft Consulting Ltd Jarodale House 7 Gregory Boulevard Nottingham NG7 6LB t 0115 9602919 f 0115 9648201 e office@bancroftconsulting.co.uk				
DRAWN BY				
NAME (PRINT)		DATE		
WM		14.05.21		
CHECKED BY				
NAME (PRINT)		DATE		
RT		14.05.21		
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DRG. NO.				REV
F20156/03				



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NOTES:

- TOPOGRAPHICAL SURVEY MAPPING TIED INTO OS MAPPING. SUBJECT TO CONFIRMATION.

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
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	7.800m

REV.	DATE	DESCRIPTION	BY	CHK'D	
CLIENT					
GRESLEY DEVELOPMENTS LTD					
CONTRACT					
GRESLEY ROVERS FC					
TITLE					
SWEPT PATH ASSESSMENT (REFUSE COLLECTION VEHICLE)					
Bancroft Consulting Ltd Jarodale House 7 Gregory Boulevard Nottingham NG7 6LB					
t 0115 9602919 f 0115 9648201 e office@bancroftconsulting.co.uk					
DRAWN BY					
NAME (PRINT)			DATE		
WM			14.05.21		
CHECKED BY					
NAME (PRINT)			DATE		
RT			14.05.21		
SCALE 1:1000@A3		STATUS		PRELIMINARY	
DRG. NO.					REV
F20156/04					

APPENDIX A – LATEST SITE MASTERPLAN

APPENDIX B – SPEED SURVEY RESULTS

observed speed mph	no. of readings n	 n×x	 n×x ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	1	21	441
22	0	0	0
23	0	0	0
24	4	96	2304
25	4	100	2500
26	14	364	9464
27	11	297	8019
28	13	364	10192
29	11	319	9251
30	17	510	15300
31	10	310	9610
32	7	224	7168
33	4	132	4356
34	2	68	2312
35	1	35	1225
36	1	36	1296
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n =	Σv =	Σv ² =
Total Σ	100	2876	83438

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **Main Street, Church Gresley**
direction: **Northbound**
day: **Monday**
date: **07.12.20**
time: **0930 to 1030**

SUMMARY

mean 28.76 mph 46.4 kph
85%ile 31.26 mph 50.5 kph

Step 1:
Mean speed

$$m = \frac{\sum v}{n} \quad m = 28.76 \text{ mph}$$

Step 2:
Finding Value Σ

$$\sum (v-m)^2 = \sum v^2 - \frac{(\sum v)^2}{n} \quad \sum (v-m)^2 = 724.24$$

Step 3:
Standard deviation

$$S = \sqrt{\frac{\sum (v-m)^2}{n-1}} \quad s = 2.50 \text{ mph}$$

Step 4:
85 percentile dry weather spot speed

$$p85 = m + s \quad p = 31.26$$

checks: 85%ile/mean = 1.09
should be 1.1 to 1.25

S.D./mean = 0.09
should be approx 1/6 (0.17)

MAIN STREET, CHURCH GRESLEY - NORTHBOUND SPEED SURVEY RESULTS

observed speed mph	no. of readings n	 nxx	 nxx ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	1	20	400
21	0	0	0
22	0	0	0
23	0	0	0
24	2	48	1152
25	0	0	0
26	1	26	676
27	7	189	5103
28	9	252	7056
29	11	319	9251
30	9	270	8100
31	13	403	12493
32	8	256	8192
33	7	231	7623
34	9	306	10404
35	10	350	12250
36	5	180	6480
37	0	0	0
38	3	114	4332
39	3	117	4563
40	0	0	0
41	0	0	0
42	1	42	1764
43	0	0	0
44	1	44	1936
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n =	Σv =	Σv ² =
Total Σ	100	3167	101775

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **Main Street, Church Gresley**
direction: **Southbound**
day: **Monday**
date: **07.12.20**
time: **0930 to 1030**

SUMMARY

mean 31.67 mph 51.1 kph
85%ile 35.38 mph 57.1 kph

Step 1:
Mean speed

$$m = \frac{\sum v}{n} \quad m = 31.67 \text{ mph}$$

Step 2:
Finding Value Σ

$$\sum (v - m)^2 = \sum v^2 - \frac{(\sum v)^2}{n} \quad \sum (v - m)^2 = 1476.11$$

Step 3:
Standard deviation

$$s = \sqrt{\frac{\sum (v - m)^2}{n - 1}} \quad s = 3.71 \text{ mph}$$

Step 4:
85 percentile dry weather spot speed

$$p85 = m + s \quad p = 35.38$$

checks: 85%ile/mean = 1.12
should be 1.1 to 1.25

S.D./mean = 0.12
should be approx 1/6 (0.17)

MAIN STREET, CHURCH GRESLEY - SOUTHBOUND SPEED SURVEY RESULTS

**APPENDIX C – HIGHWAY BOUNDARY DATA
(DERBYSHIRE AND LEICESTERSHIRE)**



Green Indicates extent of
Publicly Maintainable Highway
Bridge Street & Main St.,
Swadlincote
Date: 22/12/2020

Tim Gregory
Interim Strategic Director - Economy,
Transport & Environment

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Ordnance Survey 100023251.

metres
0 10 20

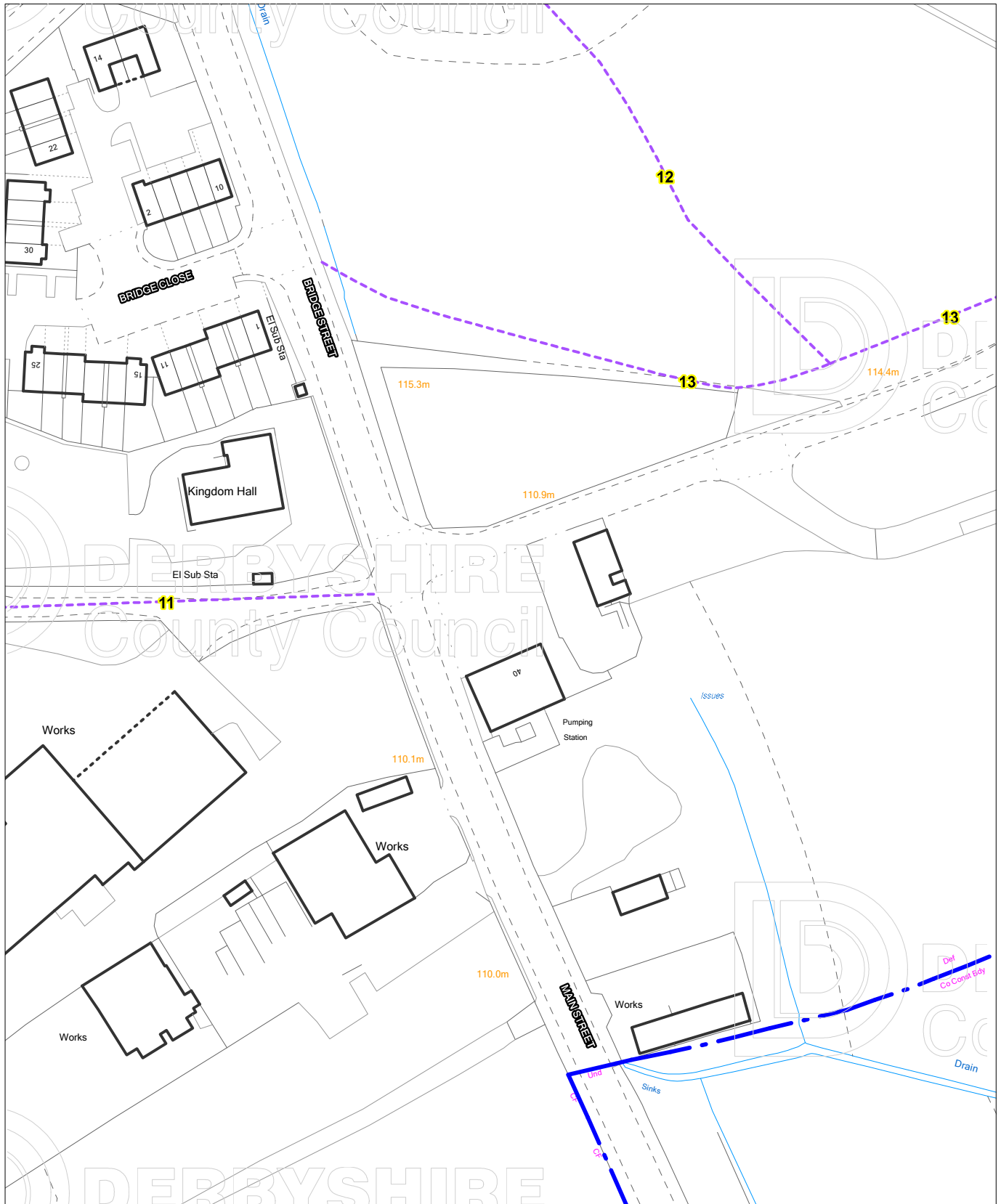
Scale 1 : 1250

Project: Project xxxx

Drawn By: The Operator

Reference: Ref 82006974

Sheet Ref: SK3018NW



Rights of Way

Bridge St & Main St.,
Swadlincote

Date: 22/12/2020

metres
0 10 20

Scale 1 : 1250

Project: Project xxxx

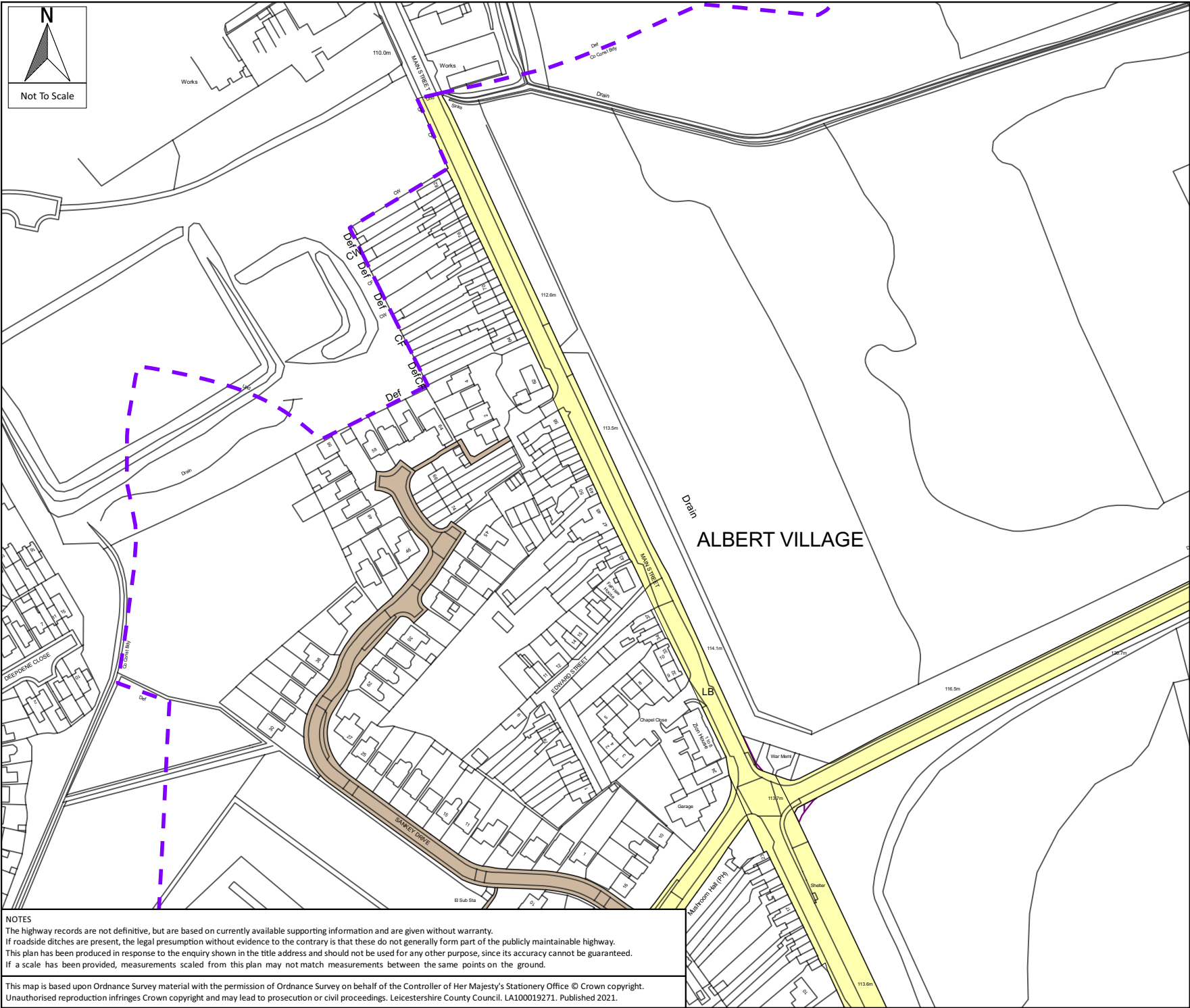
Drawn By: The Operator

Reference: Ref 82006974

Sheet Ref: SK3018NW

Tim Gregory
Interim Strategic Director - Economy,
Transport & Environment

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Ordnance Survey 100023251.



NOTES
The highway records are not definitive, but are based on currently available supporting information and are given without warranty.
If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.
This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.
If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.

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Key

Highway Status

Extents

- Adopted: Classified Route
- Adopted: Unclassified Route
- Proposed Adoption Agreement

Administrative Boundaries

- County Boundary

 **Leicestershire
County Council**

ENVIRONMENT AND TRANSPORT
DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

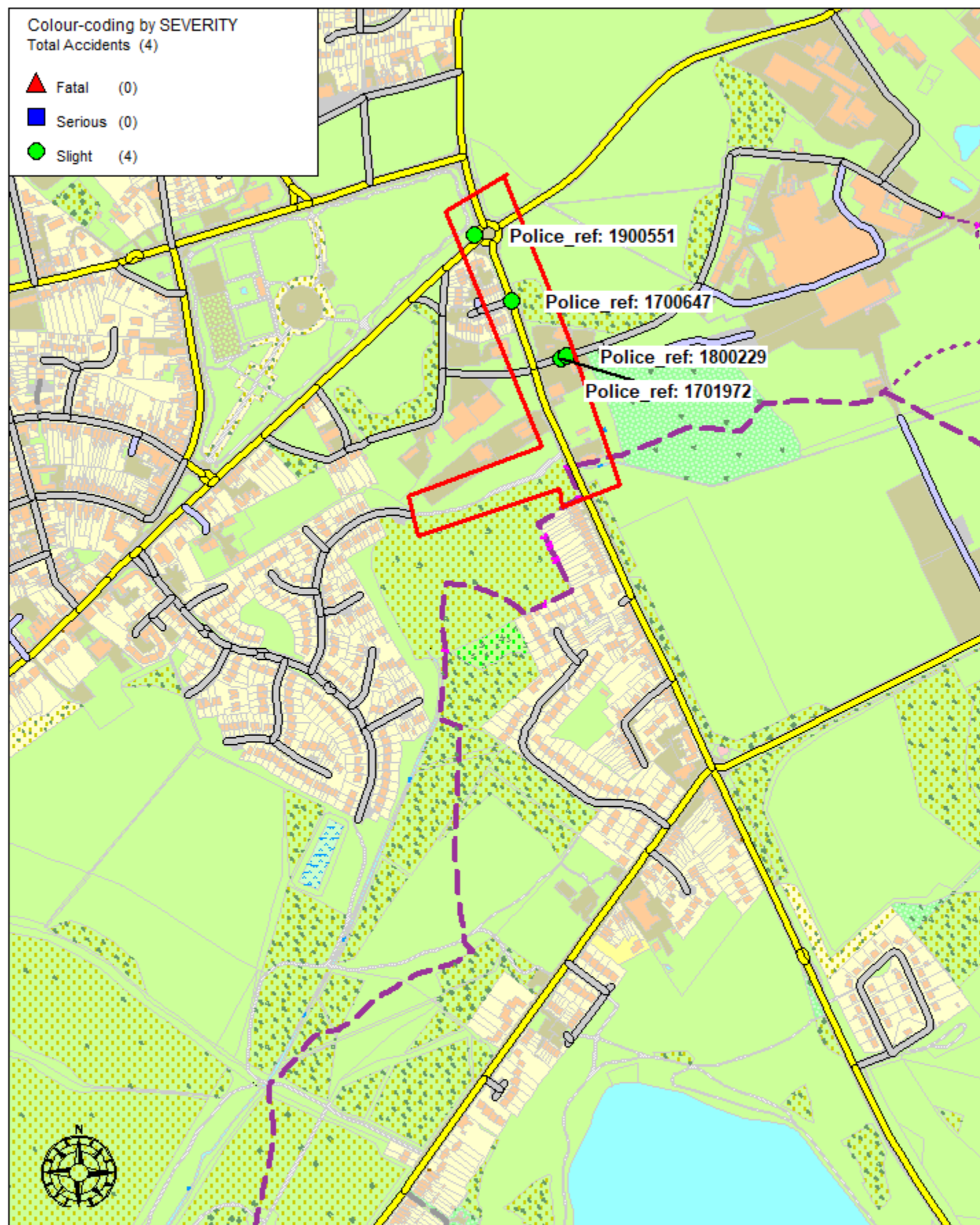
Location

Main Street
Albert Village

Reference	NDI/HRE/2012133
Drawing No.	100/A
Date Produced	08/01/2021

Highway Record Enquiries
0116 305 7189 | hre@leics.gov.uk

APPENDIX D – ACCIDENT DATA



PIC Swadlincote

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Derbyshire Constabulary
Licence No. 100021015 2011

Selected Range of Accidents between dates

01/08/2015 and 31/07/2020

Selected using Manual Selection

SCALE 1 : 5920

DATE 02/12/2020

DRAWING No. 1

DRAWN BY 16779

Details of Personal Injury Accidents for Period - 01/08/2015 to 31/07/2020 (60) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties	
			Veh No	Type	Manv	Dir	Class	Sev
Road No.	Date							
2nd Road No.	Time							
Grid Ref.	D/L							
	R.S.C							
	Weather							
	Speed							
1700647	Friday	CHURCH GRESLEY BRIDGE ST J/W	Veh 1	M/C < 125 cc	O/take m/veh o/side	NW ^{to} SE	Dri	Slight
	06/01/2017	BRIDGE CLOSE (IPQA)	Veh 2	Car	Turning right	NW ^{to} SW		
R1: U	1730hrs							
R2: U	Darkness: street lights present							
E 430,209	Wet/Damp							
N 318,699	Raining without high winds							
	30 mph							
1701972	Tuesday	Church Gresley - John Street (IPQA)	Veh 1	M/C < 125 cc	Going ahead	NE ^{to} SW	Dri	Slight
	28/11/2017		Veh 2	Car	Turning left	NE ^{to} S		
R1: U	1250hrs							
R2: U	Daylight:street lights present							
E 430,266	Dry							
N 318,633	Fine without high winds							
	30 mph							
1800229	Friday	CHURCH GRESLEY JOHN STREET NR	Veh 1	Car	Starting	E ^{to} W	Dri	Slight
	02/02/2018	FIFTIES AMERICAN DINER	Veh 2	Car	Wait go ahead held up	E ^{to} W		
	1720hrs	(IPQA-5144)						
R1: U	Darkness: street lights present							
E 430,272	Wet/Damp							
N 318,637	Raining without high winds							
	30 mph							
1900551	Thursday	Church Gresley - Common Rd/Brideg St rb	Veh 1	Car	Going ahead	SW ^{to} NE		
	25/04/2019	(IPQA)	Veh 2	Car	Going ahead	SW ^{to} NE	Dri	Slight
R1: C	1750hrs							
R2: U	Daylight:street lights present							
E 430,167	Dry							
N 318,775	Fine without high winds							
	30 mph							

**APPENDIX E – TRICS OUTPUT DATA
(5-A-SIDE PITCHES)**

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Number of pitches
 Actual Range: 7 to 11 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

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

Selected survey days:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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	2
--------------	---

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	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:

D2	2 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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:

250,001 to 500,000	2 days
--------------------	--------

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

Car ownership within 5 miles:

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	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CF-07-L-01	GÔL CENTRES	CARDIFF
	LAWRENNY AVENUE		
	CARDIFF		
	LECKWITH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	11	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
2	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
	PARK ROAD		
	HALESOWEN		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	7	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL

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

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 08:00-09:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.526	Arrivals:	0.526
Departures:	0.091	Departures:	0.091
Totals:	0.617	Totals:	0.617

Rank	Site-Ref	Description	Town/City	Area	PITCH	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	CF-07-L-01	GÔL CENTRES	CARDIFF	CARDIFF	11	Fri	27/09/19	0.909	0.182	1.091
2	WM-07-L-01	POWERLEAGUE	HALESOWEN	WEST MIDLANDS	7	Wed	29/11/17	0.143	0.000	0.143

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 17:00-18:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	2.981	Arrivals:	2.981
Departures:	1.169	Departures:	1.169
Totals:	4.149	Totals:	4.149

Rank	Site-Ref	Description	Town/City	Area	PITCH	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WM-07-L-01	POWERLEAGUE	HALESOWEN	WEST MIDLANDS	7	Wed	29/11/17	4.143	0.429	4.572
2	CF-07-L-01	GÔL CENTRES	CARDIFF	CARDIFF	11	Fri	27/09/19	1.818	1.909	3.727

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 08:00-24:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted
1 of selected days excluded due to incomplete data for time range

Median Values		Mean Values	
Arrivals:	16.429	Arrivals:	16.429
Departures:	16.571	Departures:	16.571
Totals:	33.000	Totals:	33.000

Rank	Site-Ref	Description	Town/City	Area	PITCH	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WM-07-L-01	POWERLEAGUE	HALESOWEN	WEST MIDLANDS	7	Wed	29/11/17	16.429	16.571	33.000

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Site Reference: WM-07-L-01
 Created: Version: 7.5.2 02/02/18
 Latitude/Longitude: 52.45713, -2.09721
 Land Use Type: 07 - LEISURE/L - FOOTBALL (5-a-side)
 Region/Area: WEST MIDLANDS/WEST MIDLANDS

Description: POWERLEAGUE
 Street: PARK ROAD
 District:
 Town: HALESOWEN
 Post Code: B63 2RG
 Planning Authority: DUDLEY METROPOLITAN BC

Location: Edge of Town
 Location Sub Category: Industrial Zone
 Use Class: D2

Population within 500m: 1486
 Population within 1 Mile: 20,001 to 25,000
 Population within 5 Miles: 250,001 to 500,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	177		177
Monday-Friday	0700-1000	46		46
Monday-Friday	1600-1900	41		41
Saturday	0700-1900	165		165
Sunday	0700-1900	75		75

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area: 1.97 hect
 Number of pitches: 7
 Total Employees: 6

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located between Stourbridge and Halesowen, off the A458 which connects the two towns. To the south of the site are woodlands followed by open land. To the north and west is an area of extensive industrial and commercial development, with woodlands followed by a residential area to the east.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Birmingham	7	51

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the individual bus service shown there is also an hourly service available to Halesowen, the journey time taking 19 minutes.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

There is access to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2017
Nearest Primary School	0.7 kilometres
Nearest Secondary School	2.7 kilometres
Nearest Local Shop/Corner Shop	0.9 kilometres
Nearest Main Supermarket	2.0 kilometres
Nearest Doctors Surgery	1.2 kilometres
Nearest Hospital with Minor Injuries/A & E	13.9 kilometres
Nearest Sports/Leisure Centre	2.3 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00049892
Number of people employed within Census Output Area	138
Number of households within Census Output Area	158
Number of people living within Census Output Area	328
Area of Census Output Area (hectares)	30.54
Population density within Census Output Area (per hectare)	10.74

SITE PHOTO



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	WM-07-L-01
Trade name:	POWERLEAGUE
Site area (h/a):	1.97
Open since	1984
Total Employees	6
Full Time Employees	3 50%
Part Time Employees	3 50%
Approximate % of total employees working standard 9-5 hours or similar	0%
Percentage Split of Employee Gender	
Male	50%
Female	50%
Number of pitches	7
Name of nearest site	THE DELL STADIUM
Distance to nearest similar site	5.5 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	12:00 to 23:00
Friday	12:00 to 22:00
Saturday	09:00 to 18:00
Sunday	12:00 to 23:00

Comments

The following facilities can be found on site: 7 outdoor pitches, function room, children's facilities and a bar.

On-Site parking

Total no. of parking spaces	62
Parking Spaces Per Hectare	31.472
Parking Spaces Per pitch	8.857

Number of spaces

Employee	0
Disabled	1
Visitor/Customer	61
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0
Electronic Vehicle Charging Points	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There is no obvious parking management at the site, with access unrestricted.

Site parking surface or non-surface (multi-storey/underground)
 Surface

General Comments on Parking

Parking at the site is split into several areas and can be extremely busy at peak times, with cars having to wait for spaces to become free.

OGVs visiting the site park in regular visitor bays.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)

Yes

off-site (on-street, in designated loading/servicing bays)

No

off-site (in restricted areas e.g. double yellow lines)

No

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

No

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

No

If prepared to pay, easy to find somewhere to park off-site all day

Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 29

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: WM-07-L-01 Survey date: 29/11/17 Day of week: Wednesday

Survey type: Manual Count
 AM weather: Cold and Cloudy
 PM weather: Cold and Cloudy

Initial car park occupancy: 2 Final car park occupancy: 1

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 106% (62 On-Site Spaces)

Data proportions in %

Motor cars	88	Motor cycles	0	Public service	0
Light goods	10	OGV (1)	0	OGV (2)	1
				Taxis	1

Servicing Vehicles count recorded No

Time	Arr 115	Dep 116	Totals 231	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00				
08:00-09:00	1	0	1	3
09:00-10:00	1	2	3	2
10:00-11:00	1	1	2	2
11:00-12:00	1	1	2	2
12:00-13:00	1	1	2	2
13:00-14:00	2	1	3	3
14:00-15:00	0	0	0	3
15:00-16:00	0	0	0	3
16:00-17:00	11	4	15	10
17:00-18:00	29	3	32	36
18:00-19:00	41	11	52	66
19:00-20:00	19	23	42	62
20:00-21:00	7	54	61	15
21:00-22:00	1	15	16	1
22:00-23:00	0	0	0	1
23:00-24:00	0	0	0	1

Comments

No motorcycles, PSVs or pedal cycles visited the site during this survey.
 At least one of the initial car park occupants was an LGV and at least one was an OGV.
 At least one of the final car park occupants was an LGV.

Calculation Reference: AUDIT-539501-201203-1245

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06 WEST MIDLANDS
WM WEST MIDLANDS 1 days

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

Primary Filtering selection:

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

Parameter: Number of pitches
Actual Range: 7 to 7 (units:)
Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

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

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 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 1

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

Selected Location Sub Categories:

Industrial Zone 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:

D2 1 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000

1 days

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

Population within 5 miles:

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

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:

No

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1

WM-07-L-01

POWERLEAGUE

WEST MIDLANDS

PARK ROAD

HALESOWEN

Edge of Town

Industrial Zone

Total Number of pitches:

7

Survey date: WEDNESDAY

29/11/17

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CF-07-L-01	Halesowen

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.143	1	7	0.000	1	7	0.143
09:00 - 10:00	1	7	0.143	1	7	0.286	1	7	0.429
10:00 - 11:00	1	7	0.143	1	7	0.143	1	7	0.286
11:00 - 12:00	1	7	0.143	1	7	0.143	1	7	0.286
12:00 - 13:00	1	7	0.143	1	7	0.143	1	7	0.286
13:00 - 14:00	1	7	0.286	1	7	0.143	1	7	0.429
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	1	7	0.000	1	7	0.000	1	7	0.000
16:00 - 17:00	1	7	1.571	1	7	0.571	1	7	2.142
17:00 - 18:00	1	7	4.143	1	7	0.429	1	7	4.572
18:00 - 19:00	1	7	5.857	1	7	1.571	1	7	7.428
19:00 - 20:00	1	7	2.714	1	7	3.286	1	7	6.000
20:00 - 21:00	1	7	1.000	1	7	7.714	1	7	8.714
21:00 - 22:00	1	7	0.143	1	7	2.143	1	7	2.286
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			16.429			16.572			33.001

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: 7 - 7 (units:)
 Survey date range: 01/01/12 - 27/09/19
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TAXIS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.000	1	7	0.000	1	7	0.000
09:00 - 10:00	1	7	0.000	1	7	0.000	1	7	0.000
10:00 - 11:00	1	7	0.000	1	7	0.000	1	7	0.000
11:00 - 12:00	1	7	0.000	1	7	0.000	1	7	0.000
12:00 - 13:00	1	7	0.000	1	7	0.000	1	7	0.000
13:00 - 14:00	1	7	0.143	1	7	0.143	1	7	0.286
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	1	7	0.000	1	7	0.000	1	7	0.000
16:00 - 17:00	1	7	0.000	1	7	0.000	1	7	0.000
17:00 - 18:00	1	7	0.000	1	7	0.000	1	7	0.000
18:00 - 19:00	1	7	0.000	1	7	0.000	1	7	0.000
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			0.143			0.143			0.286

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 07 - LEISURE/L - FOOTBALL (5-a-side)

OGVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.000	1	7	0.000	1	7	0.000
09:00 - 10:00	1	7	0.000	1	7	0.000	1	7	0.000
10:00 - 11:00	1	7	0.143	1	7	0.143	1	7	0.286
11:00 - 12:00	1	7	0.000	1	7	0.000	1	7	0.000
12:00 - 13:00	1	7	0.000	1	7	0.143	1	7	0.143
13:00 - 14:00	1	7	0.000	1	7	0.000	1	7	0.000
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	1	7	0.000	1	7	0.000	1	7	0.000
16:00 - 17:00	1	7	0.000	1	7	0.000	1	7	0.000
17:00 - 18:00	1	7	0.000	1	7	0.000	1	7	0.000
18:00 - 19:00	1	7	0.000	1	7	0.000	1	7	0.000
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			0.143			0.286			0.429

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 07 - LEISURE/L - FOOTBALL (5-a-side)

CARS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.143	1	7	0.000	1	7	0.143
09:00 - 10:00	1	7	0.143	1	7	0.143	1	7	0.286
10:00 - 11:00	1	7	0.000	1	7	0.000	1	7	0.000
11:00 - 12:00	1	7	0.143	1	7	0.143	1	7	0.286
12:00 - 13:00	1	7	0.000	1	7	0.000	1	7	0.000
13:00 - 14:00	1	7	0.143	1	7	0.000	1	7	0.143
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	1	7	0.000	1	7	0.000	1	7	0.000
16:00 - 17:00	1	7	1.571	1	7	0.571	1	7	2.142
17:00 - 18:00	1	7	3.857	1	7	0.286	1	7	4.143
18:00 - 19:00	1	7	5.286	1	7	1.571	1	7	6.857
19:00 - 20:00	1	7	2.286	1	7	3.000	1	7	5.286
20:00 - 21:00	1	7	0.857	1	7	7.000	1	7	7.857
21:00 - 22:00	1	7	0.143	1	7	1.857	1	7	2.000
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			14.572			14.571			29.143

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 07 - LEISURE/L - FOOTBALL (5-a-side)

LGVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.000	1	7	0.000	1	7	0.000
09:00 - 10:00	1	7	0.000	1	7	0.143	1	7	0.143
10:00 - 11:00	1	7	0.000	1	7	0.000	1	7	0.000
11:00 - 12:00	1	7	0.000	1	7	0.000	1	7	0.000
12:00 - 13:00	1	7	0.143	1	7	0.000	1	7	0.143
13:00 - 14:00	1	7	0.000	1	7	0.000	1	7	0.000
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	1	7	0.000	1	7	0.000	1	7	0.000
16:00 - 17:00	1	7	0.000	1	7	0.000	1	7	0.000
17:00 - 18:00	1	7	0.286	1	7	0.143	1	7	0.429
18:00 - 19:00	1	7	0.571	1	7	0.000	1	7	0.571
19:00 - 20:00	1	7	0.429	1	7	0.286	1	7	0.715
20:00 - 21:00	1	7	0.143	1	7	0.714	1	7	0.857
21:00 - 22:00	1	7	0.000	1	7	0.286	1	7	0.286
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			1.572			1.572			3.144

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.

**APPENDIX F – TRICS OUTPUT DATA
(FITNESS CLUB – PRIVATE)**

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	PS POWYS	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: Gross floor area
 Actual Range: 404 to 1333 (units: sqm)
 Range Selected by User: 404 to 8000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 14/03/19

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
Tuesday	2 days
Wednesday	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	4
--------------	---

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
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:

E(d)	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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000 4 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 3 days
125,001 to 250,000 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	CB-07-K-01	FITNESS CLUB	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	650 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
2	NR-07-K-01	PUMP GYM	NORTHAMPTONSHIRE
	GLADSTONE ROAD		
	NORTHAMPTON		
	KINGSFIELD BUS. CENTRE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1333 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
3	NY-07-K-01	FITNESS CLUB	NORTH YORKSHIRE
	RIVER VIEW ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	404 sqm	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
4	PS-07-K-01	SPORTS CENTRE	POWYS
	BROOK STREET		
	WELSHPOOL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	950 sqm	
	Survey date: MONDAY	11/05/15	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
HC-07-K-01	1
SH-07-K-01	1

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 08:00-09:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.337	Arrivals:	0.448
Departures:	0.547	Departures:	0.553
Totals:	0.883	Totals:	1.001

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NY-07-K-01	FITNESS CLUB	RIPON	NORTH YORKSHIRE	404	Tue	27/09/16	0.743	0.743	1.486
2	CB-07-K-01	FITNESS CLUB	PENRITH	CUMBRIA	650	Tue	10/06/14	0.462	0.462	0.924
3	PS-07-K-01	SPORTS CENTRE	WELSHPOOL	POWYS	950	Mon	11/05/15	0.211	0.632	0.843
4	NR-07-K-01	PUMP GYM	NORTHAMPTON	NORTHAMPTONSHIRE	1333	Wed	23/11/16	0.375	0.375	0.750

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 17:00-18:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	1.474	Arrivals:	1.674
Departures:	0.521	Departures:	0.761
Totals:	1.996	Totals:	2.435

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	CB-07-K-01	FITNESS CLUB	PENRITH	CUMBRIA	650	Tue	10/06/14	3.538	2.000	5.538
2	NY-07-K-01	FITNESS CLUB	RIPON	NORTH YORKSHIRE	404	Tue	27/09/16	2.723	0.743	3.466
3	NR-07-K-01	PUMP GYM	NORTHAMPTON	NORTHAMPTONSHIRE	1333	Wed	23/11/16	0.225	0.300	0.525
4	PS-07-K-01	SPORTS CENTRE	WELSHPOOL	POWYS	950	Mon	11/05/15	0.211	0.000	0.211

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 07:00-19:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	8.784	Arrivals:	8.973
Departures:	7.681	Departures:	8.300
Totals:	16.465	Totals:	17.273

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	CB-07-K-01	FITNESS CLUB	PENRITH	CUMBRIA	650	Tue	10/06/14	15.692	16.154	31.846
2	NY-07-K-01	FITNESS CLUB	RIPON	NORTH YORKSHIRE	404	Tue	27/09/16	13.366	11.386	24.752
3	NR-07-K-01	PUMP GYM	NORTHAMPTON	NORTHAMPTONSHIRE	1333	Wed	23/11/16	4.201	3.976	8.177
4	PS-07-K-01	SPORTS CENTRE	WELSHPOOL	POWYS	950	Mon	11/05/15	2.632	1.684	4.316

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Site Reference: CB-07-K-01 Multi-Modal Site
 Created: Version: 7.2.3 26/02/15
 Latitude/Longitude: 54.66584, -2.77046
 Land Use Type: 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 Region/Area: NORTH/CUMBRIA

Description: FITNESS CLUB
 Street: COWPER ROAD
 District: GILWILLY IND. ESTATE
 Town: PENRITH
 Post Code: CA11 9BN
 Planning Authority:

Location: Edge of Town
 Location Sub Category: Industrial Zone
 Use Class: E(d)

Population within 500m: 750
 Population within 1 Mile: 5,001 to 10,000
 Population within 5 Miles: 5,001 to 25,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	16		16
Monday-Friday	0700-1000			
Monday-Friday	1600-1900	4		4
Saturday	0700-1900	16		16
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? No
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area 0.14 hect
 Gross floor area 650 sqm
 Total Employees 15

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This development is located to the western edge of Penrith town and very close to the M6 and within an industrial zone. Local developments close to the site includes various car body/motor cycle repairs store, car sales, car rental stores and East Lake Business Park.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The site has the one bus service running to Penrith bus depot.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

The site is in good proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2014
Nearest Primary School	1.0 kilometres
Nearest Secondary School	1.1 kilometres
Nearest Local Shop/Corner Shop	1.0 kilometres
Nearest Main Supermarket	1.1 kilometres
Nearest Doctors Surgery	2.1 kilometres
Nearest Hospital with Minor Injuries/A & E	2.1 kilometres
Nearest Sports/Leisure Centre	1.6 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00097717
Number of people employed within Census Output Area	208
Number of households within Census Output Area	135
Number of people living within Census Output Area	374
Area of Census Output Area (hectares)	235.00
Population density within Census Output Area (per hectare)	1.60

SITE PHOTO



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	CB-07-K-01	Multi-Modal survey site
Trade name:	ELITE FITNESS	
Site area (h/a):	0.14	
Gross floor area (sqm)	650	
GFA not in use (sqm)	0	
Open since	2011	
Total Employees	15	
Full Time Employees	4	26%
Part Time Employees	11	74%
Approximate % of total employees working standard 9-5 hours or similar	33%	
GFA per employee	43.333	
Name of nearest site	WISHING WELL FITNESS	
Distance to nearest similar site	2.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	06:00	to	21:30
Friday	06:00	to	21:30
Saturday	08:00	to	18:30
Sunday	08:00	to	20:00

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	24
Parking Spaces Per Hectare	171.429
Parking Spaces Per 100m2 GFA	3.692

Number of spaces

Employee	0
Disabled	1
Visitor/Customer	23
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Parent & Toddler	0
Motorcycle spaces	0
Electronic Vehicle Charging Points	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

Each parking space is marked.

Site parking surface or non-surface (multi-storey/underground)
Surface

General Comments on Parking

Parking charges of off-street parking are:

- < 1 hr = £1.00
- < 2 hrs = £1.90
- < 4 hrs = £3.30
- < 10 hrs = £4.80

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)

No

off-site (on-street, in designated loading/servicing bays)

No

off-site (in restricted areas e.g. double yellow lines)

No

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

Yes

If prepared to pay, easy to find somewhere to park off-site all day

Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

Yes, Only Some Parts of the Area

Permitted on-street parking for non-residents available within this CPZ

Yes, All Day

If yes, time limited for non-residents

Yes

Charges for non-residents parking if permitted

No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 1000

Parking located within a control parking zone (CPZ)

Yes

Charges for this Off-Street parking

Yes, All Day

Charge amount 100

Charge period Hour

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: CB-07-K-01 Survey date: 10/06/14 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Hot and Clear
 PM weather: Hot and Cloudy
 Initial car park occupancy: 2 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 92% (24 On-Site Spaces)

Data proportions in %

Motor cars	96	Motor cycles	0	Public service	0
Light goods	4	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 136	Dep 138	Totals 274	Parking Accum
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	20	2	22	20
07:00-08:00	4	19	23	5
08:00-09:00	3	3	6	5
09:00-10:00	13	5	18	13
10:00-11:00	7	13	20	7
11:00-12:00	3	5	8	5
12:00-13:00	2	4	6	3
13:00-14:00	7	4	11	6
14:00-15:00	6	5	11	7
15:00-16:00	7	4	11	10
16:00-17:00	15	13	28	12
17:00-18:00	23	13	36	22
18:00-19:00	12	17	29	17
19:00-20:00	10	15	25	12
20:00-21:00	4	13	17	3
21:00-22:00	0	3	3	0
22:00-23:00				
23:00-24:00				

Site Reference: NR-07-K-01
 Created: Version: 7.4.2 23/02/17
 Latitude/Longitude: 52.25403, -0.91480
 Land Use Type: 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 Region/Area: EAST MIDLANDS/NORTHAMPTONSHIRE

Description: PUMP GYM
 Street: GLADSTONE ROAD
 District: KINGSFIELD BUS. CENTRE
 Town: NORTHAMPTON
 Post Code: NN5 7PP
 Planning Authority: NORTHAMPTON BOROUGH

Location: Edge of Town
 Location Sub Category: Commercial Zone
 Use Class: E(d)

Population within 500m: 525
 Population within 1 Mile: 5,001 to 10,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	184		184
Monday-Friday	0700-1000	46		46
Monday-Friday	1600-1900	42		42
Saturday	0700-1900	182		182
Sunday	0700-1900	72		72

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? No
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area: 0.52 hect
 Gross floor area: 1333 sqm
 Total Employees: 30

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located near the north-western edge of Northampton. Gladstone Road meets Mill Land at a roundabout just to the west of the site, and also heads south towards the A428. Other local roads head towards various parts of the local area.

The site is located within a commercial and industrial area, with various units surrounding it.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Northampton Town Centre	4	9
The Interchange	2	20
Northampton Rail	2	22

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

There are two bus stops located within a few minutes walk.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2016
Nearest Primary School	0.6 kilometres
Nearest Secondary School	2.2 kilometres
Nearest Local Shop/Corner Shop	0.4 kilometres
Nearest Main Supermarket	1.7 kilometres
Nearest Doctors Surgery	0.6 kilometres
Nearest Hospital with Minor Injuries/A & E	4.0 kilometres
Nearest Sports/Leisure Centre	1.1 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00138580
Number of people employed within Census Output Area	131
Number of households within Census Output Area	124
Number of people living within Census Output Area	305
Area of Census Output Area (hectares)	25.00
Population density within Census Output Area (per hectare)	12.10

SITE PHOTO



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	NR-07-K-01
Trade name:	PUMP GYM
Site area (h/a):	0.52
Gross floor area (sqm)	1333
GFA not in use (sqm)	0
Open since	2015
Total Employees	30
Full Time Employees	20 66%
Part Time Employees	10 34%
Approximate % of total employees working standard 9-5 hours or similar	66%
GFA per employee	44.433
Name of nearest site	PURE GYM
Distance to nearest similar site	3.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	06:00 to 22:00
Friday	06:00 to 22:00
Saturday	06:00 to 22:00
Sunday	06:00 to 22:00

Comments

This site consists of a gymnasium and a fitness studio.

On-Site parking

Total no. of parking spaces	26
Parking Spaces Per Hectare	50.000
Parking Spaces Per 100m2 GFA	1.950

Number of spaces

Employee	0
Disabled	3
Visitor/Customer	23
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Parent & Toddler	0
Motorcycle spaces	0
Electronic Vehicle Charging Points	0

Parking charges	No
Site parking surface or non-surface (multi-storey/underground)	Surface

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	No
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	No
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
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Off-Street parking

Off-Street parking available	NO
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Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: NR-07-K-01 Survey date: 23/11/16 Day of week: Wednesday

Survey type: Manual Count
 AM weather: Cold and Clear
 PM weather: Cold and Clear

Initial car park occupancy: 6 Final car park occupancy: 13

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 88% (26 On-Site Spaces)

Data proportions in %

Motor cars	99	Motor cycles	0	Public service	0
Light goods	1	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 76	Dep 69	Totals 145	Parking Accum
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	5	1	6	10
07:00-08:00	9	4	13	15
08:00-09:00	5	5	10	15
09:00-10:00	6	4	10	17
10:00-11:00	9	3	12	23
11:00-12:00	2	5	7	20
12:00-13:00	6	11	17	15
13:00-14:00	3	6	9	12
14:00-15:00	3	2	5	13
15:00-16:00	2	2	4	13
16:00-17:00	0	4	4	9
17:00-18:00	3	4	7	8
18:00-19:00	8	3	11	13
19:00-20:00	7	5	12	15
20:00-21:00	4	5	9	14
21:00-22:00	4	5	9	13
22:00-23:00				
23:00-24:00				

Comments

No OGV's, PSV's, taxis, motorcycles or pedal cycles visited the site during this survey.

Site Reference: NY-07-K-01
 Created: Version: 7.4.1 24/01/17
 Latitude/Longitude: 54.14485, -1.51978
 Land Use Type: 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 Region/Area: YORKSHIRE & NORTH LINCOLNSHIRE/NORTH YORKSHIRE

Description: FITNESS CLUB
 Street: RIVER VIEW ROAD
 District:
 Town: RIPON
 Post Code: HG4 1JJ
 Planning Authority: RIPON

Location: Edge of Town
 Location Sub Category: No Sub Category
 Use Class: E(d)

Population within 500m: 964
 Population within 1 Mile: 5,001 to 10,000
 Population within 5 Miles: 5,001 to 25,000
 Car ownership within 5 Miles: 0.6 to 1.0
 Reason for blank public transport table: n/a

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area: 0.13 hect
 Gross floor area: 404 sqm
 Total Employees: 6

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located at the northern edge of Ripon. The nearest main route is the A61, located to the east of the site. North Road is accessed to the south-east, and heads south into the city. The site is mainly surrounded by open land, with the River Ure just to the north and east. There are a few small units around the site.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2016
Nearest Primary School	1.5 kilometres
Nearest Secondary School	2.5 kilometres
Nearest Local Shop/Corner Shop	0.5 kilometres
Nearest Main Supermarket	0.5 kilometres
Nearest Doctors Surgery	1.0 kilometres
Nearest Hospital with Minor Injuries/A & E	3.3 kilometres
Nearest Sports/Leisure Centre	2.6 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00141131
Number of people employed within Census Output Area	218
Number of households within Census Output Area	167
Number of people living within Census Output Area	377
Area of Census Output Area (hectares)	10.00
Population density within Census Output Area (per hectare)	36.70

SITE PHOTO



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	NY-07-K-01
Trade name:	ORIGIN HEALTH CLUB
Site area (h/a):	0.13
Gross floor area (sqm)	404
GFA not in use (sqm)	0
Open since	2013
Total Employees	6
Full Time Employees	0
Part Time Employees	6
Approximate % of total employees working standard 9-5 hours or similar	0%
GFA per employee	67.333
Name of nearest site	INTRIM HEALTH & FITNESS
Distance to nearest similar site	1.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	21:30
Friday	07:00	to	20:30
Saturday	08:30	to	12:30
Sunday	08:30	to	12:30

Comments

Facilities at this site include a gym, a fitness studio, a beauty room, a tanning room, and a public tennis court adjacent to the site.

On-Site parking

Total no. of parking spaces	33
Parking Spaces Per Hectare	253.846
Parking Spaces Per 100m2 GFA	8.168

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	33
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Parent & Toddler	0
Motorcycle spaces	0
Electronic Vehicle Charging Points	0

Parking charges	No
Site parking surface or non-surface (multi-storey/underground)	Surface

General Comments on Parking

The car park is a members car park, consisting of 8 marked out spaces just off the road before entering the main car park, and an unmarked area for around 25 vehicles. There are no designated cycle spaces but there is plenty of room. Note that people using the public tennis court next to the site can also use the car park, but the court was not used on the day of the survey.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: NY-07-K-01 Survey date: 27/09/16 Day of week: Tuesday

Survey type: Manual Count
AM weather: Mild and Cloudy
PM weather: Mild and Cloudy

Initial car park occupancy: 0 Final car park occupancy: 1

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 48% (33 On-Site Spaces)

Data proportions in %

Motor cars	93	Motor cycles	3	Public service	0
Light goods	2	OGV (1)	0	OGV (2)	0
				Taxis	2

Servicing Vehicles count recorded No

Time	Arr 63	Dep 62	Totals 125	Parking Accum
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	2	0	2	2
07:00-08:00	4	1	5	5
08:00-09:00	3	3	6	5
09:00-10:00	5	4	9	6
10:00-11:00	5	7	12	4
11:00-12:00	2	0	2	6
12:00-13:00	4	2	6	8
13:00-14:00	5	7	12	6
14:00-15:00	4	2	6	8
15:00-16:00	2	4	6	6
16:00-17:00	3	1	4	8
17:00-18:00	11	3	14	16
18:00-19:00	6	12	18	10
19:00-20:00	6	8	14	8
20:00-21:00	1	5	6	4
21:00-22:00	0	3	3	1
22:00-23:00	0	0	0	1
23:00-24:00				

Comments

No OGV's or PSV's visited the site during this survey.

Site Reference: PS-07-K-01
 Created: Version: 7.2.4 06/11/15
 Latitude/Longitude: 52.66214, -3.15320
 Land Use Type: 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 Region/Area: WALES/POWYS

Description: SPORTS CENTRE
 Street: BROOK STREET
 District:
 Town: WELSHPOOL
 Post Code: SY21 7NA
 Planning Authority:

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: E(d)

Population within 500m: 925
 Population within 1 Mile: 5,001 to 10,000
 Population within 5 Miles: 5,001 to 25,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	49		49
Monday-Friday	0700-1000	13		13
Monday-Friday	1600-1900	10		10
Saturday	0700-1900	38		38
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? No
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area 0.14 hect
 Gross floor area 950 sqm
 Total Employees 2

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located at the western edge of Welshpool. The nearest main route is the A458, to the south of the site, which heads east and west.

The site is surrounded by light residential development, with woodlands and fields further to the north, west and south.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 4. If yes to question 3, where it is necessary to cross a road between the development and the stop,
 is there a conveniently placed crossing facility? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There are some bus services operating at much less than 1 service per hour to Newtown, Foel,
 Llanrhaeadr-ym-Mochnant and Oswestry.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

The site has a bus stop nearby.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2015
Nearest Primary School	0.9 kilometres
Nearest Secondary School	1.3 kilometres
Nearest Local Shop/Corner Shop	0.7 kilometres
Nearest Main Supermarket	0.2 kilometres
Nearest Doctors Surgery	1.0 kilometres
Nearest Hospital with Minor Injuries/A & E	0.8 kilometres
Nearest Sports/Leisure Centre	0.3 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	W00002675
Number of people employed within Census Output Area	118
Number of households within Census Output Area	117
Number of people living within Census Output Area	246
Area of Census Output Area (hectares)	7.00
Population density within Census Output Area (per hectare)	35.00

SITE PHOTO



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	PS-07-K-01
Trade name:	THE ARMOURY SPORTS CENTRE
Site area (h/a):	0.14
Gross floor area (sqm)	950
GFA not in use (sqm)	0
Open since	1985
Total Employees	2
Full Time Employees	2
Part Time Employees	0
Approximate % of total employees working standard 9-5 hours or similar	0%
GFA per employee	475.000
Name of nearest site	THE FLASH LEISURE C.
Distance to nearest similar site	3.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	21:30
Friday	08:30	to	20:30
Saturday	09:00	to	13:00
Sunday	10:00	to	14:00

Comments

Facilities at this site consist of 2 fully equipped gyms (one of these being for women only), 3 squash courts, and 1 fitness (dance) studio.

On the day of the survey there were no listed classes taking place.

There are 2 full time employees working at the site. There are people who lease rooms at the gym and take classes, but these are not employees of the site.

The centre was refurbished in 2011.

On-Site parking

Total no. of parking spaces	8
Parking Spaces Per Hectare	57.143
Parking Spaces Per 100m2 GFA	0.842

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	8
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Parent & Toddler	0
Motorcycle spaces	0
Electronic Vehicle Charging Points	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There is no formal parking management at the site. No car has ever been clamped or towed from the site.

Site parking surface or non-surface (multi-storey/underground)
 Surface

General Comments on Parking

The parking bays are unmarked. Although there are 8 spaces recorded, more vehicles can squeeze into the site haphazardly at busy times.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)
 No

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	1176
Parking located within a control parking zone (CPZ)	No
Charges for this Off-Street parking	Yes, All Day
Charge amount	25
Charge period	Hour

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site
 No

Site reference: PS-07-K-01 Survey date: 11/05/15 Day of week: Monday

Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Cloudy

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 125% (8 On-Site Spaces)

Data proportions in %

Motor cars	100	Motor cycles	0	Public service	0
Light goods	0	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 31	Dep 31	Totals 62	Parking Accum
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	1	0	1	1
07:00-08:00	3	0	3	4
08:00-09:00	2	6	8	0
09:00-10:00	1	0	1	1
10:00-11:00	1	0	1	2
11:00-12:00	0	2	2	0
12:00-13:00	3	0	3	3
13:00-14:00	2	2	4	3
14:00-15:00	0	3	3	0
15:00-16:00	3	0	3	3
16:00-17:00	0	3	3	0
17:00-18:00	2	0	2	2
18:00-19:00	8	0	8	10
19:00-20:00	3	12	15	1
20:00-21:00	2	1	3	2
21:00-22:00	0	2	2	0
22:00-23:00				
23:00-24:00				

Comments

No OGV's, PSV's, taxis, LGV's, motorcycles or pedal cycles visited the site during this survey.

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that off-site parking was also included in the survey.

Calculation Reference: AUDIT-539501-210513-0500

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	PS POWYS	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: Gross floor area
 Actual Range: 404 to 1333 (units: sqm)
 Range Selected by User: 404 to 8000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 14/03/19

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
Tuesday	2 days
Wednesday	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	4
--------------	---

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
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:

E(d) 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:

5,001 to 10,000 4 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 3 days

125,001 to 250,000 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	CB-07-K-01	FITNESS CLUB	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	650 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
2	NR-07-K-01	PUMP GYM	NORTHAMPTONSHIRE
	GLADSTONE ROAD		
	NORTHAMPTON		
	KINGSFIELD BUS. CENTRE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1333 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
3	NY-07-K-01	FITNESS CLUB	NORTH YORKSHIRE
	RIVER VIEW ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	404 sqm	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
4	PS-07-K-01	SPORTS CENTRE	POWYS
	BROOK STREET		
	WELSHPOOL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	950 sqm	
	Survey date: MONDAY	11/05/15	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
HC-07-K-01	1
SH-07-K-01	1

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	834	0.839	4	834	0.090	4	834	0.929
07:00 - 08:00	4	834	0.599	4	834	0.719	4	834	1.318
08:00 - 09:00	4	834	0.390	4	834	0.509	4	834	0.899
09:00 - 10:00	4	834	0.749	4	834	0.390	4	834	1.139
10:00 - 11:00	4	834	0.659	4	834	0.689	4	834	1.348
11:00 - 12:00	4	834	0.210	4	834	0.360	4	834	0.570
12:00 - 13:00	4	834	0.450	4	834	0.509	4	834	0.959
13:00 - 14:00	4	834	0.509	4	834	0.569	4	834	1.078
14:00 - 15:00	4	834	0.390	4	834	0.360	4	834	0.750
15:00 - 16:00	4	834	0.420	4	834	0.300	4	834	0.720
16:00 - 17:00	4	834	0.539	4	834	0.629	4	834	1.168
17:00 - 18:00	4	834	1.169	4	834	0.599	4	834	1.768
18:00 - 19:00	4	834	1.019	4	834	0.959	4	834	1.978
19:00 - 20:00	4	834	0.779	4	834	1.199	4	834	1.978
20:00 - 21:00	4	834	0.330	4	834	0.719	4	834	1.049
21:00 - 22:00	4	834	0.120	4	834	0.390	4	834	0.510
22:00 - 23:00	1	404	0.000	1	404	0.000	1	404	0.000
23:00 - 24:00									
Total Rates:			9.171			8.990			18.161

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:	404 - 1333 (units: sqm)
Survey date range:	01/01/13 - 14/03/19
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:	2

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	834	0.000	4	834	0.000	4	834	0.000
07:00 - 08:00	4	834	0.000	4	834	0.000	4	834	0.000
08:00 - 09:00	4	834	0.000	4	834	0.000	4	834	0.000
09:00 - 10:00	4	834	0.000	4	834	0.000	4	834	0.000
10:00 - 11:00	4	834	0.000	4	834	0.000	4	834	0.000
11:00 - 12:00	4	834	0.000	4	834	0.000	4	834	0.000
12:00 - 13:00	4	834	0.000	4	834	0.000	4	834	0.000
13:00 - 14:00	4	834	0.000	4	834	0.000	4	834	0.000
14:00 - 15:00	4	834	0.000	4	834	0.000	4	834	0.000
15:00 - 16:00	4	834	0.000	4	834	0.000	4	834	0.000
16:00 - 17:00	4	834	0.030	4	834	0.030	4	834	0.060
17:00 - 18:00	4	834	0.000	4	834	0.000	4	834	0.000
18:00 - 19:00	4	834	0.000	4	834	0.000	4	834	0.000
19:00 - 20:00	4	834	0.000	4	834	0.000	4	834	0.000
20:00 - 21:00	4	834	0.000	4	834	0.000	4	834	0.000
21:00 - 22:00	4	834	0.000	4	834	0.000	4	834	0.000
22:00 - 23:00	1	404	0.000	1	404	0.000	1	404	0.000
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	834	0.000	4	834	0.000	4	834	0.000
07:00 - 08:00	4	834	0.000	4	834	0.000	4	834	0.000
08:00 - 09:00	4	834	0.000	4	834	0.000	4	834	0.000
09:00 - 10:00	4	834	0.000	4	834	0.000	4	834	0.000
10:00 - 11:00	4	834	0.030	4	834	0.000	4	834	0.030
11:00 - 12:00	4	834	0.000	4	834	0.000	4	834	0.000
12:00 - 13:00	4	834	0.030	4	834	0.030	4	834	0.060
13:00 - 14:00	4	834	0.000	4	834	0.000	4	834	0.000
14:00 - 15:00	4	834	0.000	4	834	0.030	4	834	0.030
15:00 - 16:00	4	834	0.000	4	834	0.000	4	834	0.000
16:00 - 17:00	4	834	0.000	4	834	0.000	4	834	0.000
17:00 - 18:00	4	834	0.000	4	834	0.000	4	834	0.000
18:00 - 19:00	4	834	0.000	4	834	0.000	4	834	0.000
19:00 - 20:00	4	834	0.000	4	834	0.000	4	834	0.000
20:00 - 21:00	4	834	0.000	4	834	0.000	4	834	0.000
21:00 - 22:00	4	834	0.000	4	834	0.000	4	834	0.000
22:00 - 23:00	1	404	0.000	1	404	0.000	1	404	0.000
23:00 - 24:00									
Total Rates:			0.060			0.060			0.120

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	834	0.240	4	834	0.030	4	834	0.270
07:00 - 08:00	4	834	0.479	4	834	0.150	4	834	0.629
08:00 - 09:00	4	834	0.300	4	834	0.420	4	834	0.720
09:00 - 10:00	4	834	0.360	4	834	0.240	4	834	0.600
10:00 - 11:00	4	834	0.450	4	834	0.300	4	834	0.750
11:00 - 12:00	4	834	0.120	4	834	0.210	4	834	0.330
12:00 - 13:00	4	834	0.360	4	834	0.360	4	834	0.720
13:00 - 14:00	4	834	0.300	4	834	0.450	4	834	0.750
14:00 - 15:00	4	834	0.210	4	834	0.210	4	834	0.420
15:00 - 16:00	4	834	0.150	4	834	0.150	4	834	0.300
16:00 - 17:00	4	834	0.060	4	834	0.210	4	834	0.270
17:00 - 18:00	4	834	0.450	4	834	0.210	4	834	0.660
18:00 - 19:00	4	834	0.659	4	834	0.420	4	834	1.079
19:00 - 20:00	4	834	0.479	4	834	0.749	4	834	1.228
20:00 - 21:00	4	834	0.210	4	834	0.300	4	834	0.510
21:00 - 22:00	4	834	0.120	4	834	0.300	4	834	0.420
22:00 - 23:00	1	404	0.000	1	404	0.000	1	404	0.000
23:00 - 24:00									
Total Rates:			4.947			4.709			9.656

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	834	0.060	4	834	0.030	4	834	0.090
07:00 - 08:00	4	834	0.060	4	834	0.090	4	834	0.150
08:00 - 09:00	4	834	0.000	4	834	0.000	4	834	0.000
09:00 - 10:00	4	834	0.000	4	834	0.000	4	834	0.000
10:00 - 11:00	4	834	0.000	4	834	0.000	4	834	0.000
11:00 - 12:00	4	834	0.000	4	834	0.000	4	834	0.000
12:00 - 13:00	4	834	0.030	4	834	0.030	4	834	0.060
13:00 - 14:00	4	834	0.000	4	834	0.000	4	834	0.000
14:00 - 15:00	4	834	0.000	4	834	0.000	4	834	0.000
15:00 - 16:00	4	834	0.030	4	834	0.000	4	834	0.030
16:00 - 17:00	4	834	0.000	4	834	0.000	4	834	0.000
17:00 - 18:00	4	834	0.030	4	834	0.000	4	834	0.030
18:00 - 19:00	4	834	0.000	4	834	0.030	4	834	0.030
19:00 - 20:00	4	834	0.000	4	834	0.000	4	834	0.000
20:00 - 21:00	4	834	0.000	4	834	0.030	4	834	0.030
21:00 - 22:00	4	834	0.000	4	834	0.000	4	834	0.000
22:00 - 23:00	1	404	0.000	1	404	0.000	1	404	0.000
23:00 - 24:00									
Total Rates:			0.210			0.210			0.420

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	834	0.000	4	834	0.000	4	834	0.000
07:00 - 08:00	4	834	0.000	4	834	0.000	4	834	0.000
08:00 - 09:00	4	834	0.000	4	834	0.000	4	834	0.000
09:00 - 10:00	4	834	0.000	4	834	0.000	4	834	0.000
10:00 - 11:00	4	834	0.000	4	834	0.000	4	834	0.000
11:00 - 12:00	4	834	0.000	4	834	0.000	4	834	0.000
12:00 - 13:00	4	834	0.000	4	834	0.000	4	834	0.000
13:00 - 14:00	4	834	0.000	4	834	0.000	4	834	0.000
14:00 - 15:00	4	834	0.000	4	834	0.000	4	834	0.000
15:00 - 16:00	4	834	0.030	4	834	0.030	4	834	0.060
16:00 - 17:00	4	834	0.000	4	834	0.000	4	834	0.000
17:00 - 18:00	4	834	0.030	4	834	0.000	4	834	0.030
18:00 - 19:00	4	834	0.000	4	834	0.030	4	834	0.030
19:00 - 20:00	4	834	0.000	4	834	0.000	4	834	0.000
20:00 - 21:00	4	834	0.000	4	834	0.000	4	834	0.000
21:00 - 22:00	4	834	0.000	4	834	0.000	4	834	0.000
22:00 - 23:00	1	404	0.000	1	404	0.000	1	404	0.000
23:00 - 24:00									
Total Rates:			0.060			0.060			0.120

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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