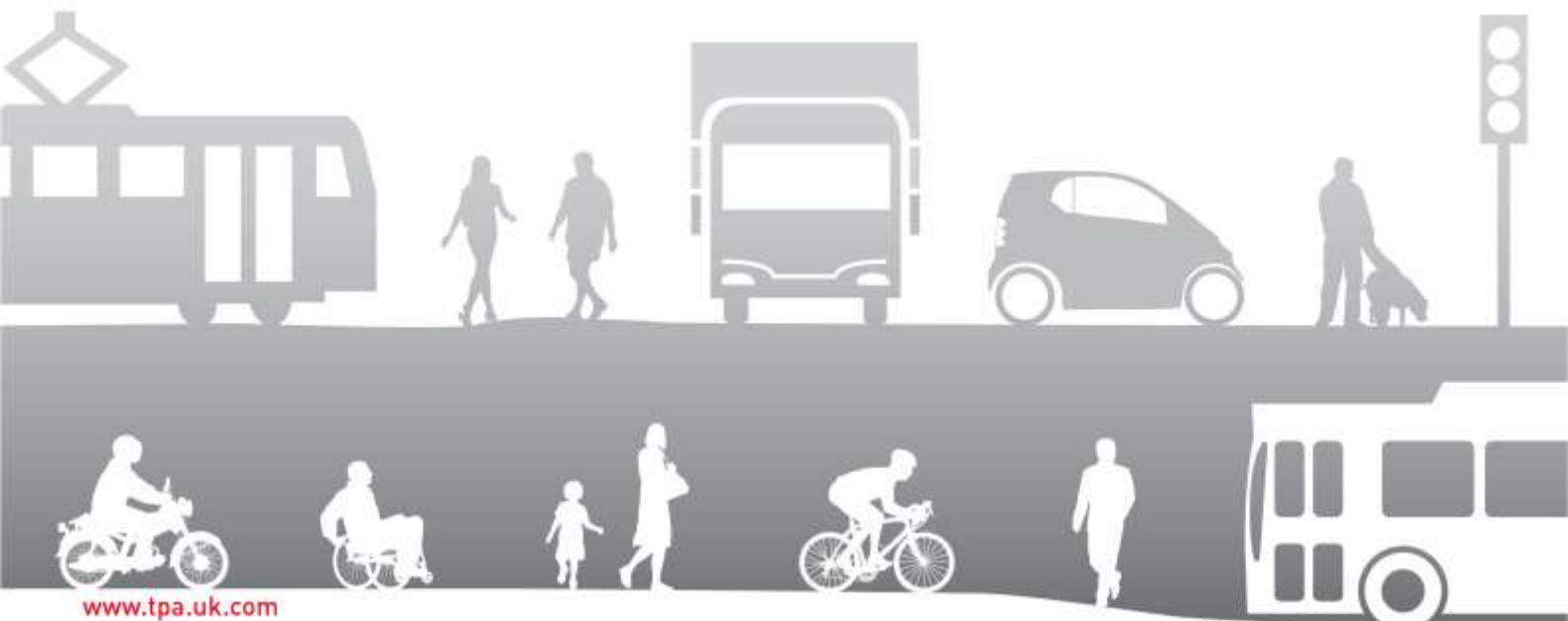


A Planning Application by  
**RON NEW AND ROGER FLEET**

In respect of  
**45-46 Chesham Road  
BOVINGDON**

**Transport Statement**

March 2021



## Document Management

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### Document Review

	Status	Author	Checker	Approver	Date
01	Draft	AC	TH	TH	19   03   21
-	Issue	TH	LM	TH	25   03   21

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## 1 Introduction

- 1.1 Transport Planning Associates has been appointed by Ron New and Roger Fleet to provide a Transport Statement (TS) in respect of a planning application at 45-46 Chesham Road, Bovingdon.
- 1.2 The development will comprise the demolition of two existing houses on the site to provide 8 residential dwellings with associated parking.
- 1.3 Access for four of the dwellings will be taken directly from Chesham Road via vehicle crossovers whilst the remaining four properties are proposed to be accessed off a singular shared access road.
- 1.4 Planning permission was recently granted consent for a scheme, similar in scale and access arrangements at 49 Chesham Road (19/02696/FUL). As part of the consented development, access to the proposed dwellings was also proposed to be undertaken, in part via vehicles crossovers as well as by a shared access.
- 1.5 This TS identifies the site in the context of the local highway network and outlines the existing travel opportunities for pedestrians, cyclists and public transport users. The proposed development is outlined and a forecast of the quantum of vehicle trips generated is summarised.

### Report Structure

- 1.6 The remainder of this report is structured as follows:
  - Chapter 2: Planning Policy;
  - Chapter 3: Existing Highway Situation and Context;
  - Chapter 4: Development Proposal;
  - Chapter 5: Trip Attraction and Generation; and
  - Chapter 6: Conclusion and Summary.

## 2 Planning Policy

### National Planning Policy Framework (2019)

2.1 The Government's Revised National Planning Policy Framework (NPPF) sets out the Government's policy to help inform local authorities and developers regarding future developments.

2.2 The basis of transport policy within the NPPF is stated as;

*"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."*

(Paragraph 103)

2.3 In supporting sustainable developments and with respect to planning decisions, planning decision makers are advised to consider opportunities for travel by sustainable modes are taken up, safe and suitable access to the site can be achieved and that residual impacts are minimal in order to limit the significant impacts of development.

2.4 At paragraph 109, the NPPF states in the context of decision making 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."*

2.5 Therefore, development applications should ensure:

*"safe and suitable access to the site can be achieved for all users";*

*"appropriate opportunities to promote sustainable transport modes can be or have been – taken up, given the type of development and its location" (Paragraph 108);*

*"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use" ; and*

*"allow for the efficient delivery of goods, and access by service and emergency vehicles"*  
(Paragraph 110)

- 2.6 In continuation of previous government NPPF policy, the Government seeks the minimisation of the need to travel and a maximisation of the use of sustainable transport modes to and from the development, with opportunities to promote walking, cycling and public transport identified and pursued.
- 2.7 In order to assist in achieving this, developments should seek to give priority to non-car modes of transport, create layouts which minimise conflict between vehicles and cyclists or pedestrians, incorporate facilities for ultra-low emission vehicles and consider the needs of disabled people.

### **Dacorum Borough Local Plan 1991- 2011 (2004)**

- 2.8 The Dacorum Borough Local Plan 2004 sets out Dacorum Borough's growth needs to 2011 and was adopted on in 2004. Section 7 of the Local Plan, identifies a number of aims and objectives to enhance the sustainability of travel within Dacorum Borough.
- 2.9 Dacorum Borough is currently in the process of preparing a new Local Plan for the time period of 2020 to 2038 and has ended the consultation stage of the Local Plan.
- 2.10 Policy 54 on Highway Design sets out requirements for highway design, access and servicing and circulation space for proposed developments. It states that

*"At the discretion of the planning authority, normal standards may be relaxed in order to meet wider environmental, transport, safety, design and conservation objectives. In particular, low speed design will be required in appropriate residential area layouts."*

### **Dacorum Borough Council Parking Standard**

- 2.11 Parking standards for residential uses are contained within the Parking Standards Supplementary Planning Document (SPD) which was issued on May 2019. They are presented in below in Table 2.1.

**Table 2.1 Dacorum Borough Council Parking Standards**

Dwelling size	Vehicle spaces*	
	Allocated	Unallocated
1 bedroom	1	0.8
2 bedrooms	1.3	1.1
3 bedrooms	1.7	1.4
4 bedrooms	1.97	1.6

*\*for areas outside of accessibility zones of Dacorum Borough*

2.1 5% of spaces are reserved for disabled parking provisions and 20% of all spaces are allocated to be active provisions of electric vehicles. 1 L/t space per unit of cycle parking space is required if no garage or shed are provided.



## 3 Existing Highway and Transportation Context

### Introduction

- 3.1 This chapter of the report identifies the application site in the context of the local highway network and describes the existing travel opportunities for pedestrians, cyclists and passenger transport users.

### Application Site

- 3.2 The application site is located on Chesham Road and currently accommodates 2 residential dwellings. Access to the existing dwellings is taken from individual vehicle crossovers taken from Chesham Road.
- 3.3 The site is bound by Chesham Road to the northwest and residential dwellings to the northeast, southeast and southwest boundaries. A site location plan is presented in **Figure 3.1**.
- 3.4 A residential development at 49 Chesham Road to the north east of the site was recently approved (19/02696/FUL) for the demolition of a single dwelling and the construction of 8 residential dwellings.

### Pedestrian and Cycle Accessibility

- 3.5 Chesham Road benefits from pedestrian footpaths of approximately 1.2m wide on both sides of the road, with street lights.
- 3.6 A traffic signal controlled pedestrian crossing is present approximately 200m north of the site via Chesham Road, which provides a controlled crossing for pedestrians across Chesham Road. Approximately a further 20m north of the pedestrian crossing, Chesham Road intersects with High Street, Newhouse Road and Hempstead Road via a double mini-roundabout junction. Pedestrian crossings in the form of dropped kerbs and pedestrian refuge islands are present on the western and northern arm of the junction.
- 3.7 Numerous facilities and amenities in the village of Bovingdon can be accessed via High Street.
- 3.8 Whilst there are no formal cycle infrastructure within the village of Bovingdon, the 30mph speed limit and lightly trafficked roads within the village would make it suitable for cyclists to utilise.

## Public Transport

### Bus

3.9 The nearest bus stops to the site are located on both sides of the High Street, 100m to the north of the access with Chesham Road. The bus stop can be accessed via the pedestrian footpaths on either side of the road.

3.10 Both bus stops benefit from a timetable information board. Table 3.1 summarises the bus services that serve the bus stop,

Table 3.1 Summary of Local Bus Services

Service No.	Route	Frequency		
		Monday - Friday	Saturday	Sunday
1	High Wycombe - Hazlemere - Amersham - Chesham	13 services per day First: 06:36 Last: 19:54	12 services per day First: 08:09 Last: 19:39	One service First: 07:39
1A	High Wycombe - Hazlemere - Amersham - Chesham	No service	No service	One service per hour First: 08:13 Last: 17:13
352	Hemel Hempstead - Watford	5 services per day First: 10:59 Last: 18:56	5 services per day First: 08:59 Last: 17:09	No service

3.11 Further to this, bus service 51 can be access from the bus station at Hempstead Road 100m north of the roundabout junction with Chesham Road, High Street and New House Road, which also enables residents to travel to and from Hemel Hempstead.

### Rail

3.12 The closest railway station is the Hemel Hempstead railway station, 4km east of the site. Operated by London Northwestern Railway, Hemel Hempstead railway station provides access to a wide number of stations such as Birmingham New Street, Milton Keynes Central, Northampton, Clapham Junction and London Euston.

3.13 The station can be reached via B4505 Hempstead Road which can be cycled to and from. The railway station benefits from bicycle stands for parking and 200 car parking spaces in the Station Car Park.

### Local Services and Facilities

3.14 There are a variety of nearby services and facilities that are situated within proximity of the site that will benefit the future residents.

3.15 These facilities are summarised in Table 3.2, with a forecast journey time and distance via on foot and by cycle.

Table 3.2 Summary of Local Services and Facilities

Destination	Distance (km)	Walking journey time (minutes)	Cycle journey time (minutes)
Hemel Hempstead railway station	4.2	N/A	18
Local bus stops	0.4	4	1
Village High Street	0.3	3	1
Tesco Express	0.3	3	1
Bovingdon Post Office	0.4	4	1
Bovingdon Primary Academy	0.6	7	2
The Bell Inn	0.7	8	2
Old MacDonald’s Day Nursery	1.4	17	4
Longmeadow Surgery	0.3	3	1
Manor Pharmacy	0.4	4	1

*Walking and cycling journey times based on speeds of 3mph and 12mph respectively.*

3.16 A plan showing the location of the site in relation to local facilities and services is presented in **Figure 3.2**.

3.17 The information presented in the table above indicates that there are some key facilities within proximity of the site via active modes of transport.

3.18 The Institute of Highways and Transportation (IHT) document Guidance for Journeys on Foot (2000) provides long established guidance on walking distances from a development to local services that is most generally considered as appropriate, details of which are presented in Table 3.3.

Table 3.3 IHT guidance for acceptable journeys to be made on foot

	Town Centres	Commuting / School / Sight-seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred maximum	800m	2,000m	1,200m

*Taken from IHT Guidelines for Providing Journeys on Foot*

3.19 Comparing the location of local services and associates walk distances presented in Table 3.2 against the guidance presented within Table 3.3, it can be concluded that a number of services are situated within an acceptable walking distance with all facilities within the preferred maximum walking distances for the main convenience shops in addition to the further services such as the doctor’s surgery and pharmacy. This demonstrates that the existing settlement of Barrow can be considered sustainable.

### Local Highway Network

3.20 Chesham Road will provide the main vehicular access to the site and is one of the main vehicular routes through the village centre of Bovingdon. In the vicinity of the site, Chesham Road is a two-way road with a carriageway width of approximately 6m and is subject to a 30mph speed limit.

3.21 Around 220m to the north of the vehicle access from the site, Chesham Road intersects with High Street, Newhouse Road and Hempstead Road via a double mini-roundabout junction.

3.22 Hempstead Road connects the village of Bovingdon to Hemel Hempstead to the east, allowing access to the Hemel Hempstead railway station. The A41 can also be accessed via the A4251 London Road via Hempstead Road.

3.23 The A41 provides access to the M25 motorway at junction 25 to the south east and the town of Aylesbury and the M40 to the north west.

3.24 Around 500m to the south of the site access, Chesham Road intersects with Leyhill Road via a priority junction. Both Chesham Road and Leyhill Road enables access to the town of Chesham to the south west.

## Accident History

- 3.25 Accident data presented within the previous approved planning applications at 49 and 50 to 54 Chesham Road do not identify any clusters of accidents or collision trends around the site on Chesham Road within the 3 year period assessed. Furthermore, it identified that there is a low level of collision within the wider village of Bovingdon.
- 3.26 The introduction of the proposed development would not result in conditions that would result in highway conditions that would be prejudice to highway safety.

## Summary

- 3.27 As demonstrated within this chapter of the report, the application site is located within a highly sustainable area with access to local amenities and services within an appropriate walking distance.

## 4 Development Proposal

4.1 This chapter sets out the key principles of the development proposal.

### Proposed Development Schedule

4.2 The development will provide a total of 8 residential dwellings. This includes the demolition of the two existing residential housing to form 6 3-bedroomed dwellings and 2 4 bedroomed dwellings.

4.3 The proposed layout for the development is presented in the drawing prepared by Boast Architects and is contained in **Appendix A**.

### Access

4.4 Vehicular access for the rear four dwellings to the site is proposed to be taken from a new private shared access road on the site. The private access road is proposed to be 4.5m wide and intersects with Chesham Road via a priority junction. The access road is sufficient for 2 cars to pass along the access road. A gate is present at the middle of the private access road. The priority access junction is presented in TPA drawing 2102-059 SK01 which is contained in **Appendix B**. The form of access is consistent in approach and form that has been approved as part of the recently granted planning permission at 49 Chesham Road.

4.5 In accordance with Manual for Streets and a 30 mph road, Visibility splays of 2.4m by 43m are achievable for vehicles exiting for the site access. The proposed visibility splays are demonstrated within the proposed site layout as well as the priority access TPA drawing 2102-059 SK01.

4.6 For the front four dwellings which front onto Chesham Road, vehicular access is proposed to be taken as a vehicle crossover providing access to car parking spaces associated with the dwellings.

4.7 The proposed crossover arrangement is in keeping with other dwellings along Chesham Road, requiring vehicles to reverse onto the road. As shown in the previous chapter, there are no clusters of accidents or collision trends around the site on Chesham Road within a 3 year period and therefore the crossover access is considered to be suitable and safe.

### Parking

4.8 A total of 19 car parking spaces is proposed to be provided for the proposed development, which is in accordance with the current parking guidelines outlined in Chapter 2.

- 4.9 2 secure cycle parking spaces will be provided within each garden with access to all gardens at the rear of the dwellings in accordance with parking guidelines.

### **Refuse Collection and Site Servicing**

- 4.10 Refuse and site servicing vehicles will enter the site via the private access road from Chesham Road. A turning head is provided within the site for servicing, delivery and refuse vehicles.
- 4.11 Swept path analysis of this turning head for a refuse vehicle that would be expected to access the site is presented in TPA drawing SP06 which is contained in **Appendix C**. The swept path analysis demonstrates that the refuse vehicle access and egress from the site safely with adequate space for manoeuvrability.

### **Construction Traffic**

- 4.12 Given the size of the development it would not be anticipated that the impact of construction traffic would be significant.

## 5 Trip Generation

5.1 This section considers the quantum and distribution of trips that may be generated by the proposed development.

### Existing Development Trip Generation

5.2 The existing site is occupied by 2 residential dwellings.

5.3 In order to forecast for the number of trips that may be generated by the development, the TRICS database was investigated to derive appropriate vehicle trip rates.

5.4 Trip rates for the proposed residential use were determined using TRICS Land Use 03 – Residential, sub class A – Houses privately owned. The following criteria were used to obtain a sample of sites analogous to the proposed development:

- Multi-modal surveys selected;
- Sites in England selected;
- Greater London sites were omitted;
- Weekday surveys only;
- Surveys dating back to 2012; and
- Development with units ranging from 6 to 30 were considered.

5.5 A total of 22 sites were considered comparable to the proposed development. A full copy of the TRICS report is contained in **Appendix D**.

5.6 A summary of the total vehicle trip rates for traditional AM and PM peak periods across a 12 hour period is provided in Table 5.1.

Table 5.1 Total Vehicle Trip Rates

Travel mode	AM peak (0800 to 0900)		PM peak (1700 to 1800)		12 hour (0700 to 1900)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Total vehicle trip rate per dwelling	0.194	0.381	0.310	0.151	2.539	2.669

5.7 A comparison has been made between the trip rates presented within Table 5.1 and the trip rates used as part of the approved planning application at 49 Chesham Road. In comparison, the trip rates are



comparable and hence it is deemed that the proposed trip rates are acceptable for the determining the level vehicle trips to be generated by the proposed development.

5.8 The trip rates presented in Table 5.1 have been applied to the development schedule of 2 dwellings to provide a forecast of existing vehicle trips that may be generated during each period. Table 5.2 below presents the existing forecast total vehicle trips that may be associated with the proposed development.

Table 5.2 Total Existing Vehicle Trips

Travel mode	AM peak (0800 to 0900)		PM peak (1700 to 1800)		12 hour (0700 to 1900)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Total vehicle trips	0	1	1	0	5	5

5.9 The data presented in Table 5.2 indicates that the site is likely to generate 1 vehicle trips during the AM peak and 1 trips during the PM peak. A total of 10 vehicular movements could be expected over a 12 hour period with 5 arrivals and 5 departures.

### Proposed Residential Trip Generation

5.10 The proposed development seeks to provide 8 residential units. The same trip rates were used as the existing residential trip generation, which is contained in **Appendix D**.

5.11 A summary of the total vehicle trip rates for traditional AM and PM peak periods across a 12 hour period is provided in Table 5.3.

Table 5.3 Total Proposed Vehicle Trips

Travel mode	AM peak (0800 to 0900)		PM peak (1700 to 1800)		12 hour (0700 to 1900)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Total vehicle trips	2	3	2	1	20	21

- 5.12 The data presented in Table 5.3 indicates that the site is likely to generate 5 vehicle trips during the AM peak and 3 trips during the PM peak. This level of trip generation would equate to an increase of 4 and 3 vehicle trips respectively above the existing vehicle trip generation for the morning and evening peaks respectively. The proposed trip generation would broadly equate to a single vehicle trip to or from the site every 12 minutes. A total of 41 vehicular movements could be expected over a 12 hour period with 20 arrivals and 21 departures.
- 5.13 Due to the low level of trip generation from the site, it is considered that the development will not have a significant impact on the highway and transport networks. Additionally, given the low level of development is not considered that there would any conflict along the site access road.

## 6 Conclusion and Summary

- 6.1 Transport Planning Associates has been commissioned by Ron New and Roger Fleet to provide transport planning consultancy services in respect of their proposed development at 45-46 Chesham Road, Bovingdon.
- 6.2 The development will provide a total of 8 dwellings. This comprises the demolition of the existing 2 dwellings to form 6 x 3 bedroom dwellings and 2 x 4 bedroom dwellings.
- 6.3 Swept path analysis has been performed, which demonstrates the successful operation of the site.
- 6.4 The site will be accessed via a new private access road for the rear 4 dwellings and vehicle crossovers for the front 4 dwellings.
- 6.5 A total of 19 car parking spaces is proposed to be provided for the proposed development, which is in accordance with the current local parking guidelines.
- 6.6 With respect to relevant guidance, the proposed development is in line with the NPPF as the transport impacts of the development are not deemed to be severe.
- 6.7 The proposed development is therefore deemed to be appropriate for the site from a transportation and highways perspective.

# Figures

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45-46 Chesham Road, Bovington

Site location plan

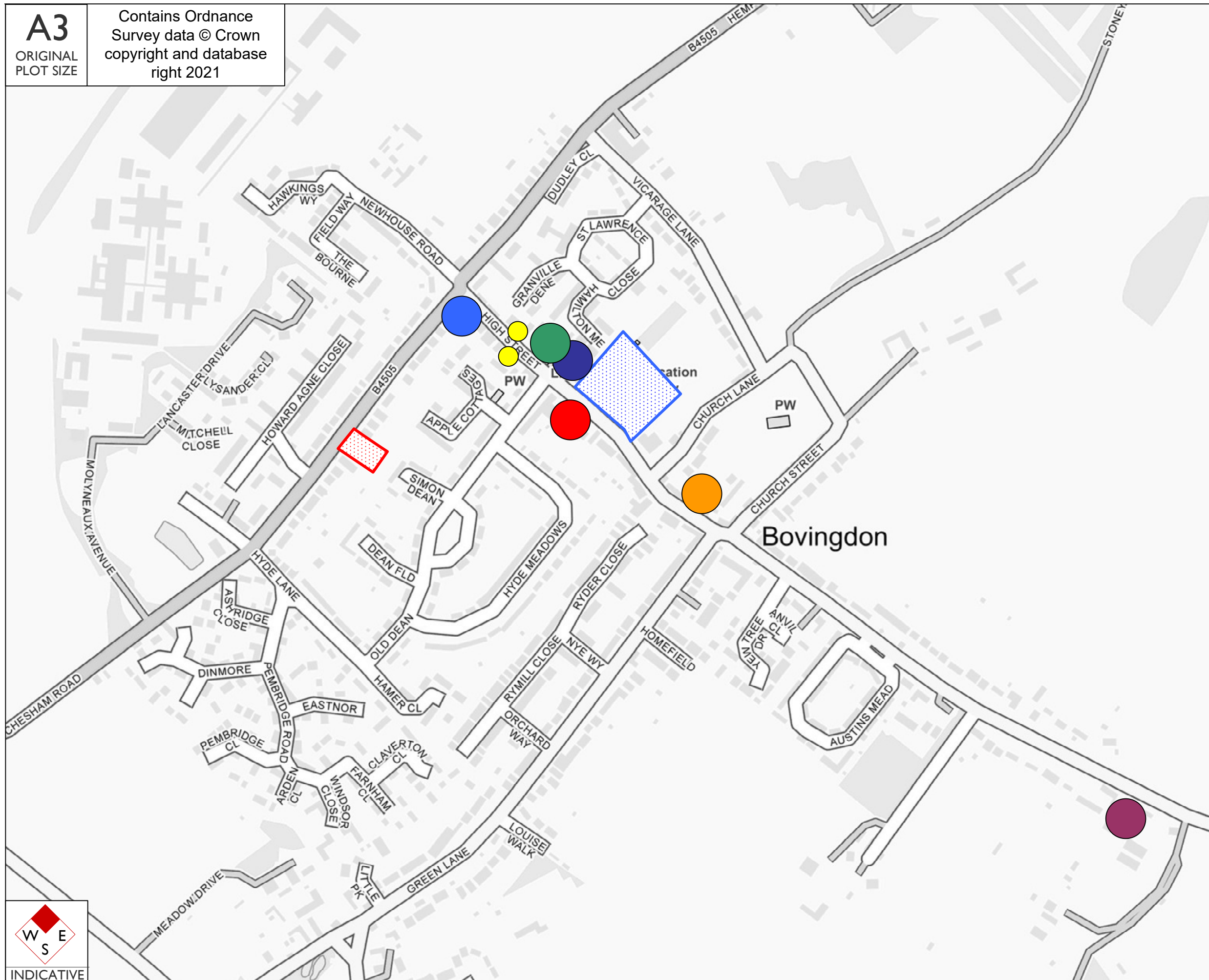
Ron New and Roger Fleet

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A3

ORIGINAL PLOT SIZE

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Key

-  Site location
-  Local bus stops
-  Tesco Express
-  Bovingdon Post Office
-  Manor Pharmacy
-  Archway Surgery
-  Bovingdon Primary Academy
-  The Bell Inn
-  Old MacDonald's Day Nursery

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Ron New and Roger Fleet

45-46 Chesham Road,  
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Local facilities plan

STATUS:  
**INFORMATION**

SCALE: NTS	PREPARED BY: LM	CHECKED BY: AC	APPROVED BY: TH
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JOB NO: 2102-059	FIGURE NO: 3.2	DATE: MARCH '21
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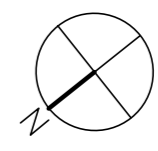
INDICATIVE

# APPENDIX A

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**PLANNING**

Project:  
 45-46 Chesham Road  
 Bovingdon

Title:  
 Proposed Site Plan

Drawn: JG	Checked: SB	Date: 24.3.2021	Scale: 1:200	Size: A2
Project No: 2660	Drawing No: PL03	Revision: -		



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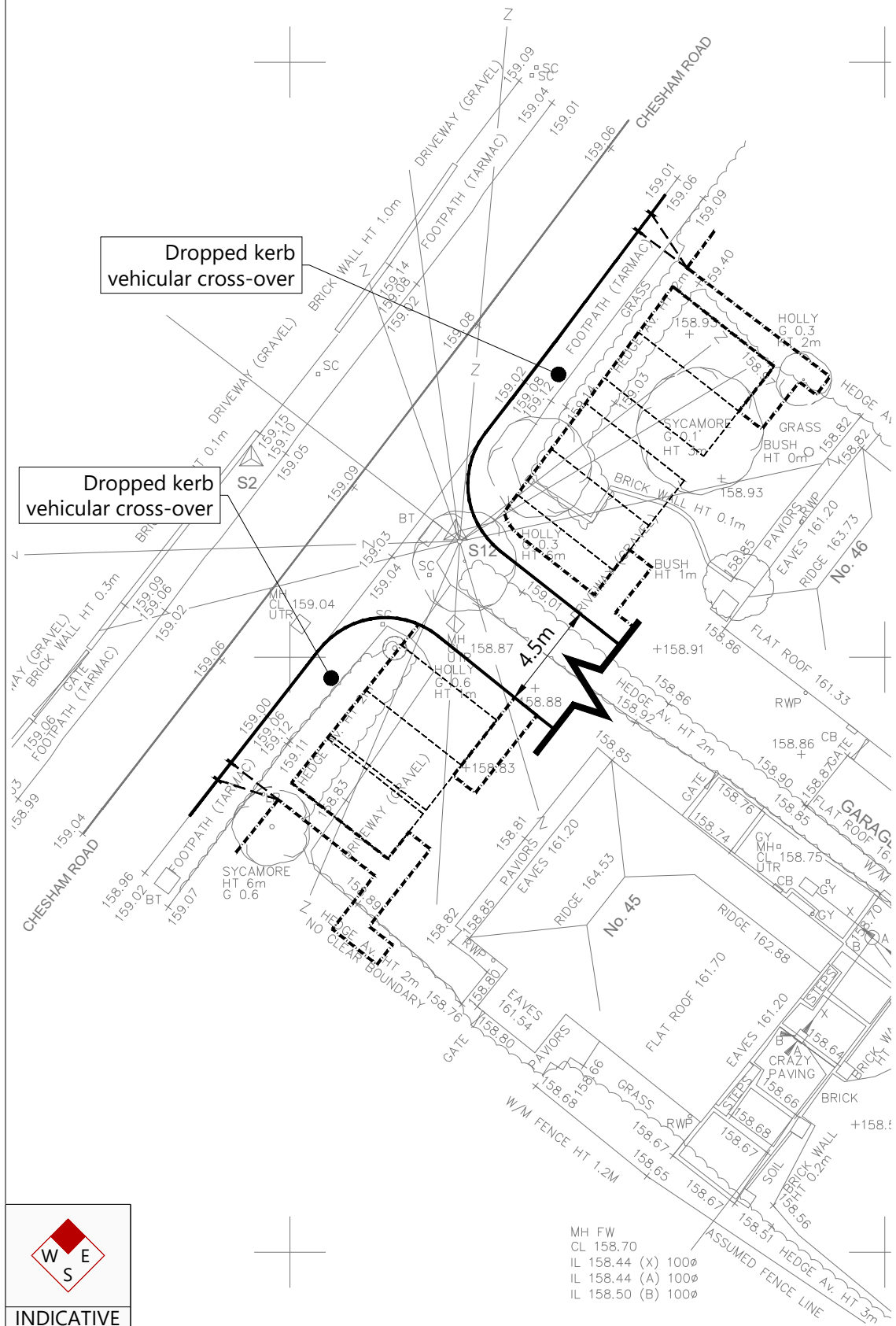


# APPENDIX B

A3

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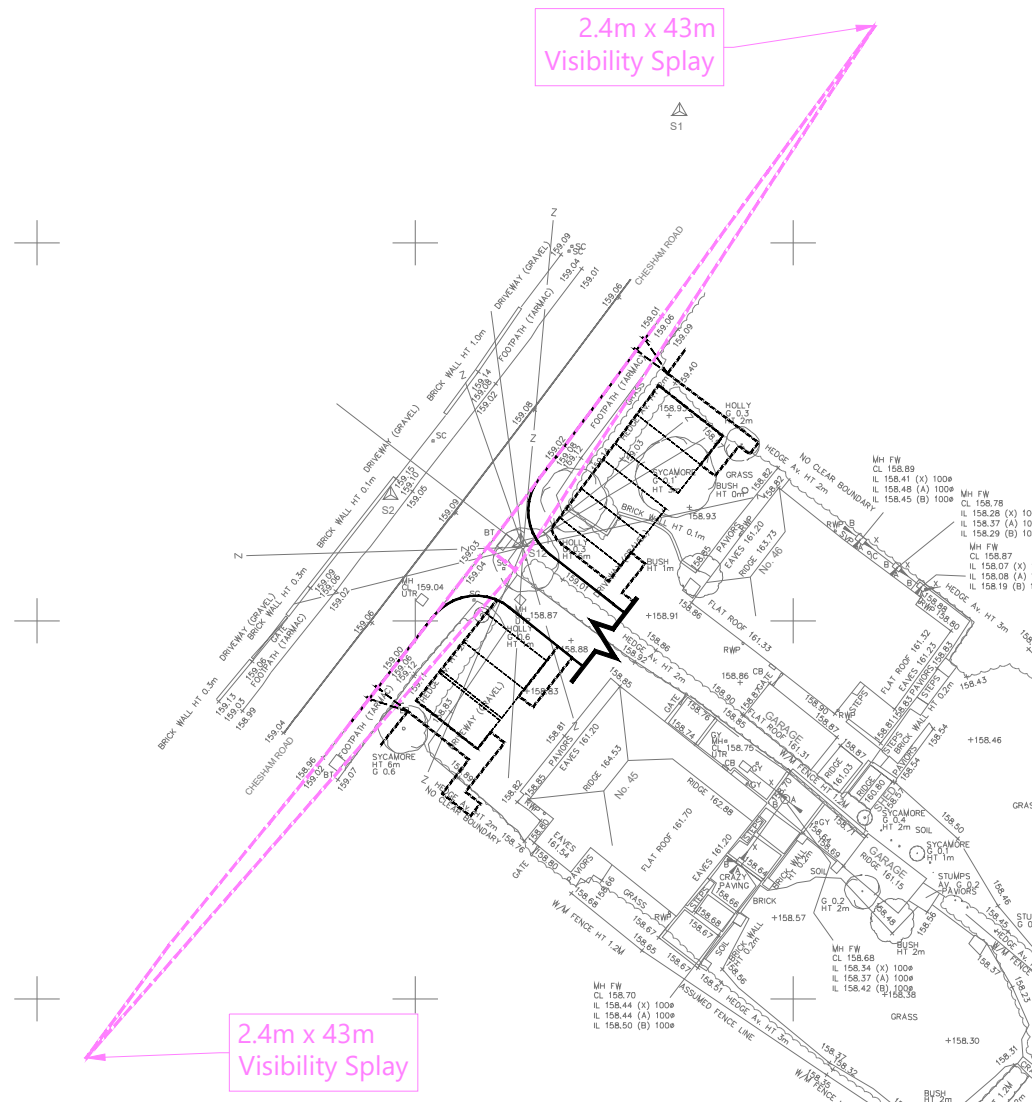
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NOTES:

1. Subject to confirmation of Highway Boundary.

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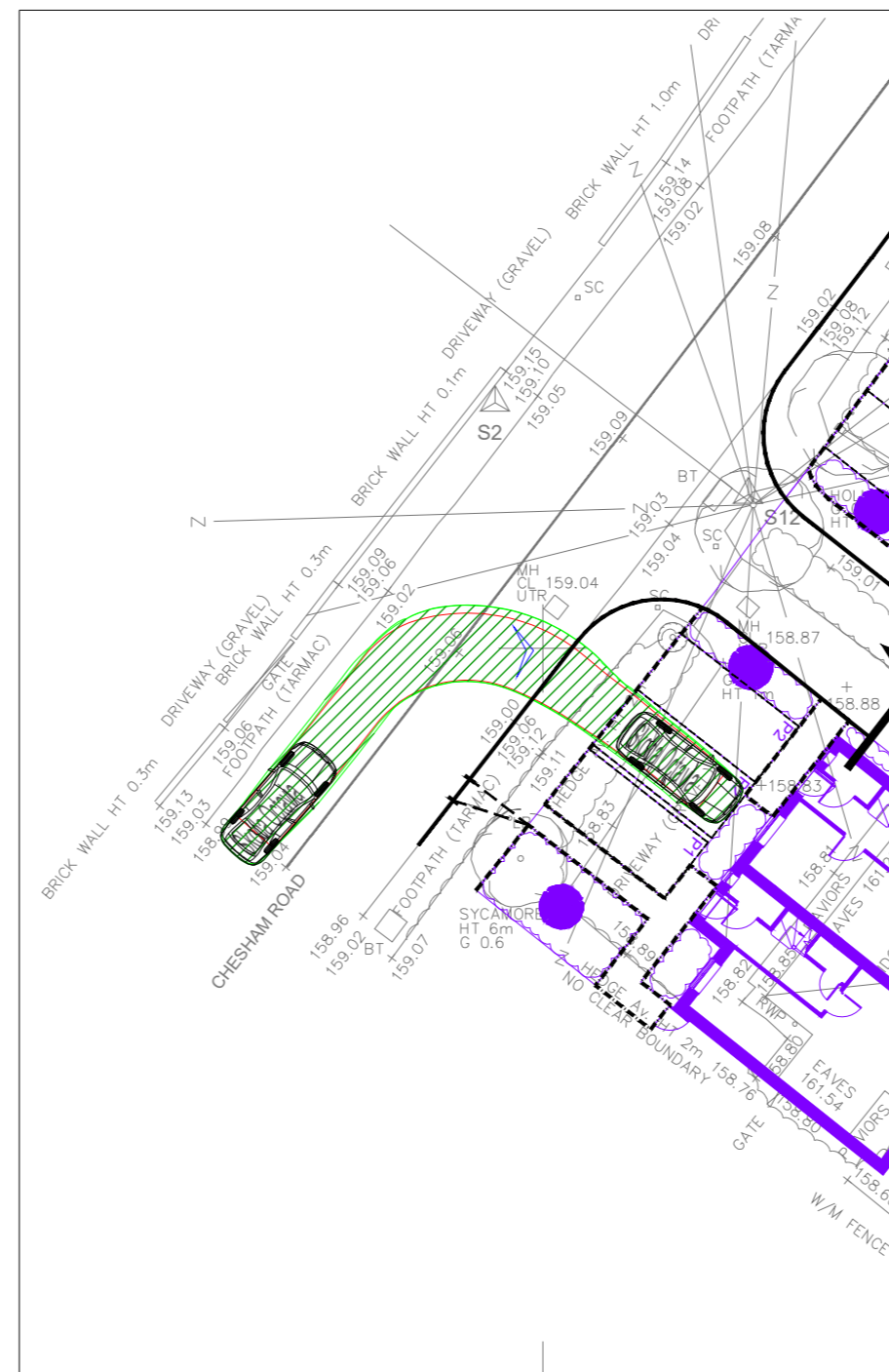
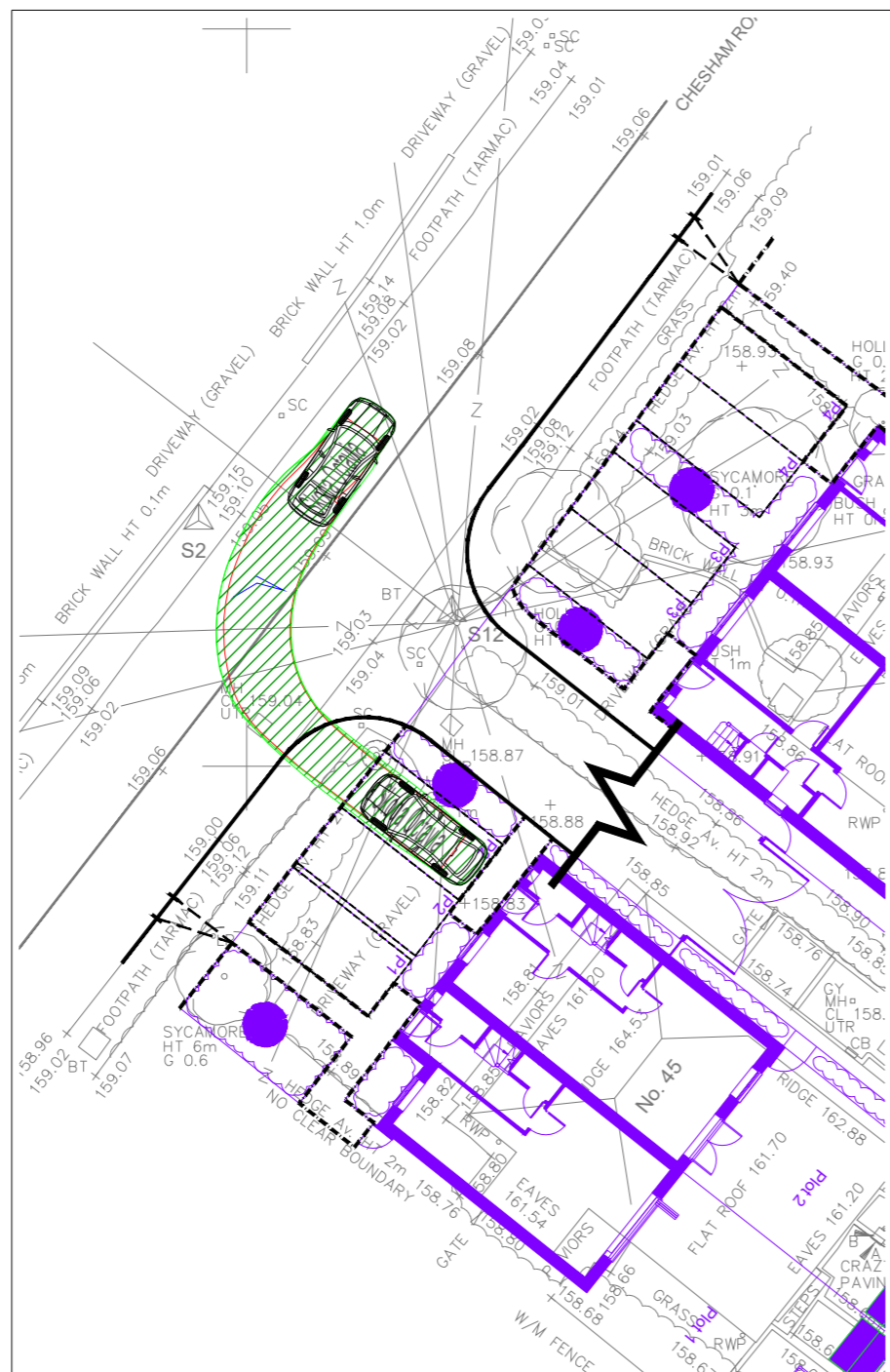
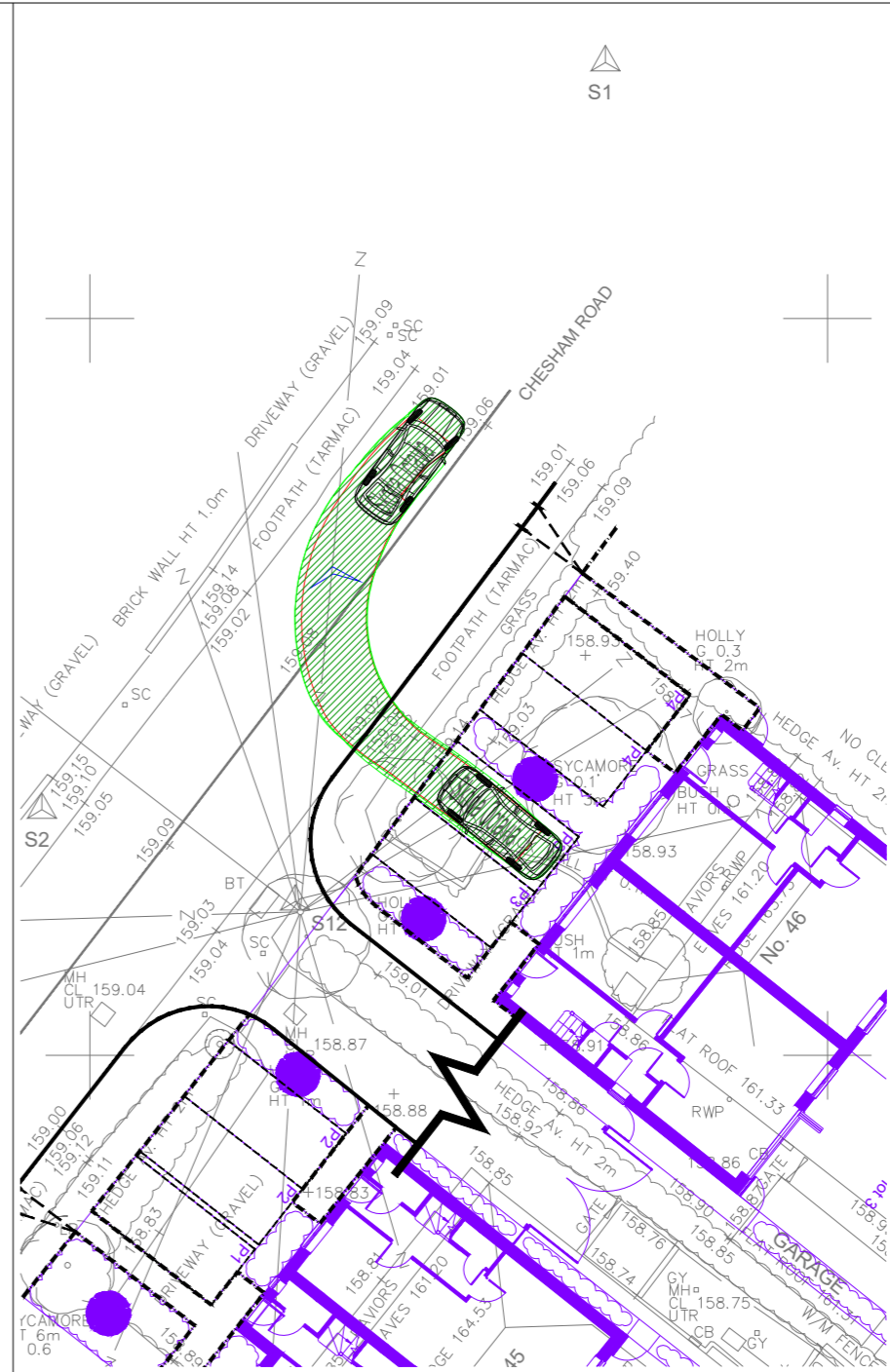
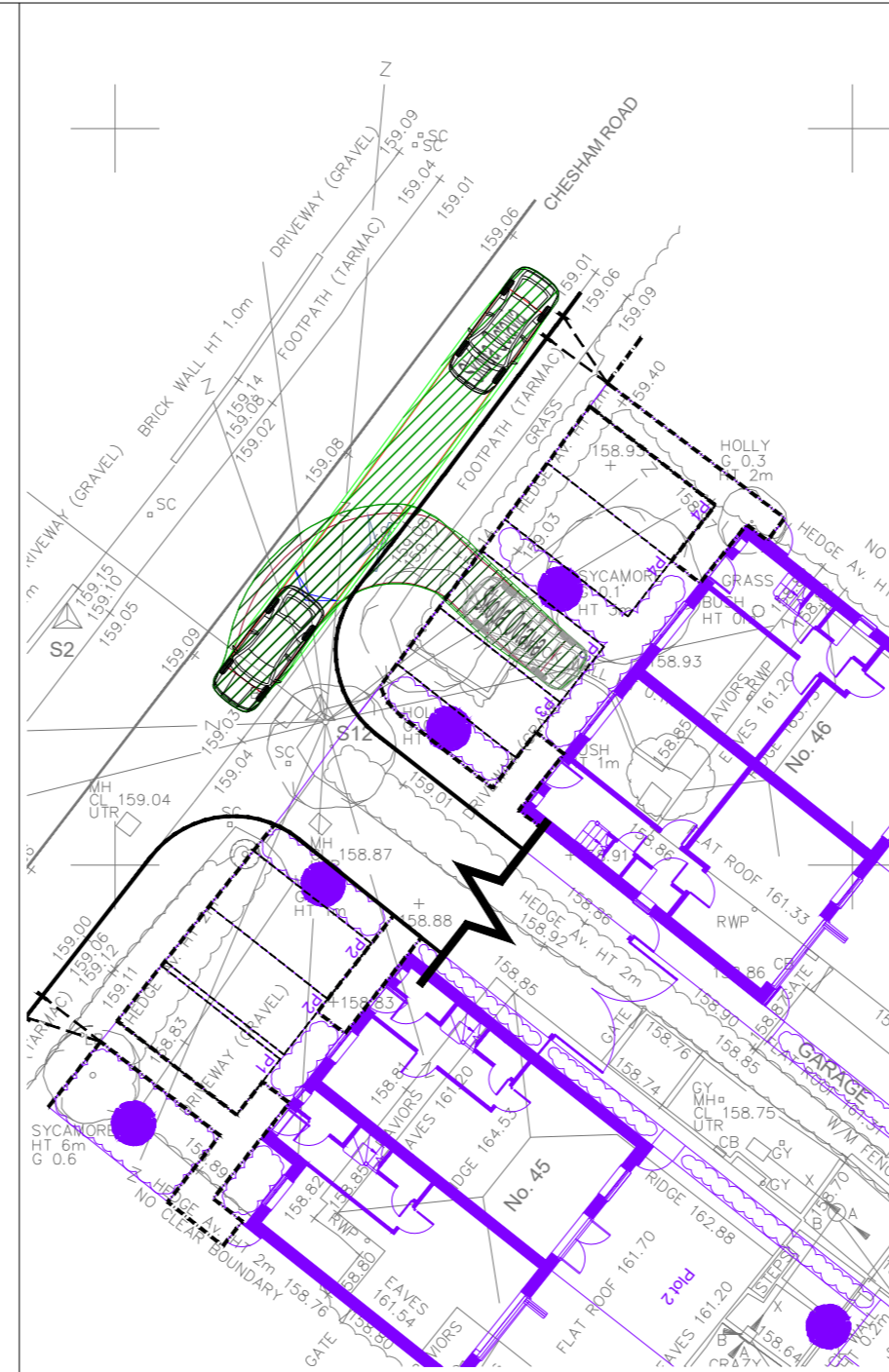
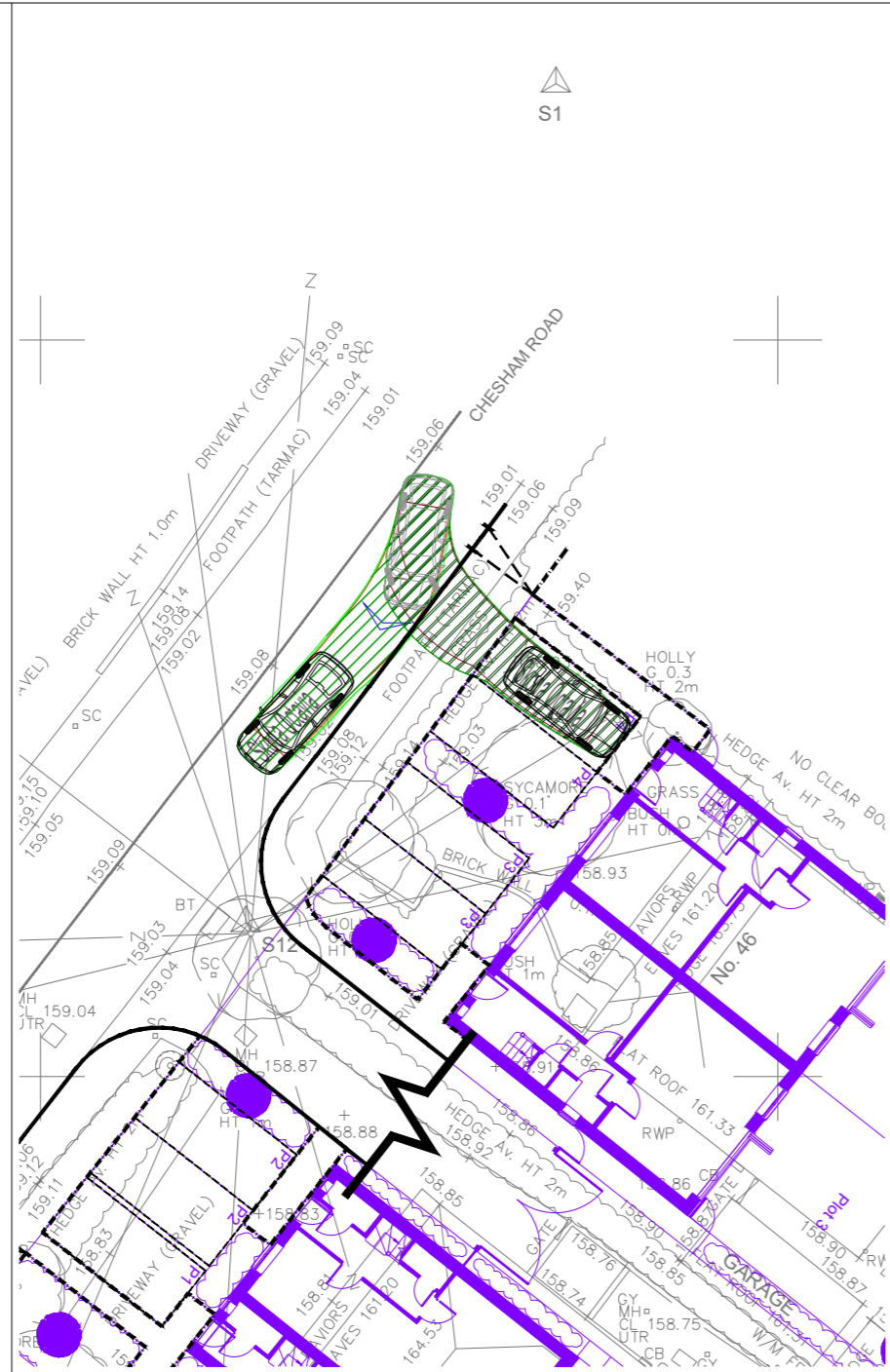
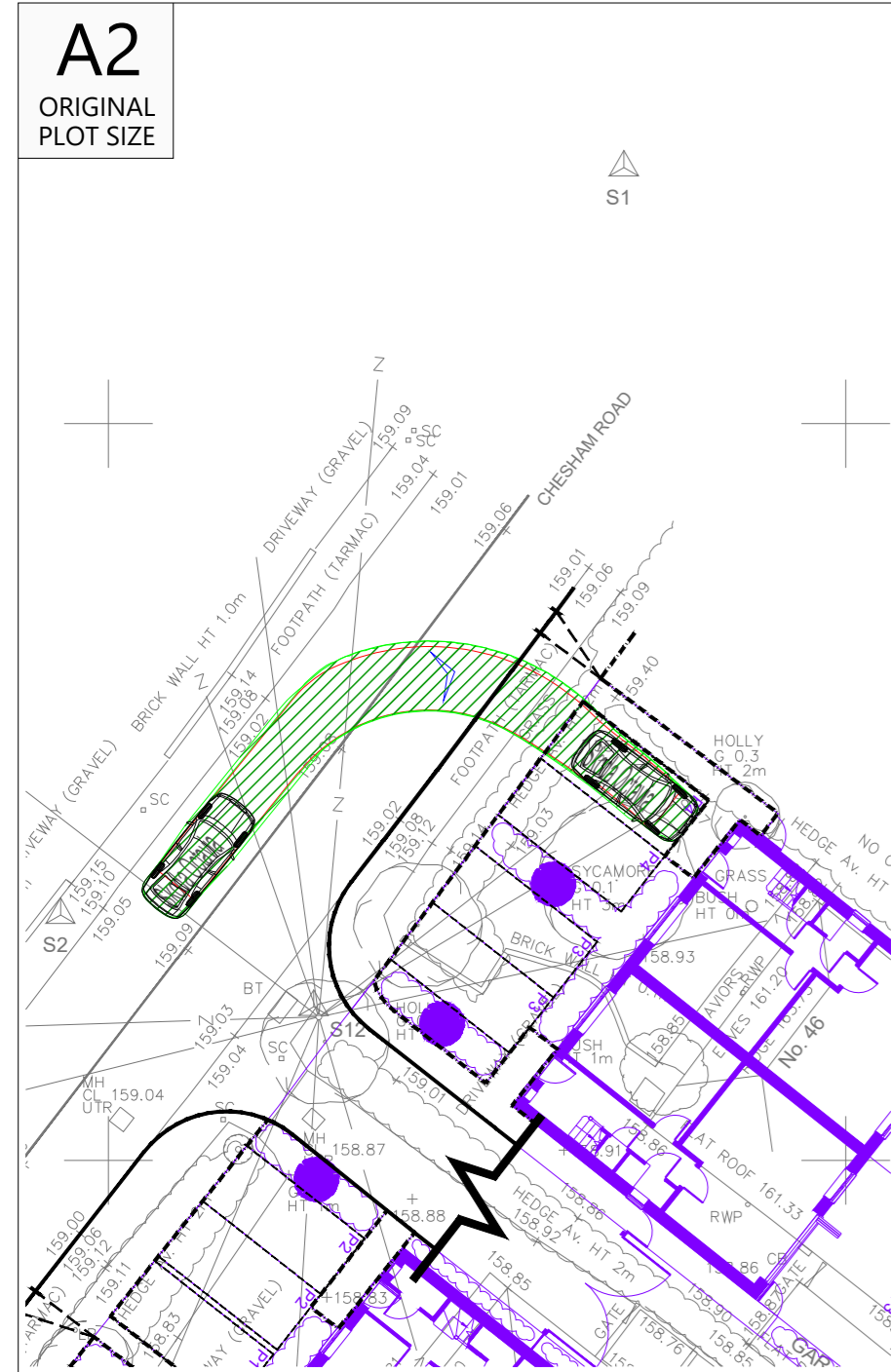
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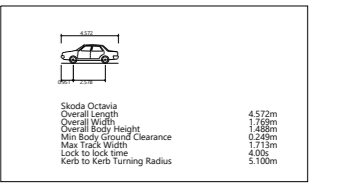
# APPENDIX C

A2  
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PLOT SIZE



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- NOTES:
1. Subject to confirmation of Highway Boundary.
  2. Swept Path Analysis of a Skoda Octavia Car (AutoTrack Vehicle Reference No. N/A).



**Swept Path KEY**

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

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TITLE:  
**Swept Path Analysis of a  
Parking Bays -  
Sheet 1 of 3**

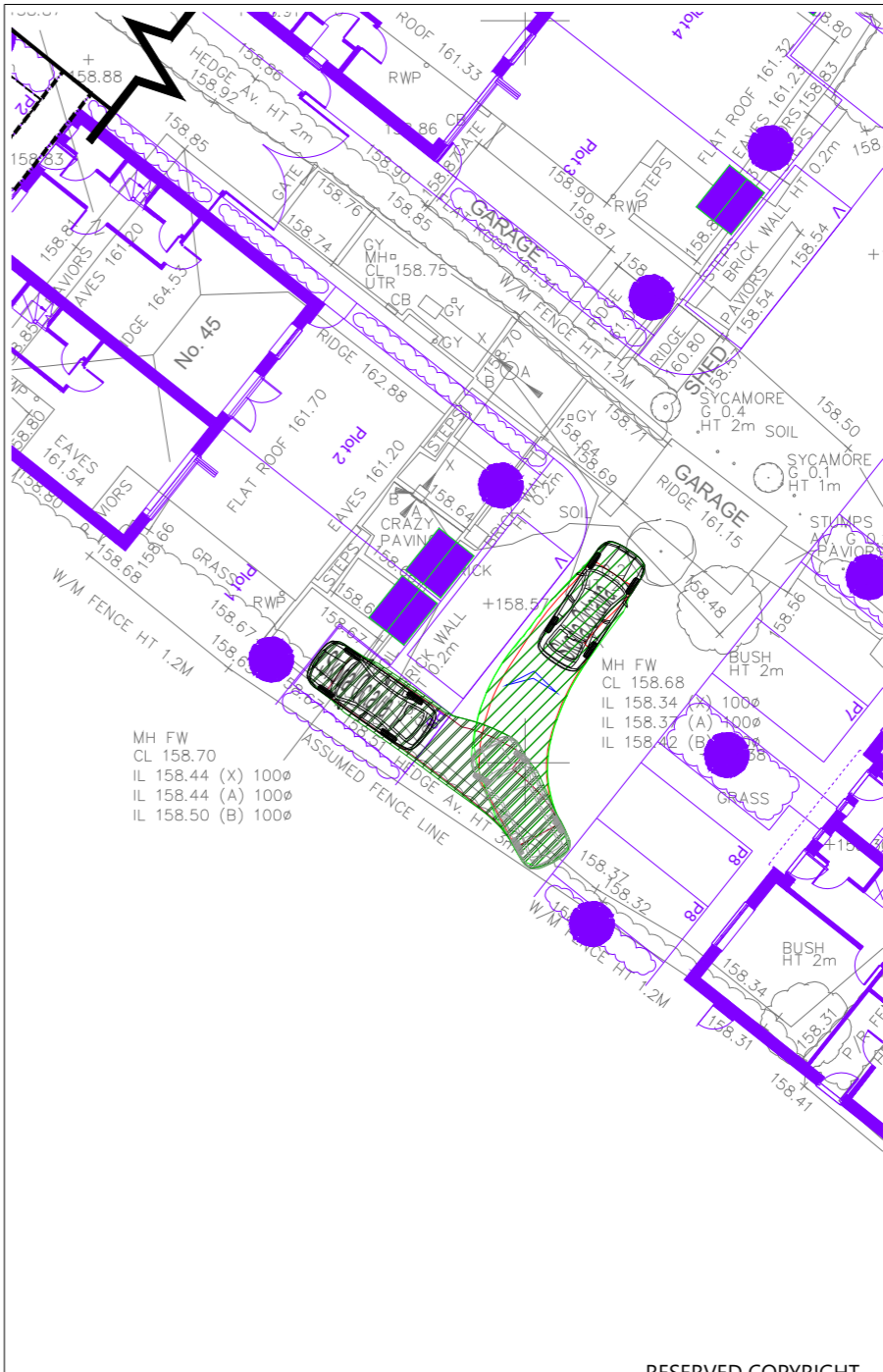
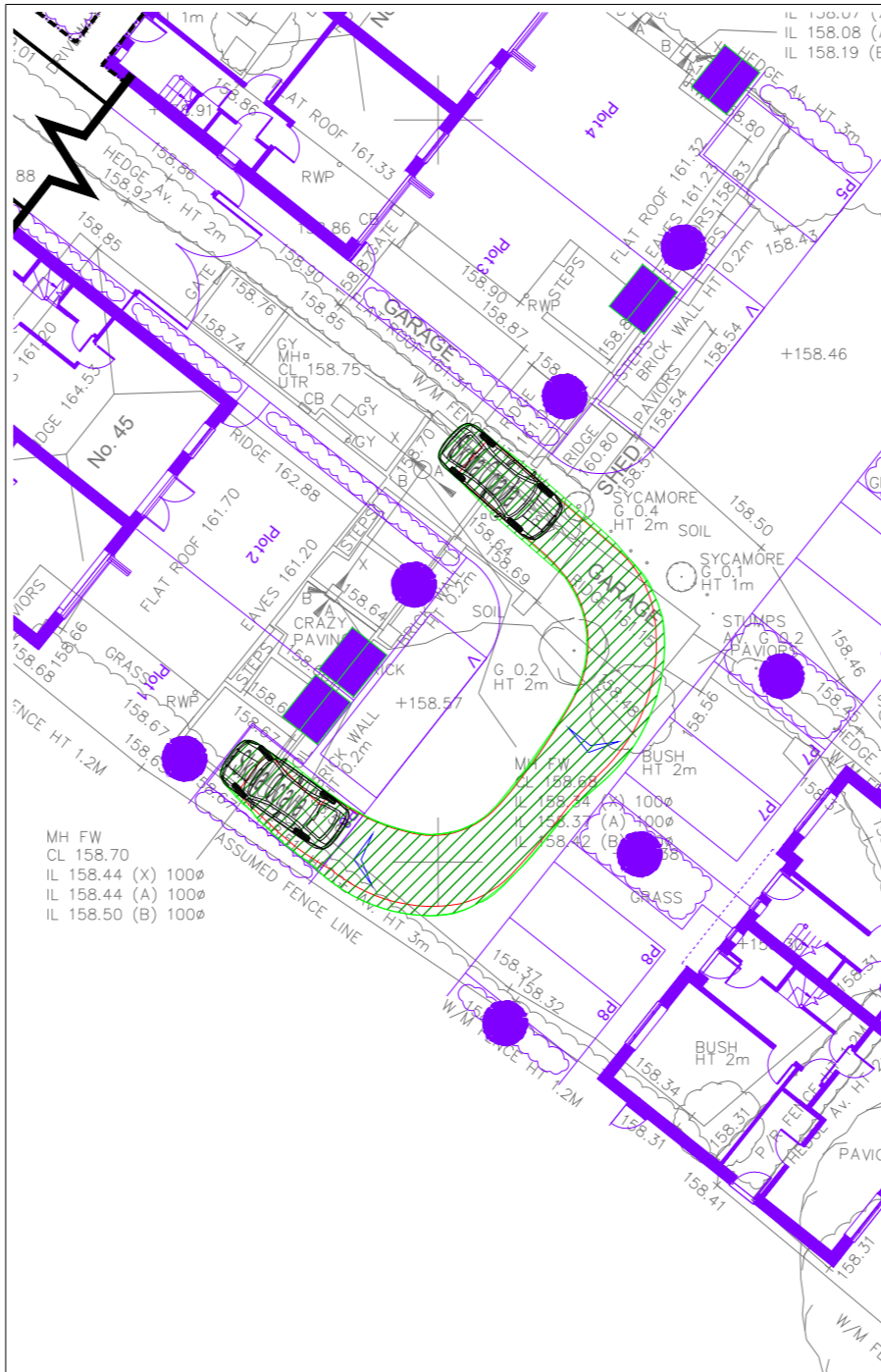
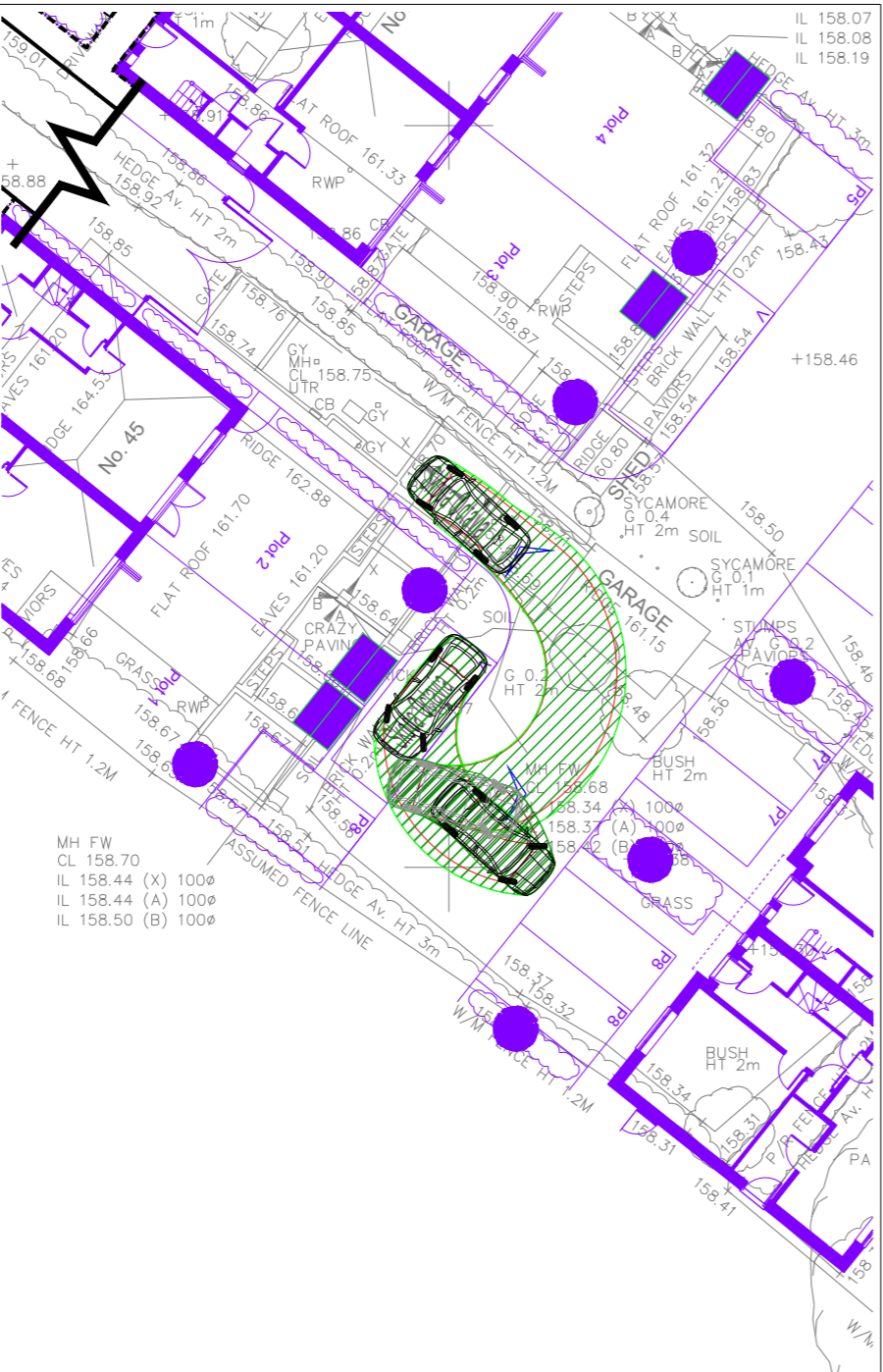
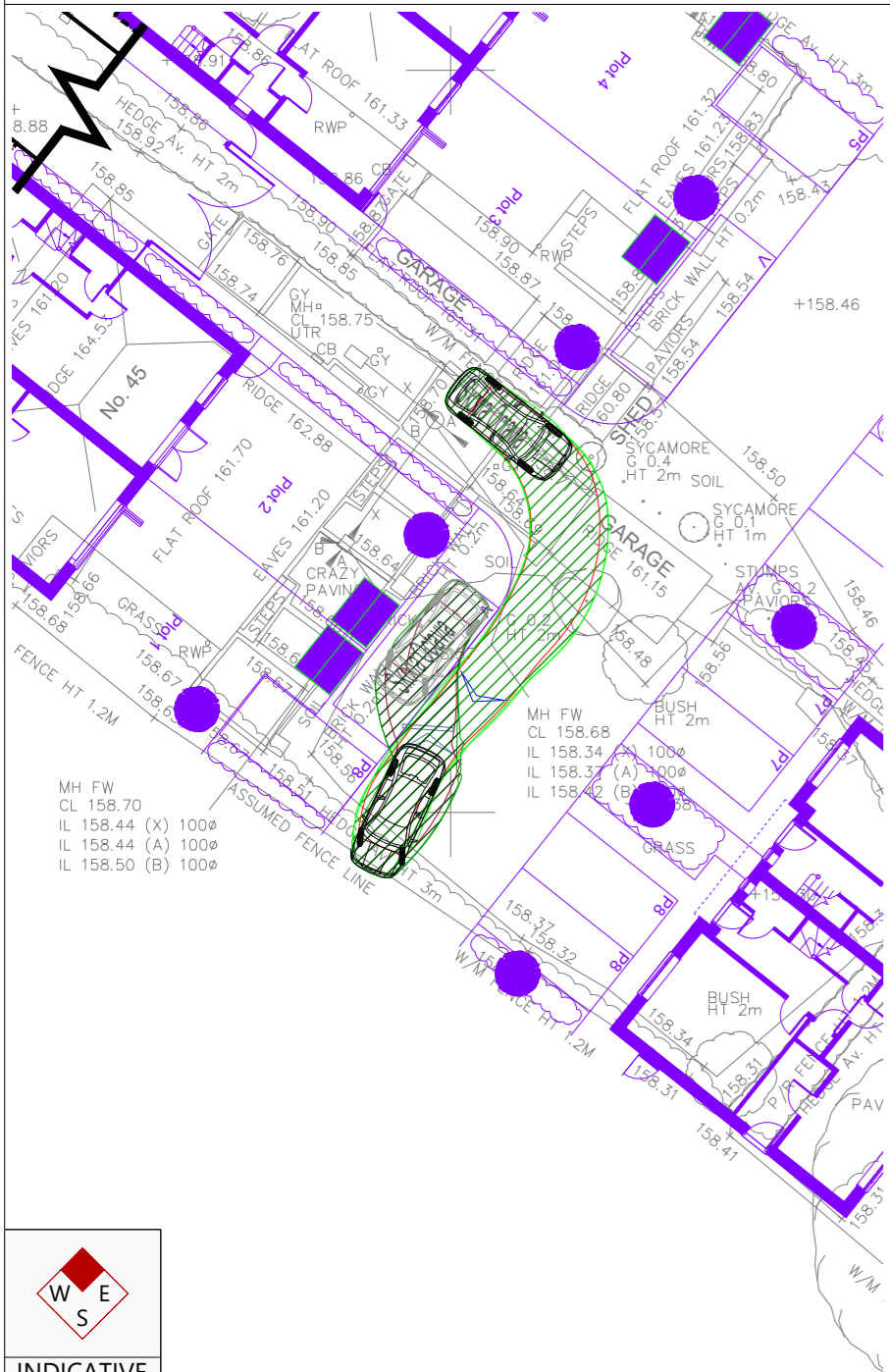
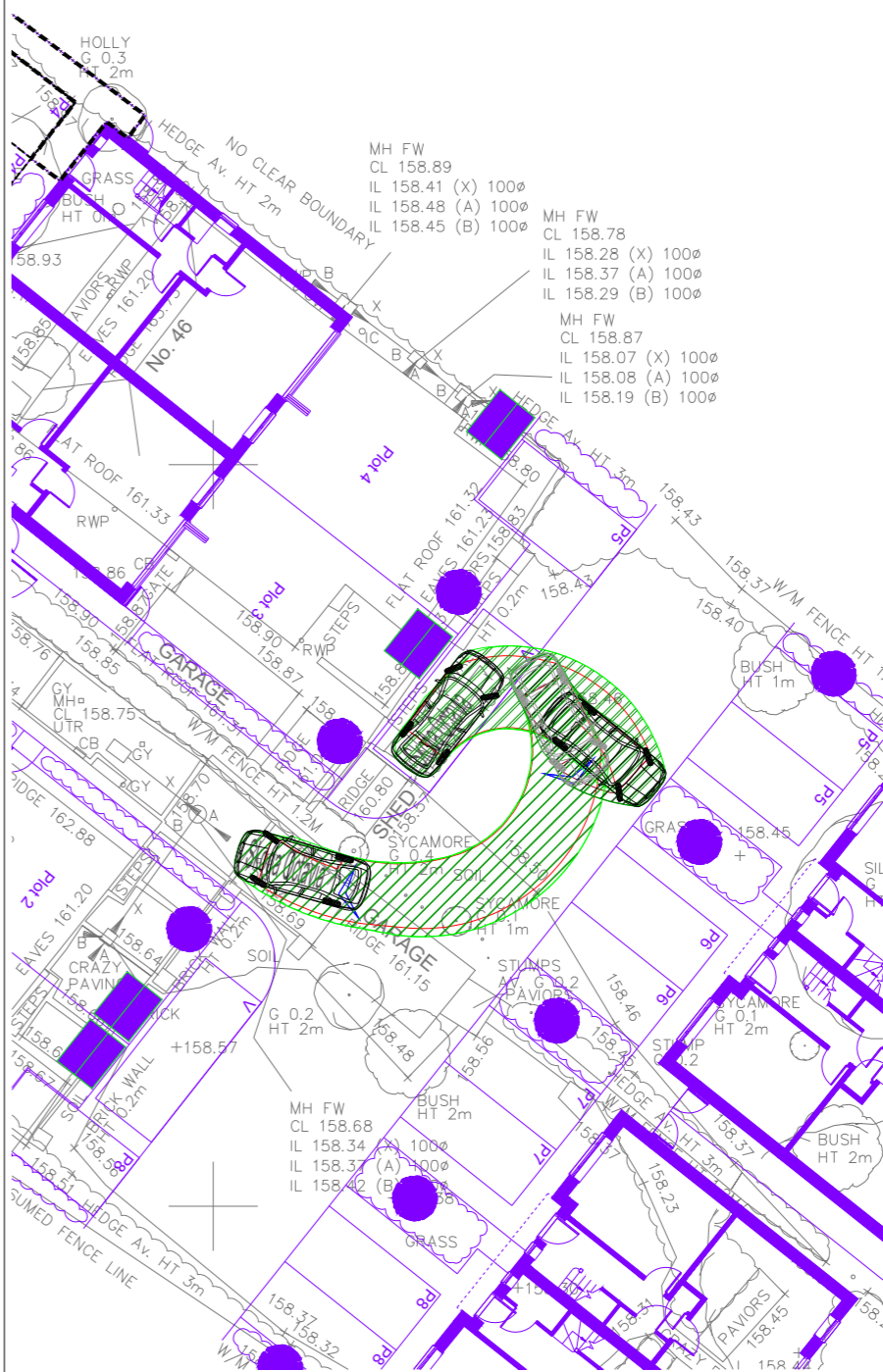
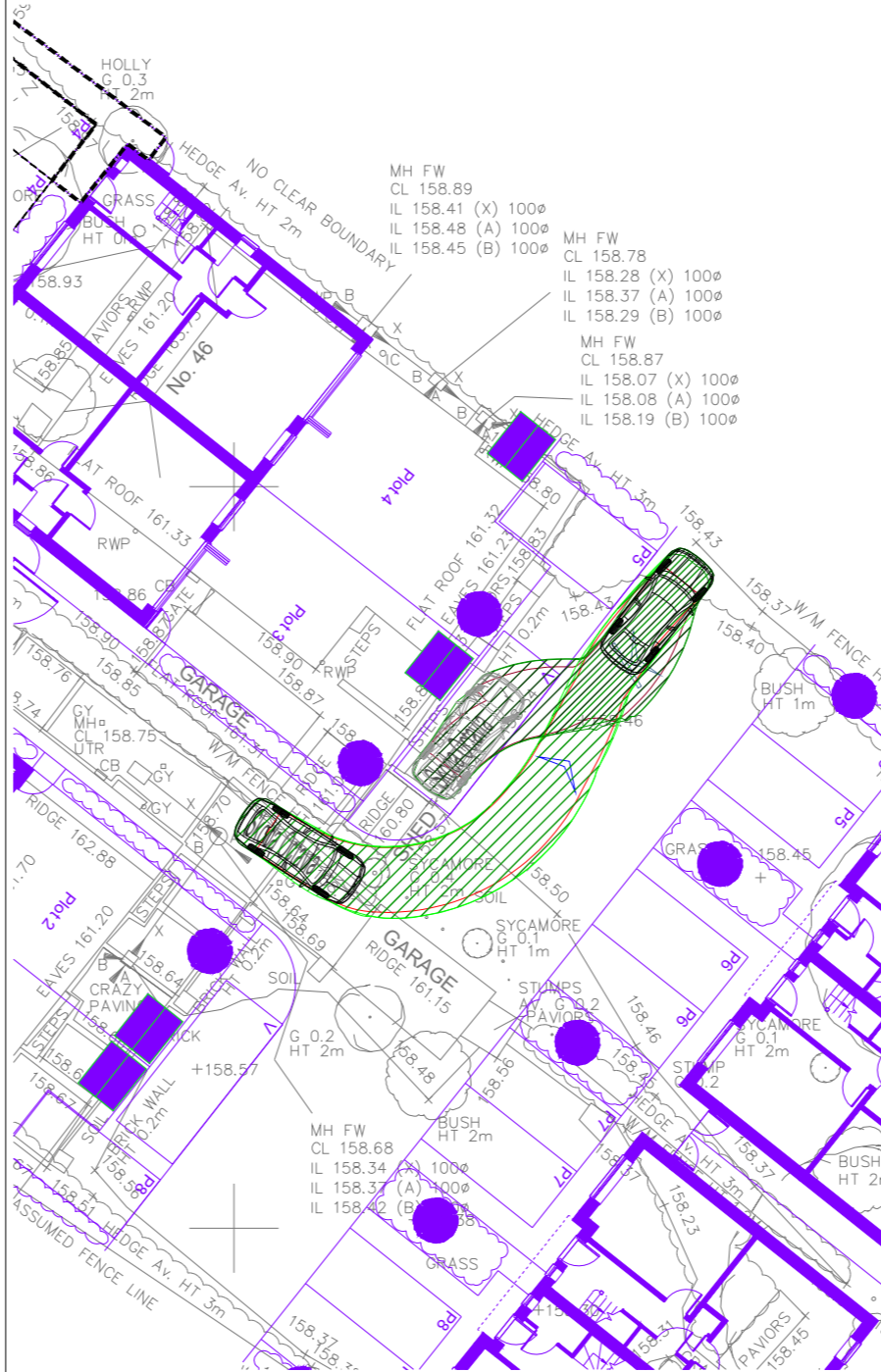
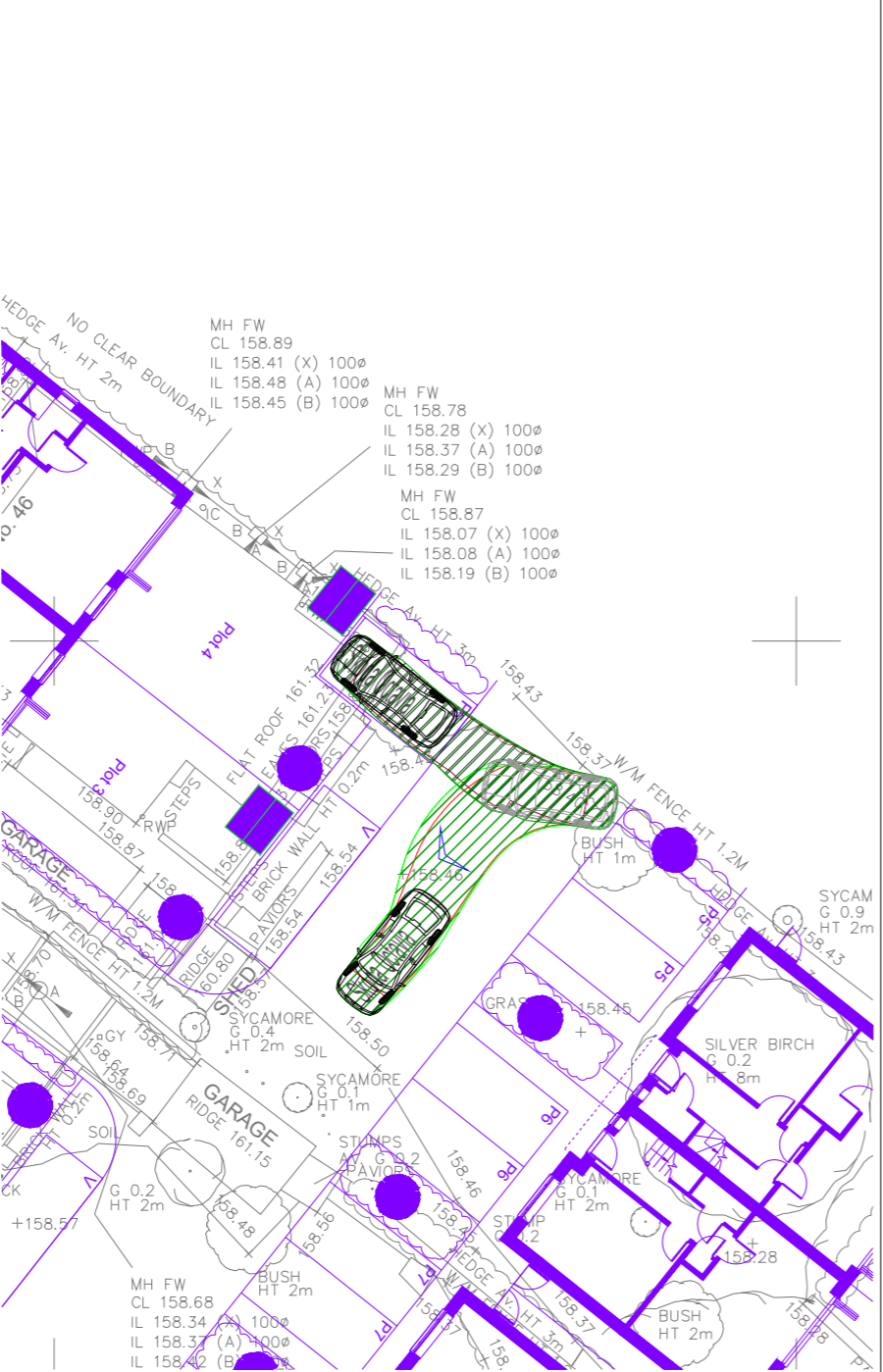
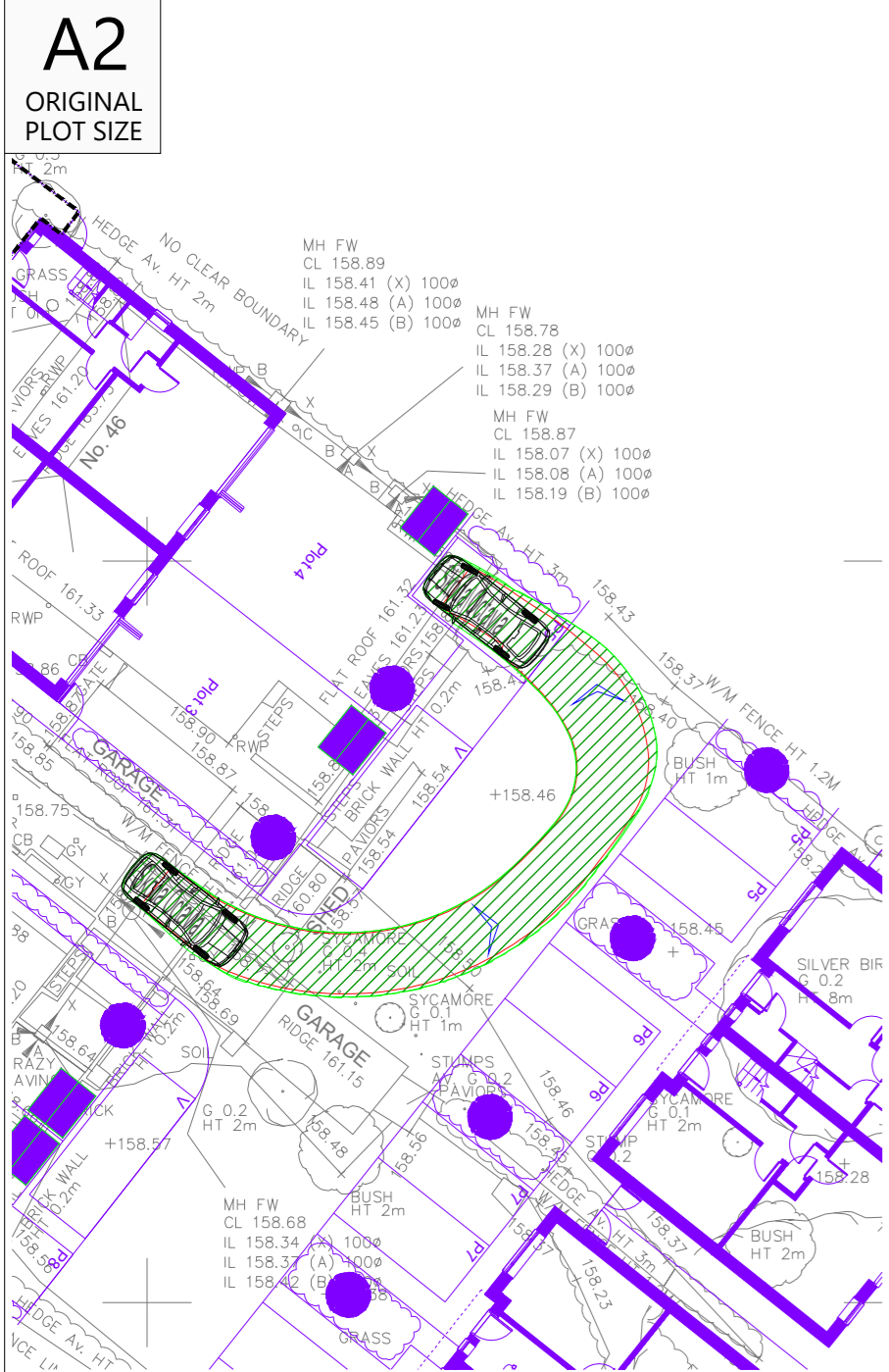
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**FEASIBILITY**

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1:250	15.03.21	JA	AC	TH
JOB NO:	DRAWING NO:	REVISION:		
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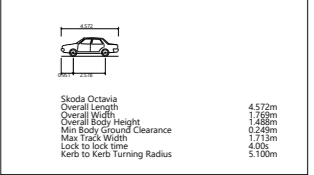
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**A2**  
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PLOT SIZE



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- NOTES:
1. Subject to confirmation of Highway Boundary.
  2. Swept Path Analysis of a Skoda Octavia Car (AutoTrack Vehicle Reference No. N/A).



**Swept Path KEY**

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by

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CLIENT:  
**Ron New and Roger Fleet**

PROJECT:  
**45-46 Chesham Road,  
Bovingdon**

TITLE:  
**Swept Path Analysis of a  
Parking Bays -  
Sheet 2 of 3**

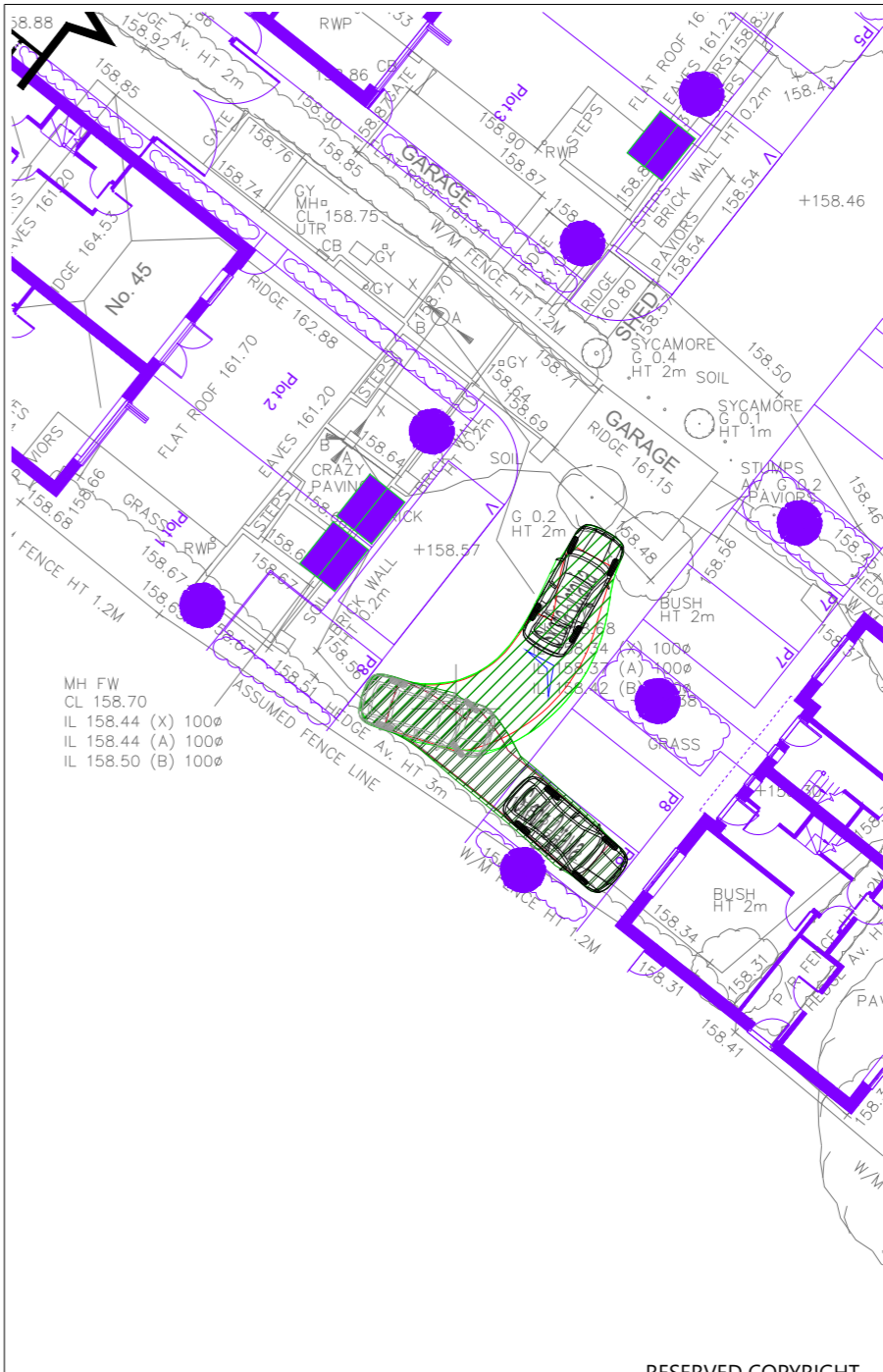
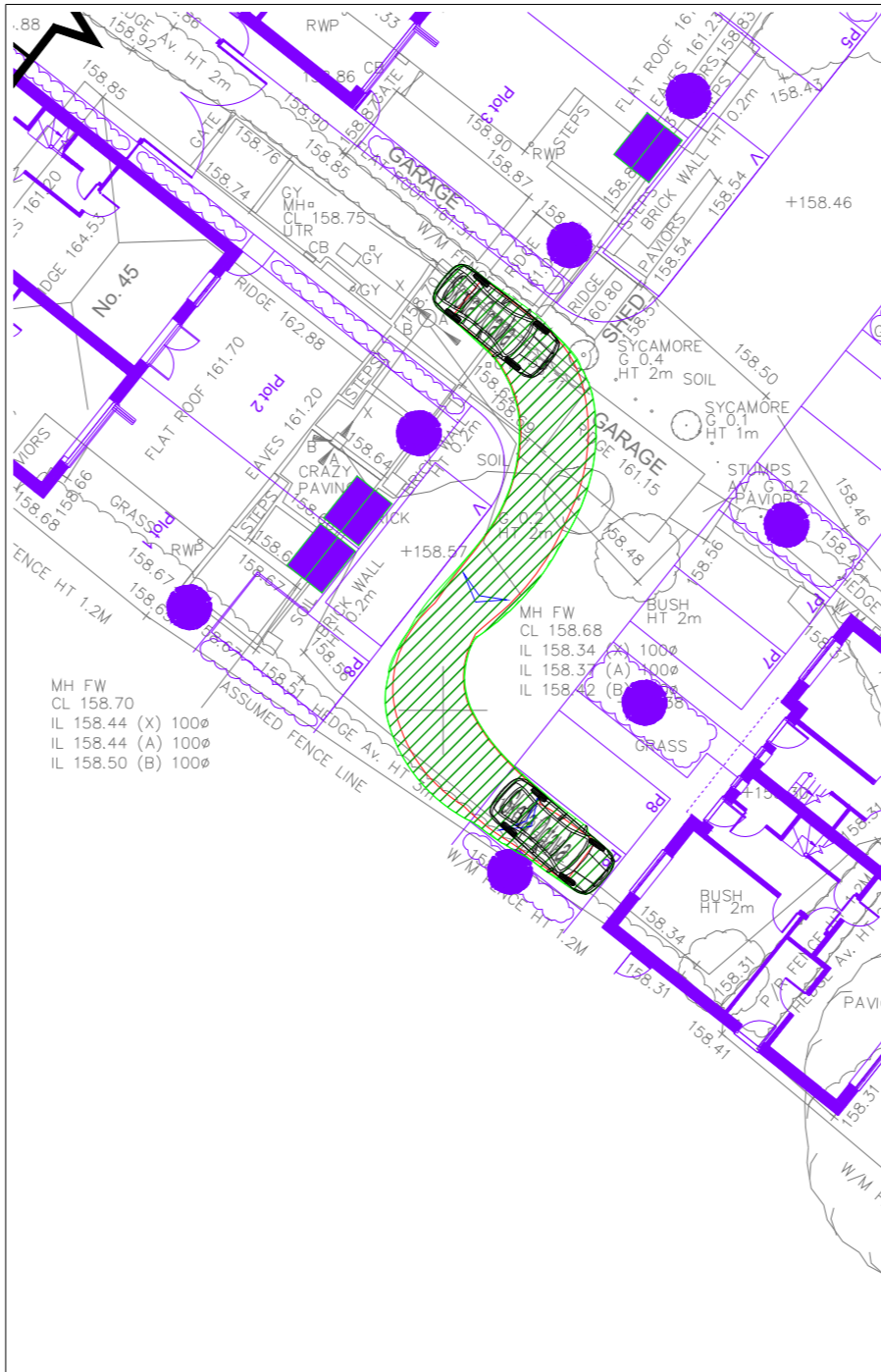
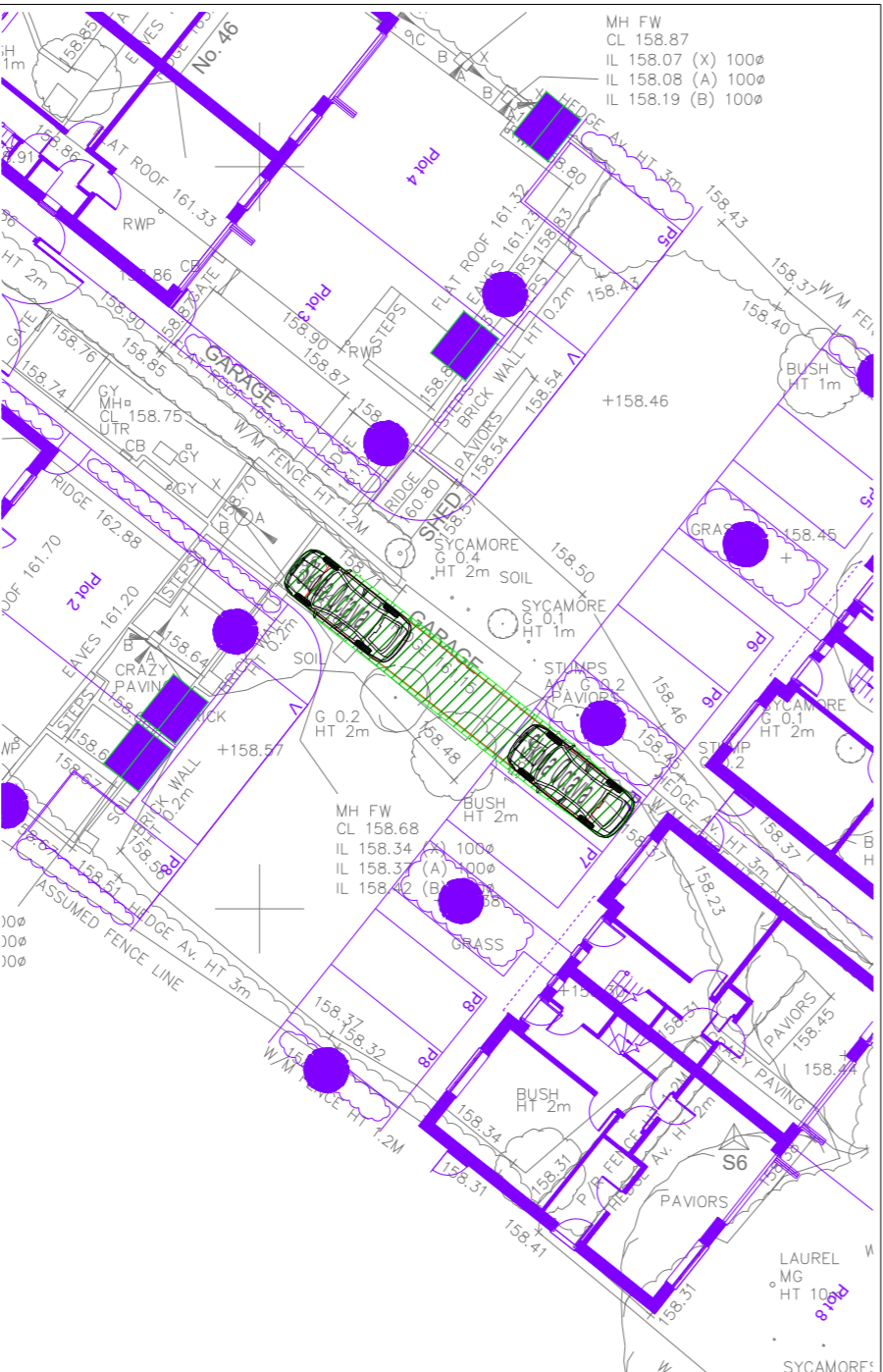
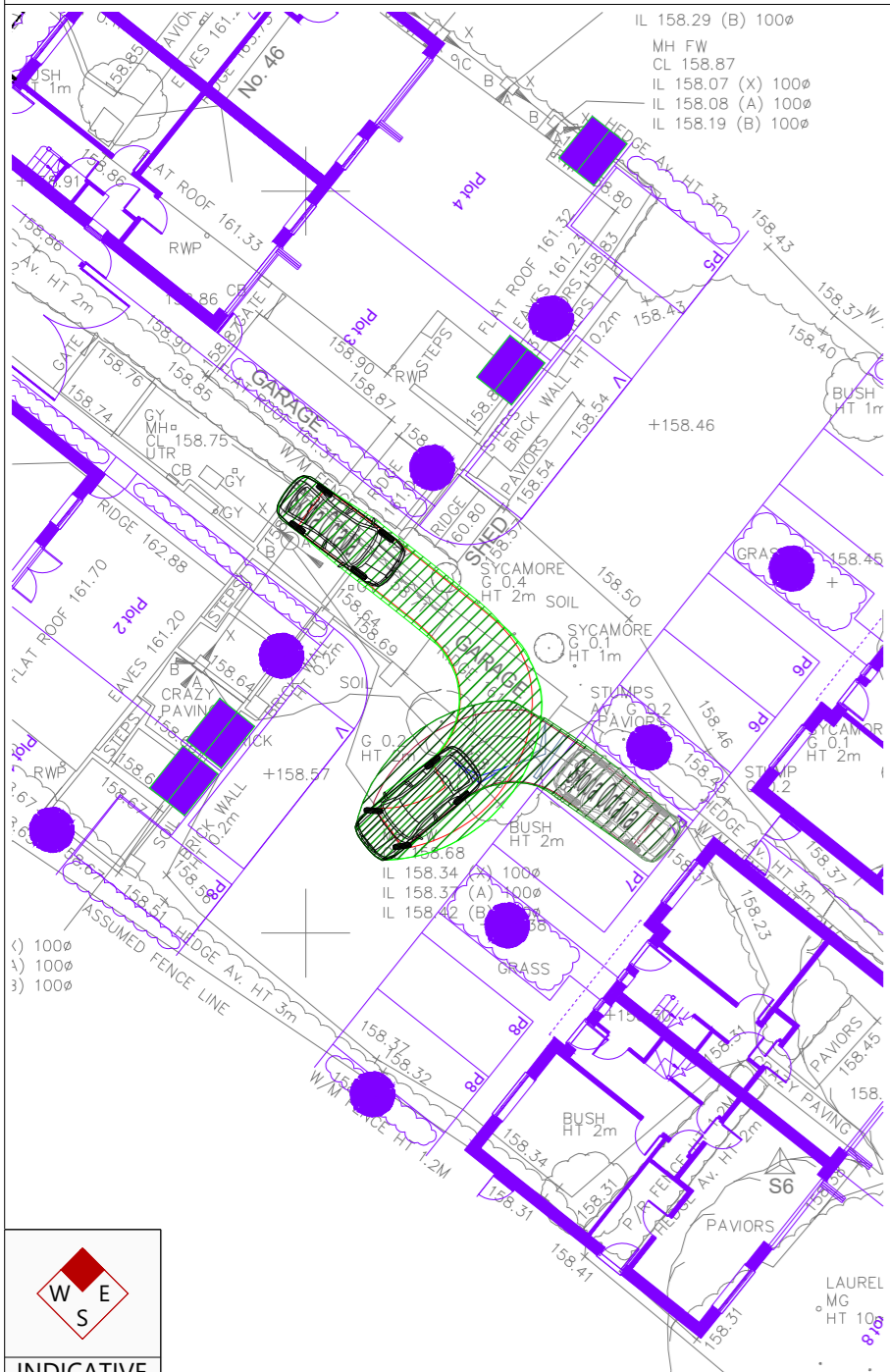
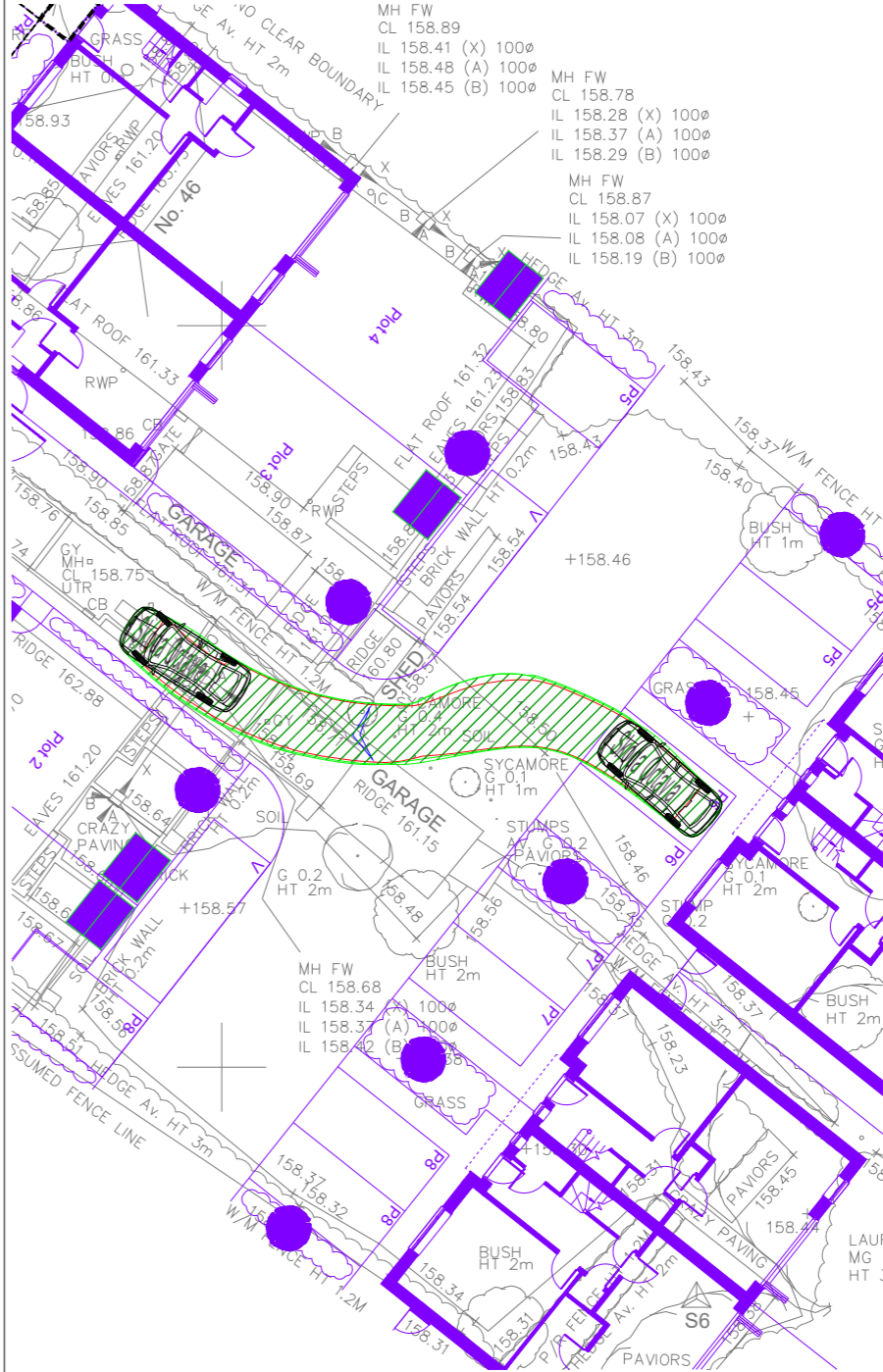
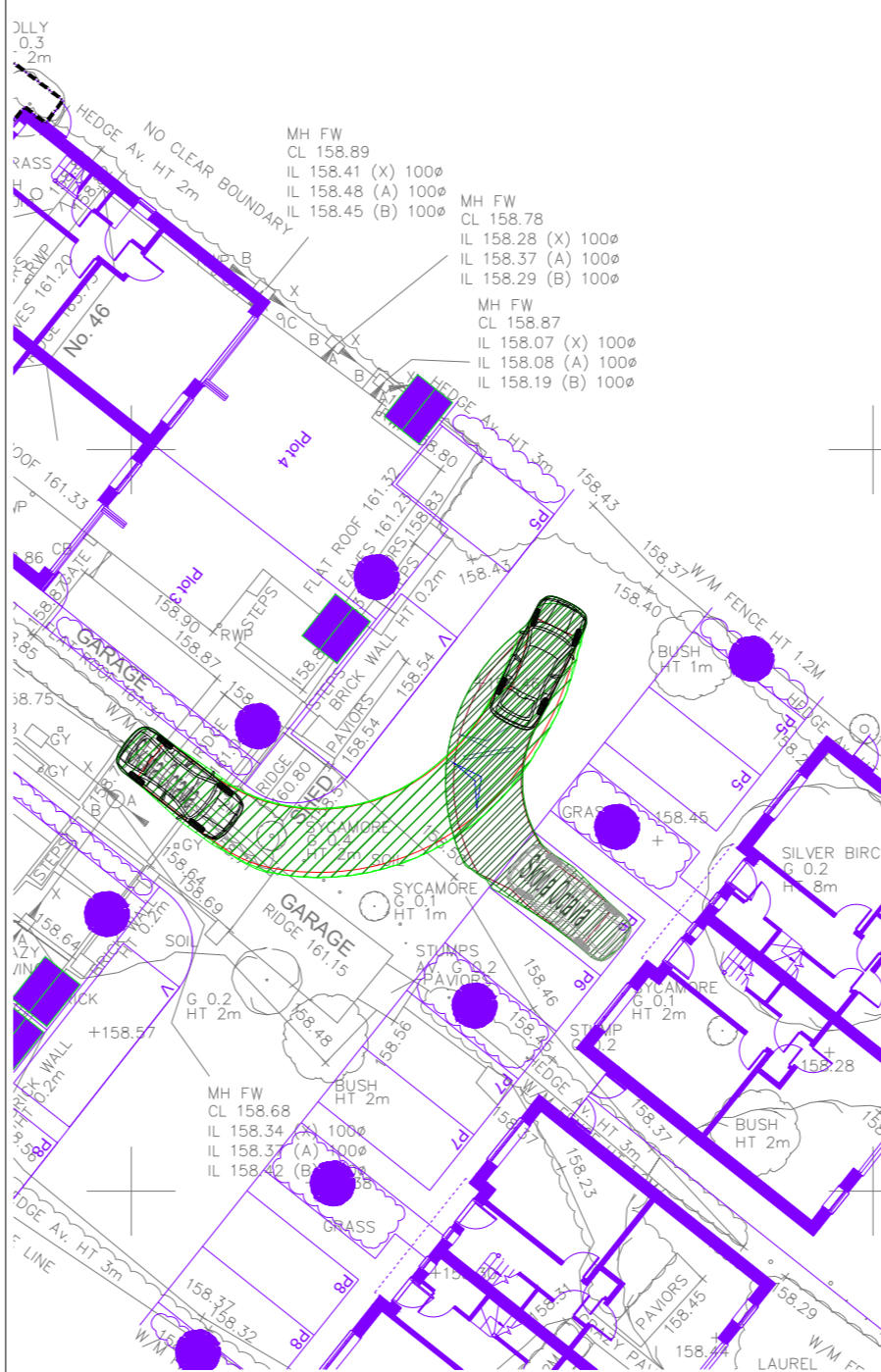
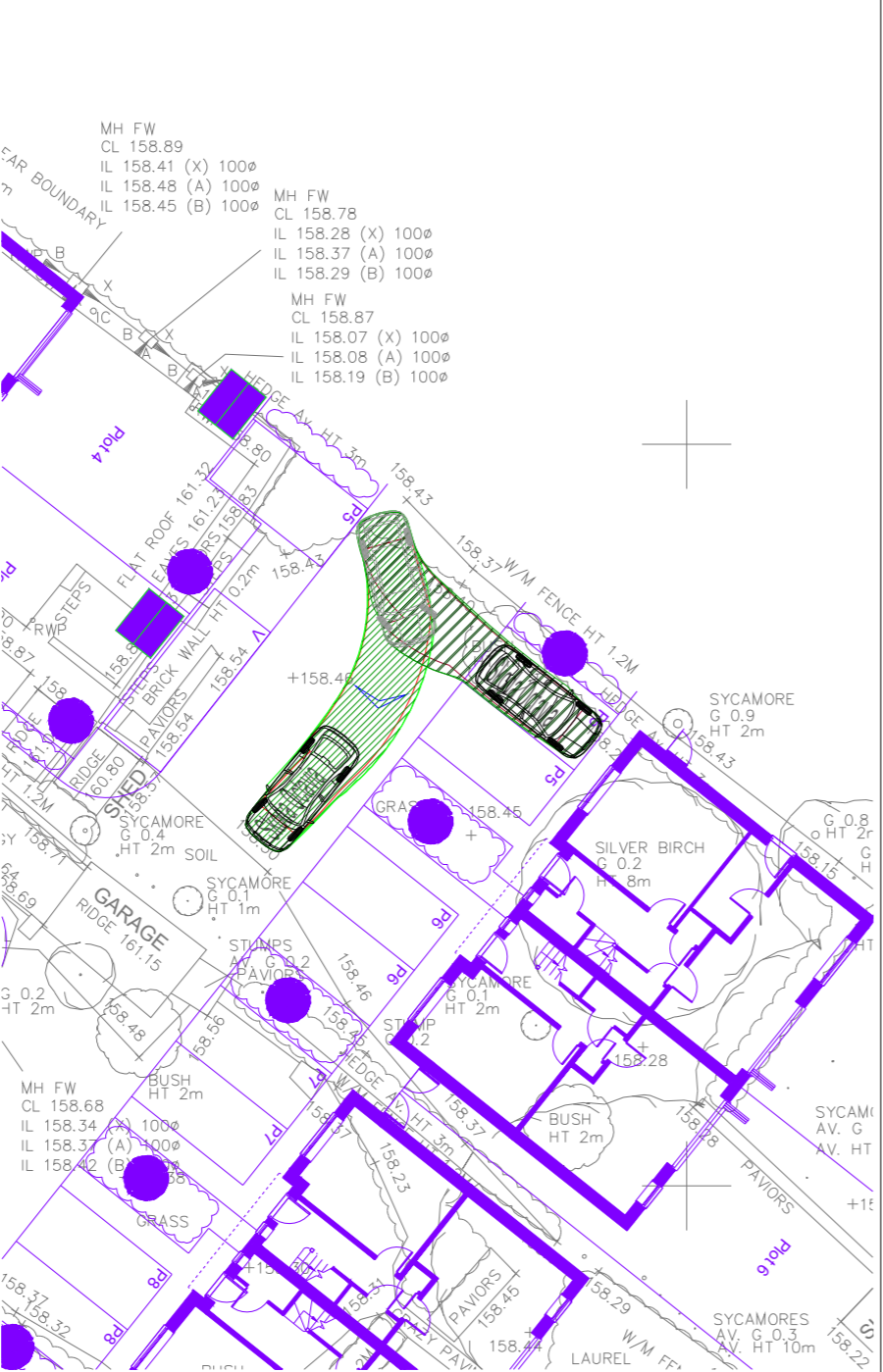
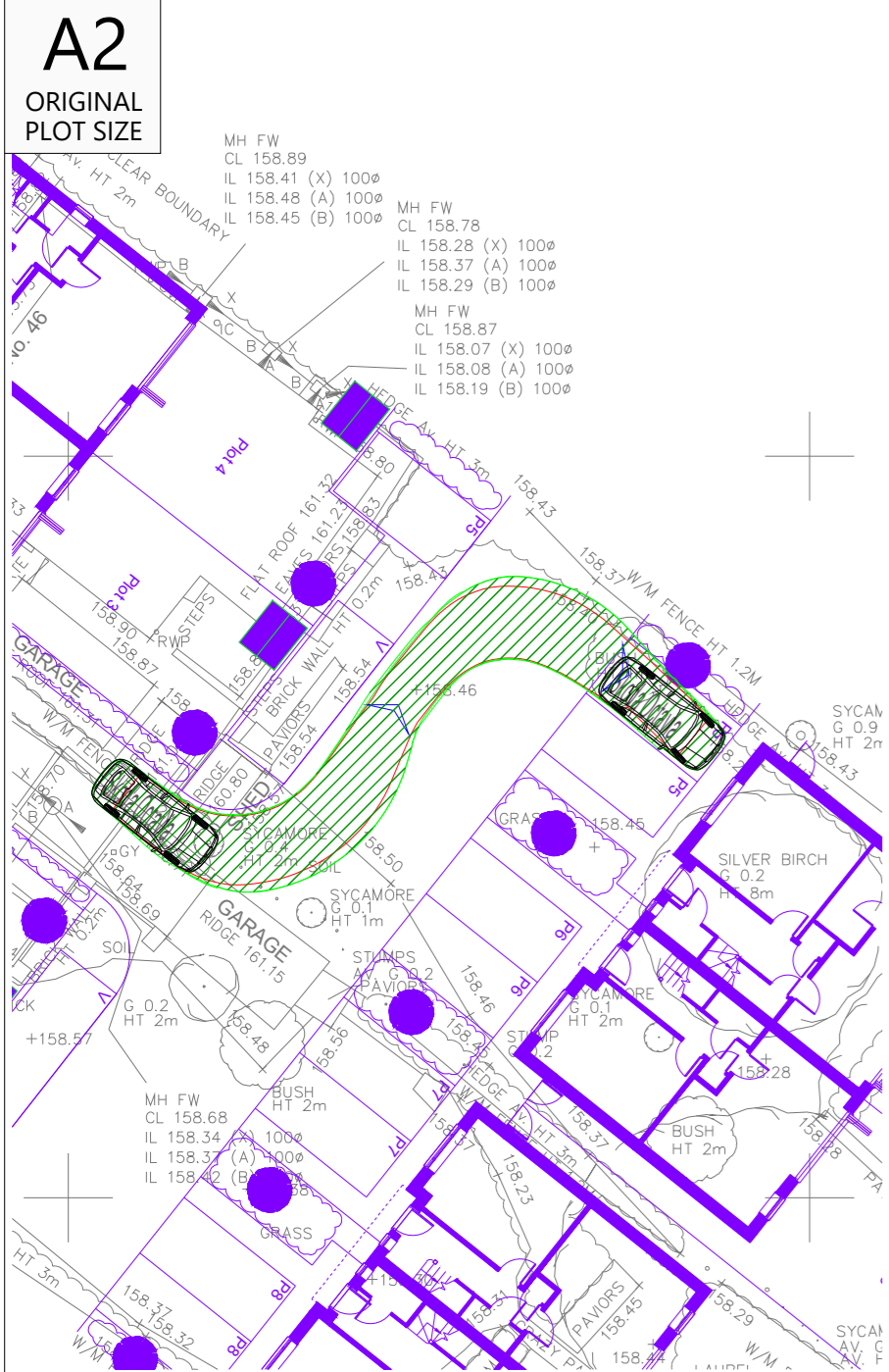
STATUS:  
**FEASIBILITY**

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	15.03.21	JA	AC	TH
JOB NO:	DRAWING NO:	REVISION:		
2102-059	SP02	-		



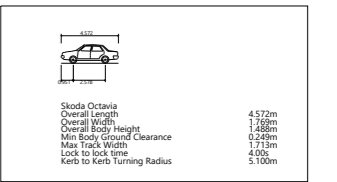
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**A2**  
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PLOT SIZE



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- NOTES:
1. Subject to confirmation of Highway Boundary.
  2. Swept Path Analysis of a Skoda Octavia Car (AutoTrack Vehicle Reference No. N/A).




**Swept Path KEY**

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

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 London  
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 Oxford  
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 7 Chesterton Mill  
 French's Road  
 Cambridge  
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 01223 455385  
[www.tpa.uk.com](http://www.tpa.uk.com)

CLIENT:  
**Ron New and Roger Fleet**

PROJECT:  
**45-46 Chesham Road,  
Bovingdon**

TITLE:  
**Swept Path Analysis of a  
Parking Bays -  
Sheet 3 of 3**

STATUS:  
**FEASIBILITY**

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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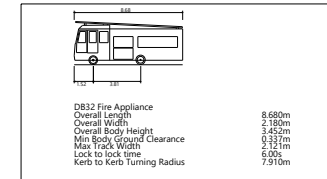
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ORIGINAL PLOT SIZE

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NOTES:

1. Subject to confirmation of Highway Boundary.
2. Swept Path Analysis of a DB32 Fire Tender Vehicle (Autotrack Vehicle Reference No. N/A).



Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

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-	-	-	-	-	-

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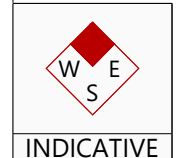
CLIENT:  
**Ron New and Roger Fleet**

PROJECT:  
**45-46 Chesham Road,  
Bovingdon**

TITLE:  
**Swept Path Analysis of a  
Fire Tender Vehicle -  
Access and Turning Head**

STATUS:  
**FEASIBILITY**

SCALE: 1:500	DATE: 15.03.21	DRAWN: JA	CHECKED: AC	APPROVED: TH
JOB NO: 2102-059		DRAWING NO: SP04		REVISION: -



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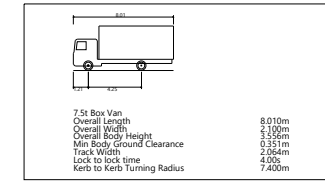
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ORIGINAL PLOT SIZE

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NOTES:

1. Subject to confirmation of Highway Boundary.
2. Swept Path Analysis of a 7.5t Box Van Vehicle (Autotrack Vehicle Reference No. 100094).



Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
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7 Chesterton Mill  
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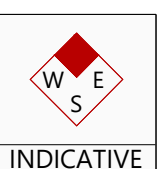
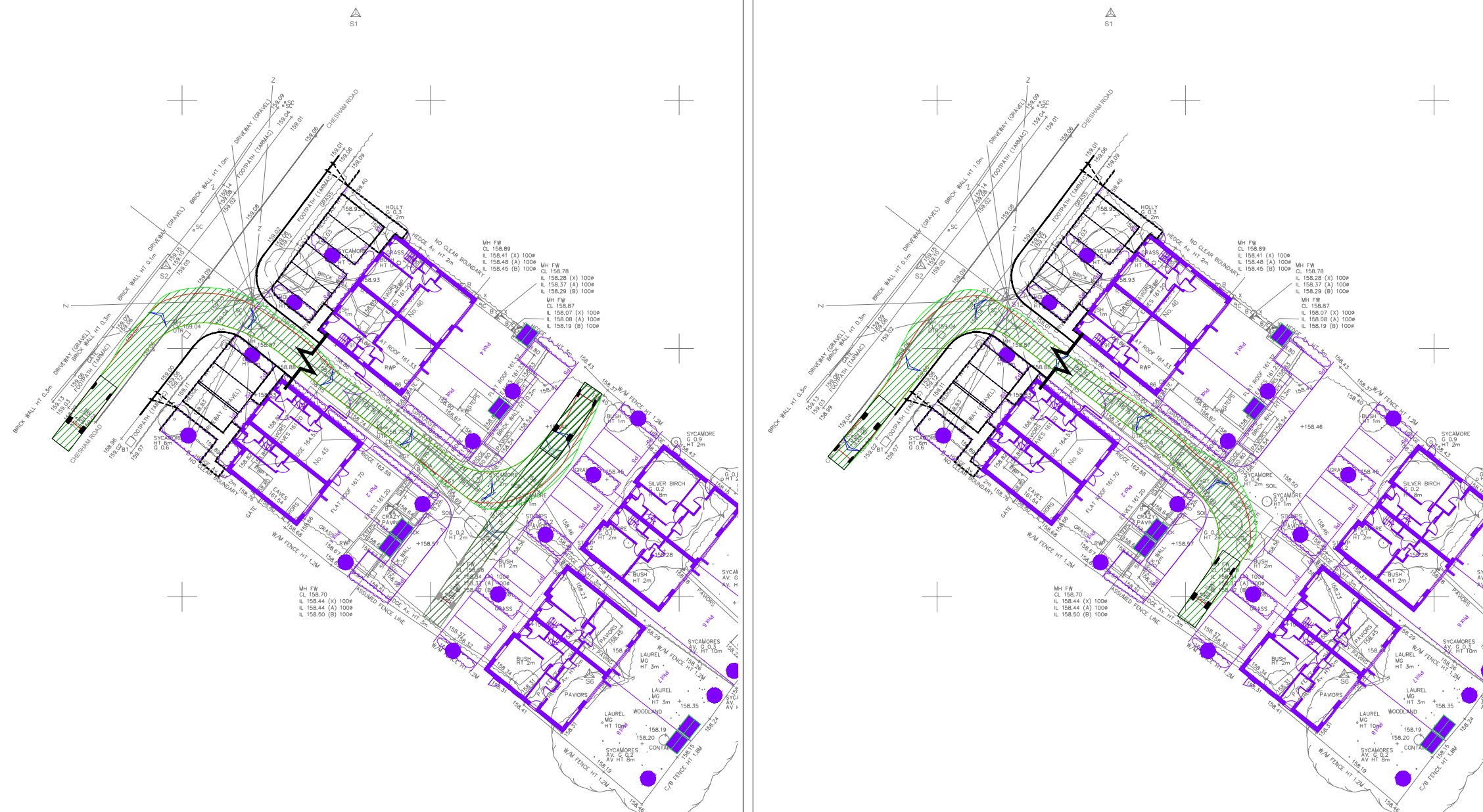
CLIENT:  
**Ron New and Roger Fleet**

PROJECT:  
**45-46 Chesham Road,  
Bovingdon**

TITLE:  
**Swept Path Analysis of a  
7.5t Box Van -  
Access and Turning Head**

STATUS:  
**FEASIBILITY**

SCALE: 1:500	DATE: 15.03.21	DRAWN: JA	CHECKED: AC	APPROVED: TH
JOB NO: 2102-059		DRAWING NO: SP05		REVISION: -



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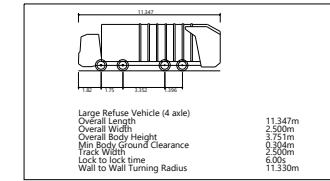
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ORIGINAL PLOT SIZE

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NOTES:

1. Subject to confirmation of Highway Boundary.
2. Swept Path Analysis of a 4 Axle Refuse Vehicle (AutoTrack Vehicle Reference No. N/A).



Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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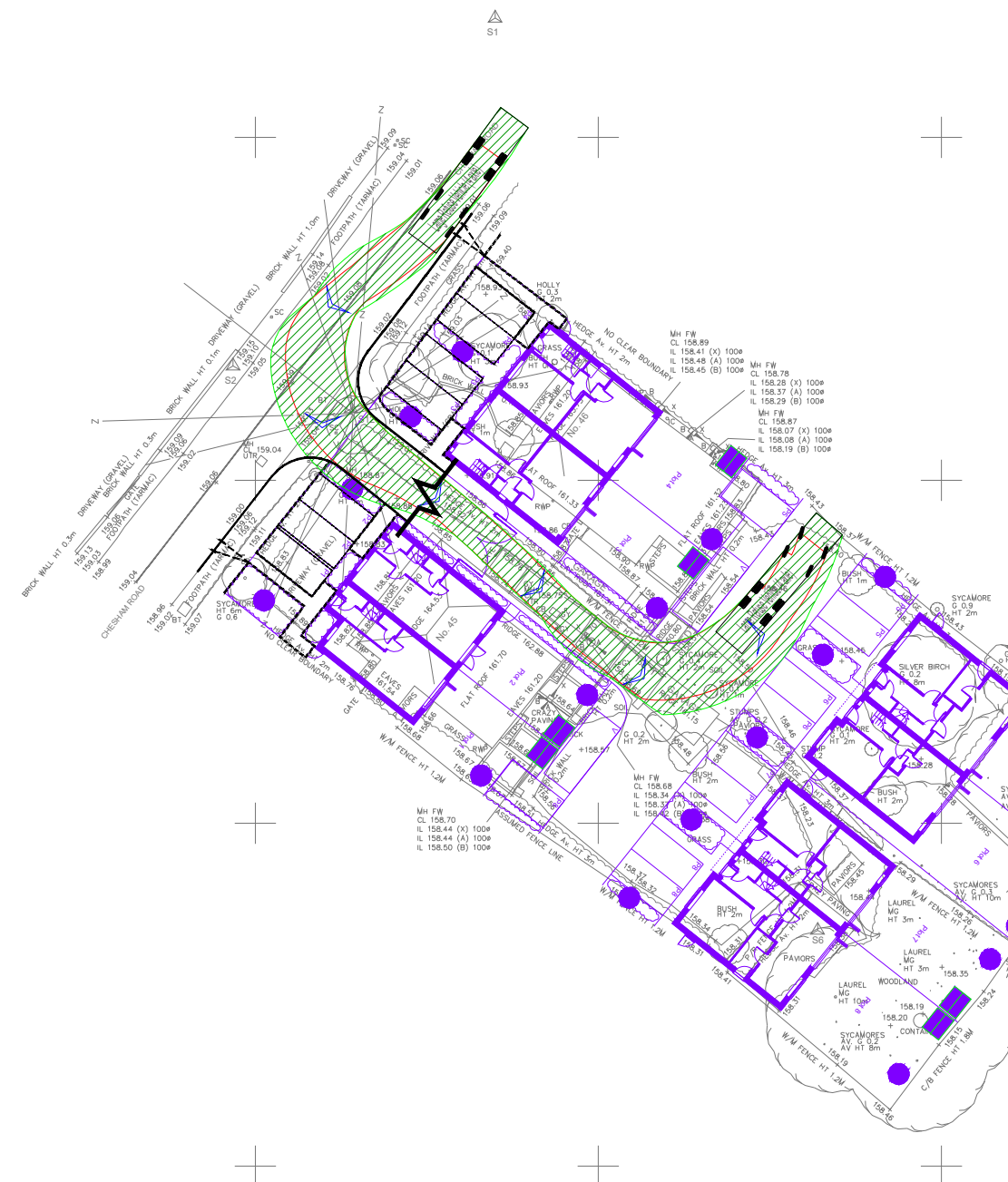
CLIENT:  
**Ron New and Roger Fleet**

PROJECT:  
**45-46 Chesham Road, Bovingdon**

TITLE:  
**Swept Path Analysis of a 4 Axle Refuse Vehicle - Access and Turning Head**

STATUS:  
**FEASIBILITY**

SCALE: 1:500	DATE: 15.03.21	DRAWN: JA	CHECKED: AC	APPROVED: TH
JOB NO: 2102-059	DRAWING NO: SP06		REVISION: -	



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# APPENDIX D

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 7 to 30 (units: )  
 Range Selected by User: 6 to 30 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 06/06/19

*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	6 days
Tuesday	4 days
Wednesday	4 days
Thursday	4 days
Friday	4 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	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:

Residential Zone	20
Village	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:

C3	22 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:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	6 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	11 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	21 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	22 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	28	
	<i>Survey date: MONDAY</i>	<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
2	CH-03-A-08 WHITCHURCH ROAD CHESTER	DETACHED	CHESHI RE
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	11	
	<i>Survey date: TUESDAY</i>	<i>22/05/12</i>	<i>Survey Type: MANUAL</i>
3	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD	TERRACED HOUSES	CHESHI RE
	HURDSFIELD Edge of Town Residential Zone Total No of Dwellings:	24	
	<i>Survey date: MONDAY</i>	<i>24/11/14</i>	<i>Survey Type: MANUAL</i>
4	CH-03-A-11 LONDON ROAD NORTHWICH	TOWN HOUSES	CHESHI RE
	LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	24	
	<i>Survey date: THURSDAY</i>	<i>06/06/19</i>	<i>Survey Type: MANUAL</i>
5	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH	BUNGALOWS	DORSET
	CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings:	28	
	<i>Survey date: MONDAY</i>	<i>24/03/14</i>	<i>Survey Type: MANUAL</i>
6	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM	DETACHED & SEMI-DETACHED	KENT
	BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	8	
	<i>Survey date: FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
7	LC-03-A-30 WATSON ROAD BLACKPOOL	SEMI-DETACHED	LANCASHI RE
	Edge of Town Centre Residential Zone Total No of Dwellings:	24	
	<i>Survey date: FRIDAY</i>	<i>14/06/13</i>	<i>Survey Type: MANUAL</i>
8	LN-03-A-03 ROOKERY LANE LINCOLN	SEMI DETACHED	LINCOLNSHI RE
	BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	22	
	<i>Survey date: TUESDAY</i>	<i>18/09/12</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	30	
	<i>Survey date: MONDAY</i>	<i>29/06/15</i>	<i>Survey Type: MANUAL</i>
10	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	15	
	<i>Survey date: FRIDAY</i>	<i>21/06/13</i>	<i>Survey Type: MANUAL</i>
11	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27	
	<i>Survey date: TUESDAY</i>	<i>16/10/12</i>	<i>Survey Type: MANUAL</i>
12	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	10	
	<i>Survey date: WEDNESDAY</i>	<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
13	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	21	
	<i>Survey date: MONDAY</i>	<i>16/09/13</i>	<i>Survey Type: MANUAL</i>
14	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	23	
	<i>Survey date: WEDNESDAY</i>	<i>18/09/13</i>	<i>Survey Type: MANUAL</i>
15	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	10	
	<i>Survey date: WEDNESDAY</i>	<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
16	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	7	
	<i>Survey date: TUESDAY</i>	<i>23/10/12</i>	<i>Survey Type: MANUAL</i>
17	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:	18	
	<i>Survey date: WEDNESDAY</i>	<i>09/09/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
19	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI-DET. & TERRACED		STAFFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:		17	
	<i>Survey date: FRIDAY</i>		<i>09/05/14</i>	<i>Survey Type: MANUAL</i>
20	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI-DETACHED		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		16	
	<i>Survey date: MONDAY</i>		<i>07/10/13</i>	<i>Survey Type: MANUAL</i>
21	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		17	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>
22	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: THURSDAY</i>		<i>22/09/16</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	19	0.090	22	19	0.298	22	19	0.388
08:00 - 09:00	22	19	0.194	22	19	0.381	22	19	0.575
09:00 - 10:00	22	19	0.158	22	19	0.187	22	19	0.345
10:00 - 11:00	22	19	0.184	22	19	0.175	22	19	0.359
11:00 - 12:00	22	19	0.168	22	19	0.184	22	19	0.352
12:00 - 13:00	22	19	0.210	22	19	0.215	22	19	0.425
13:00 - 14:00	22	19	0.208	22	19	0.180	22	19	0.388
14:00 - 15:00	22	19	0.199	22	19	0.241	22	19	0.440
15:00 - 16:00	22	19	0.298	22	19	0.248	22	19	0.546
16:00 - 17:00	22	19	0.277	22	19	0.222	22	19	0.499
17:00 - 18:00	22	19	0.319	22	19	0.170	22	19	0.489
18:00 - 19:00	22	19	0.234	22	19	0.168	22	19	0.402
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.539			2.669			5.208

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 - 30 (units: )  
 Survey date range: 01/01/12 - 06/06/19  
 Number of weekdays (Monday-Friday): 22  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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