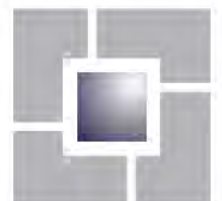


***131 Newton Road,  
Sandwell***

***Transport Statement***



david tucker associates  
transport planning consultants

**131 Newton Road,  
Sandwell**

*Transport Statement*

22<sup>nd</sup> April 2021  
SJT/TM 23051-01 Transport Statement\_REV1

*Prepared by:*

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## **1.0 INTRODUCTION**

- 1.1 David Tucker Associates (DTA) have been commissioned to provide highways advice in relation to the proposed change in use of an existing site from residential use (Use Class C3) to a day nursery (Use Class E(f)) at 131 Newton Road in Sandwell. The location of the site is shown on **Figure 1** and the proposed site layout is attached as **Appendix A**.
- 1.2 Pre-application discussions have been undertaken between the Client and Sandwell Metropolitan Borough Council (SMBC) as the local highway authority. The proposed site layout has been amended in response to the comments raised by SMBC, which also requested that a Transport Statement (TS) be submitted with a forthcoming planning application for the site.
- 1.3 The TS has been prepared in accordance with the revised National Planning Policy Framework (NPPF) and national Planning Practice Guidance (PPG).
- 1.4 Overall, this report concludes that the development proposals are in accordance with the National Planning Policy Framework and that the residual cumulative impacts of the proposals on the road network would not be severe.

## **2.0 EXISTING CONDITIONS**

### **2.1 Site Description**

- 2.1.1 The site is situated off the A4041 Newton Road and Monksfield Avenue in Great Barr, which bound the south and east of the development site respectively. To the north and west are residential dwellings. The location of the site is shown on **Figure 1**.

### **2.2 Local Highway Network**

- 2.2.1 The highway network in relation to the proposed development is shown on **Figure 1**. Two points of vehicle access to the site are currently provided – one onto Newton Road and the other Monksfield Avenue, which take the form of vehicle crossovers.
- 2.2.2 The A4041 Newton Road is a lit dual carriageway road and is subject to a 40mph speed limit within the vicinity of the site. At its junction with Monksfield Avenue, there is a ghost-island right-turn lane and associated hatching along the central median, which is shown in **Image 1** below. Newton Road and the first 25m into Monksfield Avenue is a 'red-route', meaning that no stopping is permitted at any time.

**Image 1** – A4041 Newton Road/ Monksfield Avenue Junction





2.2.3 To the east, the A4041 Newton Road provides connection to the A34 Birmingham Road via a signalised crossroads. To the west, it joins with the A3031 All Saints Way at a signalised junction with Hollyhedge Road.

2.2.4 Monksfield Avenue is a circa 7.3m wide single local distributor road and is subject to a 30mph from its junction with the A4041 Newton Road. After its junction with Wakelam Gardens there is a 20mph Safe School Zone associated with Grove Vale Primary School and there are traffic calming features including visual speed cushions and raised tables.

### 2.3 Personal Injury Collisions

2.3.1 Personal Injury Collision (PIC) data was obtained for the local highway network for the most recent 5+ year period for which data is available. The assessment area focusses on the A4041 Newton Road/ Monksfield Avenue junction. A summary of the PIC data for the last five year period is provided in **Table 1**, with the full outputs and plan of the assessment area attached as **Appendix B**.

**Table 1** – Summary of PICs by Severity

	Date	Day	Time	Severity	Contributory Factors
K0137415	20/10/2015	Tuesday	08:36	Slight	Failed to look properly / Careless, reckless or in a hurry
K6872316	17/05/2016	Tuesday	17:57	Serious	Failed to look properly / Failed to signal or misleading signal
K12123516	18/10/2016	Tuesday	08:45	Slight	Poor turn or manoeuvre / Deposit on road
K16352117	26/02/2017	Sunday	14:38	Slight	Other
K23762717	18/10/2017	Wednesday	15:20	Slight	Slippery road / Failed to look properly
K29550818	19/04/2018	Thursday	16:59	Slight	Junction overshoot
K30731518	08/06/2018	Friday	08:20	Serious	Failed to look properly
K35175618	13/10/2018	Saturday	13:55	Slight	-
K91669119	18/11/2019	Monday	08:35	Slight	Poor turn or manoeuvre / Failed to look properly

2.3.2 As shown above, nine PICs have been recorded over the most recent five year period at, or within the immediate vicinity, of the A4041 Newton Road/ Monksfield Avenue junction. In total, seven of the incidents were recorded as being 'slight' in nature and two as 'serious'. None of the PICs involved a vulnerable road user i.e. a cyclist or pedestrian.

2.3.3 The majority of the incidents (seven) occurred on a weekday, with four of these occurring in the morning peak when vehicle movements through the junction are likely to be at their highest (between 08:00 and 09:00). The most frequently cited factor for the PICs was 'failed to look properly'.

2.3.4 Given the number and nature of the PICs recorded within the vicinity of the site, measures to reduce the impact of the scheme on the operation of the adjacent junction have been identified through discussions with the local highway authority. These are set out in **Section 3.2**.

## 2.4 **Foot/ Cycle Connectivity**

2.4.1 There is an established network of footways and crossing points throughout the local area. Wide footways are located along the northern side of the A4041 Newton Road, including along the site frontage (see **Image 2**), with circa 2m wide footways located along the southern side of the carriageway. These are lit and there is an uncontrolled staggered crossing over Newton Road to the east of Monksfield Avenue, where tactile and coloured paving is provided (see **Image 3**).

**Image 2** – A4041 Newton Road (looking west from Monksfield Avenue)





**Image 3** – A4041 Newton Road (looking east from Monksfield Avenue)



2.4.2 Lit circa 2.3m wide footways are located along both sides of Monksfield Avenue and an uncontrolled crossing with dropped kerbs and tactile paving is provided at its junction with the A4041 Newton Road. To the north, the footways provide access to a large residential estate, as well as Grove Vale Primary School where there is a 20mph Safe School Zone.

2.4.3 With regard to cycling, there is an on-road cycle lane in an eastbound direction along the A4041 Newton Road which terminates at Monksfield Avenue. The closest National Cycle Route (NCR) to the site is NCR5 which can be accessed around 1km to the west.

## 2.5 **Public Transport**

### Bus

2.5.1 The closest bus stop to the site is located approximately 100m to the east on Newton Road, which can be used to access eastbound services. Westbound services can be accessed from a bus stop on the southern side of Newton Road, which is around 200m from the site. Both bus stops provide shelters, timetable information and seating, and are served by the high frequency no.5 bus, which is summarised in **Table 2** below.



2.5.2 The no.51 bus service, which operates with a 10 minute weekday frequency, can be accessed from bus stops on the A34 to the east of the site – approximately 10 minutes' walk from the site. This provides connections to/ from Walsall, Perry Barr, Aston and Birmingham City Centre.

**Table 2** – Summary of Local Bus Services\*

No.	Route	Frequency & First and Last Services					
		Mon - Fri		Sat		Sun	
5	West Bromwich – Sutton Coldfield via New Oscott	10 mins		10 mins		30 mins	
		First	Last	First	Last	First	Last
		05:15	23:30	06:00	23:30	08:00	23:30

\* Note that many bus services are currently operating under reduced hours of operation due to COVID-19

### Rail

2.5.3 Hamstead Railway Station is the closest railway station to the site and is located around 2.9km to the south-east via the most direct route. This equates to a cycling time of around 12 minutes.

2.5.4 From the station, which is operated by West Midlands Railway, regular connections are provided to Birmingham, Wolverhampton and Walsall, as well as other destinations.

---

### **3.0 DEVELOPMENT PROPOSALS**

#### **3.1 Development Description**

3.1.1 The proposals are for the change in use of the existing residential dwelling at 131 Newton Road in Great Barr to a Day Nursery (Use Class D1). A plan of the proposals is attached as **Appendix A**.

3.1.2 The proposed nursery is designed to be registered for 81 child places by Ofsted and is to accommodate children from the age of 3 months to 5 years. The applicant, who runs another local nursery, has confirmed that very rarely does a nursery ever reach 100% capacity and at most 65-70% of children are expected to be in attendance at the same time. Furthermore, a proportion of the 81 children will be term time only, with others attending the holiday club. The nursery will be open from 7.00 am until 7.00pm Monday to Friday excluding Bank Holidays, with 16 full-time staff employed. Further details are provided in **Chapter 4**.

3.1.3 It is proposed that the nursery will operate a before and after school club for children attending Grove Vale Primary School, which is located off Monksfield Avenue approximately 200m from the proposed development. The associated drop- offs/ collections will be undertaken by nursery staff travelling on foot.

#### **3.2 Vehicle Access**

3.2.1 There are currently two points of vehicle access to the site – one onto Newton Road and the other Monksfield Avenue, which take the form of vehicle crossovers. Following pre-application discussions with the local highway authority, the following vehicle access strategy is proposed:

- The existing access onto Monksfield Avenue, which is located around 10m from Newton Road, will be closed/ gated during operational hours;

- A new 'in-only' access will be created onto Monksfield Avenue approximately 45m to the north of the Newton Road/ Monksfield Avenue junction – thus providing a much greater level of separation than currently available with the existing access;
- The Newton Road access will become an 'out-only', with a one-way system for traffic created through the site; and
- Improved visibility from the egress onto Newton Road to Monksfield Avenue will be provided as part of the scheme.

3.2.2 Swept-path analysis of the proposed accesses and internal site layout has been undertaken and is shown on **Drawing 23051-04**. This demonstrates that the associated manoeuvres can be accommodated.

3.2.3 Refuse collection will take place once per week off Newton Road as is currently the case. Food/ supply deliveries will occur at the weekend and therefore these movements do not coincide with the weekday operations of the nursery.

### 3.3 **Car Parking**

3.3.1 A first principles approach using data provided by the applicant has been undertaken in order to ascertain the likely staff car parking requirements at the proposed development. This uses data collected from an existing nursery operated by the applicant off Birmingham Road (Santos Day Nurseries), which is located around 1.3km to the north-east of the site off Amie Lane.

3.3.2 Santos Day Nurseries is similarly located off a major road within a residential area and in close proximity to high frequency bus services. A total of 51 children are registered at the nursery, along with 12 staff, and the nursery is open from 7.00 am until 7.00pm Monday to Friday excluding Bank Holidays which is consistent with the proposals.

- 3.3.3 In terms of staff travel mode share, approximately 42% of staff working at the existing nursery travel by car (five staff), with the majority travelling by public transport or on foot. As is the case with the existing nursery, the working hours of the staff will vary depending on the ratios on any given day and associated capacity, and there will never be all 16 staff on-site at the same time.
- 3.3.4 To provide an understanding of what the staff movements, and associated demand for car parking, could look like over the course of a week for the proposed development, data was provided by the applicant for the existing nursery. Due to the impact of COVID, the data used to inform this analysis was taken from a week in January 2020 (Monday 13<sup>th</sup> to Friday 17<sup>th</sup>) which is considered to be representative of 'normal' conditions.
- 3.3.5 An analysis of the data shows that demand varies during the week, with Wednesdays and Thursdays tending to be the peak days, and Monday, Tuesday and Friday the quieter days. As the staff numbers at the proposed nursery will be higher than the existing nursery (16 vs 12), the data for the existing nursery site has been extrapolated. The resulting movements for the peak day (Thursday) are summarised below in **Table 3**, with the full set of data covering the whole week attached as **Appendix C**.

**Table 3 – Forecast Staff Movements (Peak Weekday)**

Time	Staff Person Trips		Staff Car Trips	
	In	Out	In	Out
0600-0700	3	0	1	0
0700-0800	8	0	3	0
0800-0900	3	0	1	0
0900-1000	0	0	0	0
1000-1100	0	0	0	0
1100-1200	0	0	0	0
1200-1300	1	0	1	0
1300-1400	0	0	0	0
1400-1500	0	0	0	0
1500-1600	0	0	0	0
1600-1700	0	1	0	1
1700-1800	0	3	0	1
1800-1900	0	11	0	4
1900-2000	0	0	0	0
Total	15	15	6	6



- 3.3.6 Based on the above analysis for a peak weekday, it is forecast that there would be staff demand for up to six car parking spaces which would be accommodated off-site on local roads. It is proposed that all on-site car parking will be for customer use only as is the case at the applicant's existing nursery.
- 3.3.7 A similar exercise has been undertaken in relation drop-off/ pickup movements at peak times, with the data for the existing nursery site extrapolated to account for the higher number of registered children proposed (81 vs 51). In terms of travel mode share, approximately 55% of customers at the existing nursery travel by car, with the remainder being a combination of walking/ cycling and public transport. The full set of data covering the whole week is attached as **Appendix C**.
- 3.3.8 As discussed above, demand varies during the week and the movements for the existing nursery based on the day experiencing the highest number of movements (Thursday 16<sup>th</sup> January) are summarised in **Table 4**. The extrapolated movements for the proposed nursery are shown in **Table 5**.

**Table 4 – Existing Nursery Customer Movements (Peak Weekday)**

Time	Customer Person Trips		Customer Car Trips	
	In	Out	In	Out
0600-0700	0	0	0	0
0700-0800	28	28	15	15
0800-0900	8	8	4	4
0900-1000	2	2	1	1
1000-1100	1	1	1	1
1100-1200	0	0	0	0
1200-1300	9	9	5	5
1300-1400	7	7	4	4
1400-1500	0	0	0	0
1500-1600	0	0	0	0
1600-1700	9	9	5	5
1700-1800	18	18	10	10
1800-1900	10	10	6	6
1900-2000	0	0	0	0
Total	92	92	51	51

**Table 5** – Proposed Nursery Forecast Customer Movements (Peak Weekday)

Time	Customer Person Trips		Customer Car Trips	
	In	Out	In	Out
0600-0700	0	0	0	0
0700-0800	44	44	24	24
0800-0900	13	13	7	7
0900-1000	3	3	2	2
1000-1100	2	2	1	1
1100-1200	0	0	0	0
1200-1300	14	14	8	8
1300-1400	11	11	6	6
1400-1500	0	0	0	0
1500-1600	0	0	0	0
1600-1700	14	14	8	8
1700-1800	29	29	16	16
1800-1900	16	16	9	9
1900-2000	0	0	0	0
Total	146	146	81	81

3.3.9 As shown in **Table 5**, the peak customer demand occurs between 7 & 8 in the morning and between 5 & 6 in the evening (44 and 29 customers respectively). To understand how the associated hourly vehicle movements translate into potential parking demand at these peak times, a detailed breakdown of arrivals at the existing nursery during the surveyed day (Thursday 16<sup>th</sup> January 2020) has been provided for the applicant. This has been used to build up a profile of likely parking demand during the peak hours, which is shown in **Table 6**.

**Table 6** – Forecast Customer Car Parking Accumulation (Peak Hour/ Weekday)

Time	In	Out	Acc.	Time	In	Out	Acc.
0700-0705	5	3	5	1700-1705	1	0	1
0705-0710	3	4	6	1705-1710	2	1	3
0710-0715	2	3	2	1710-1715	1	2	2
0715-0720	3	3	3	1715-1720	2	2	1
0720-0725	2	3	2	1720-1725	2	2	2
0725-0730	3	2	2	1725-1730	2	2	2
0730-0735	1	2	1	1730-1735	0	1	0
0735-0740	2	1	1	1735-1740	1	1	0
0740-0745	2	2	2	1740-1745	1	1	1
0745-0750	0	1	0	1745-1750	0	1	0
0750-0755	1	0	0	1750-1755	2	1	1
0755-0800	0	0	1	1755-1800	2	2	3
Total	24	24	-	Total	16	16	-

3.3.10 The analysis in **Table 6** demonstrates that there could be a peak customer demand for around six car parking spaces on the busiest weekday. As set out below, this figure is considered a worst-case given that the proposed nursery would offer greater flexibility in terms of session times, thus resulting in a greater dispersal of movements across the day (see **para 4.3.3**).

3.3.11 A total of 11 car parking spaces, including one disabled bay at the building entrance, are proposed and these are shown on the site plan attached as **Appendix A**. Based on the above analysis, this would be sufficient to accommodate the forecast demand generated by customers at peak times.

3.3.12 Four cycle parking spaces are proposed which will be secure, lit and sheltered, along with a pram store – the location of which is shown on the proposed site layout plan.

## 4.0 TRAFFIC IMPACT REVIEW

### 4.1 Introduction

4.1.1 This Chapter of the TS reviews the potential traffic impact of the development proposals.

### 4.2 Vehicle Trip Generation

4.2.1 The peak hour vehicle trip generation for the proposed development has been forecast on a first principles basis using data provided by the applicant as discussed in **Section 3.3**. This data is attached as **Appendix C**. The forecast vehicle trip generation during the network peaks, and also the afternoon school peak, is provided in **Table 7**.

**Table 7** – Estimated Vehicle Trip Generation

	IN	OUT
	Staff	
Nursery Peak (0700-0800)	3	0
Morning Peak (0800-0900)	1	0
School Peak (1500-1600)	0	0
Evening Peak (1700-1800)	0	1
Daily (0700-1900)	6	6
	Customers	
Nursery Peak (0700-0800)	24	24
Morning Peak (0800-0900)	7	7
School Peak (1500-1600)	0	0
Evening Peak (1700-1800)	16	16
Daily (0700-1900)	81	81
	Total	
Nursery Peak (0700-0800)	27	24
Morning Peak (0800-0900)	8	7
School Peak (1500-1600)	0	0
Evening Peak (1700-1800)	16	17
Daily (0700-1900)	87	87



---

### 4.3 Traffic Impact

- 4.3.1 The traffic impact of the development proposals is not significant, equating to 15 two-way trips in the network morning peak (0800-0900) and 33 in the evening peak (1700-1800), with no trips forecast to occur during the afternoon school peak. These movements are based on the peak nursery day in terms of customer demand. Not all these trips would be 'new' to the network with many likely to be linked – for example, journeys being made to and from work, or the nearby school. Over the course of a day, 174 two-way vehicle trips are forecast.
- 4.3.2 To put the above traffic flows into context, a survey undertaken in 2019 on the A4041 Newton Road recorded circa 2,700 two-way vehicle movements in the morning peak, 2,300 in the evening peak, and around 24,600 over the 12-hour period between 7am and 7pm (data attached as **Appendix D**). Proportionally over the course of a day, development traffic equates to around 0.7% of existing traffic flows which is not significant and not all would be new.
- 4.3.3 In terms of the morning and evening peaks, the forecast movements are considered a worst-case as it is proposed that the new facility will provide more flexibility to customers with the sessions the children are able to attend, which is something parents have expressed interest in at the existing nursery. This will result in a greater spread of customer movements across the course of the day, with the following sessions being introduced: 9.30-4.30pm, 9-1pm and 1-4pm.
- 4.3.4 The proposed vehicle access strategy, which involves closing the existing site access off Monksfield Avenue (used when accessing the current residential dwelling) and creating a one-way system through the site via a newly constructed vehicle access, responds to pre-application comments raised by the local highway authority and will provide a betterment over the existing access arrangement.

---

4.3.5 To further reduce the impact of the scheme, it is proposed that a Travel Plan will be prepared prior to occupation of the site focussed on reducing car use where feasible among staff and customers. The appointed Travel Plan Co-ordinator on the site will also be responsible for monitoring the use of on-site cycle parking facilities to ensure that they can fully accommodate demand, as well as how the car park operates.

---

## **5.0 CONCLUSIONS**

- 5.1 DTA has prepared a Transport Statement to support a planning application for proposed change in use of an existing site from residential use (Use Class C3) to a day nursery (Use Class E(f)) at 131 Newton Road in Sandwell.
- 5.2 A review of the most recent five year personal injury collision data for the local highway network has been undertaken and highlights a relatively high number of incidents at the Newton Road/ Monksfield Avenue junction. Consequently, measures to reduce the impact of the scheme have been identified through discussions with the local highway authority.
- 5.3 In line with pre-application discussions with the local highway authority, it is proposed that the existing access onto Monksfield Avenue, which is located around 10m from Newton Road, will be closed during operational hours. A new 'in-only' access will be created onto Monksfield Avenue approximately 45m to the north of the Newton Road/ Monksfield Avenue junction – thus providing a much greater level of separation than currently exists. The Newton Road access will become an 'out-only', with a one-way system for traffic created through the site and improved visibility from the egress onto Newton Road to Monksfield Avenue will be provided.
- 5.4 The report reviews the car parking demand associated with the development proposals and the analysis demonstrates that there is adequate provision on-site to accommodate the projected customer demand generated by the scheme.
- 5.5 With regard to traffic impact, whilst there will be an increase in movements from the existing residential use as a result of the proposals, this is not considered significant when placed within the context of existing traffic levels along Newton Road. Not all of these would be 'new' trips with many likely to be linked to journeys already being made – for example, to and from work, or the nearby school.

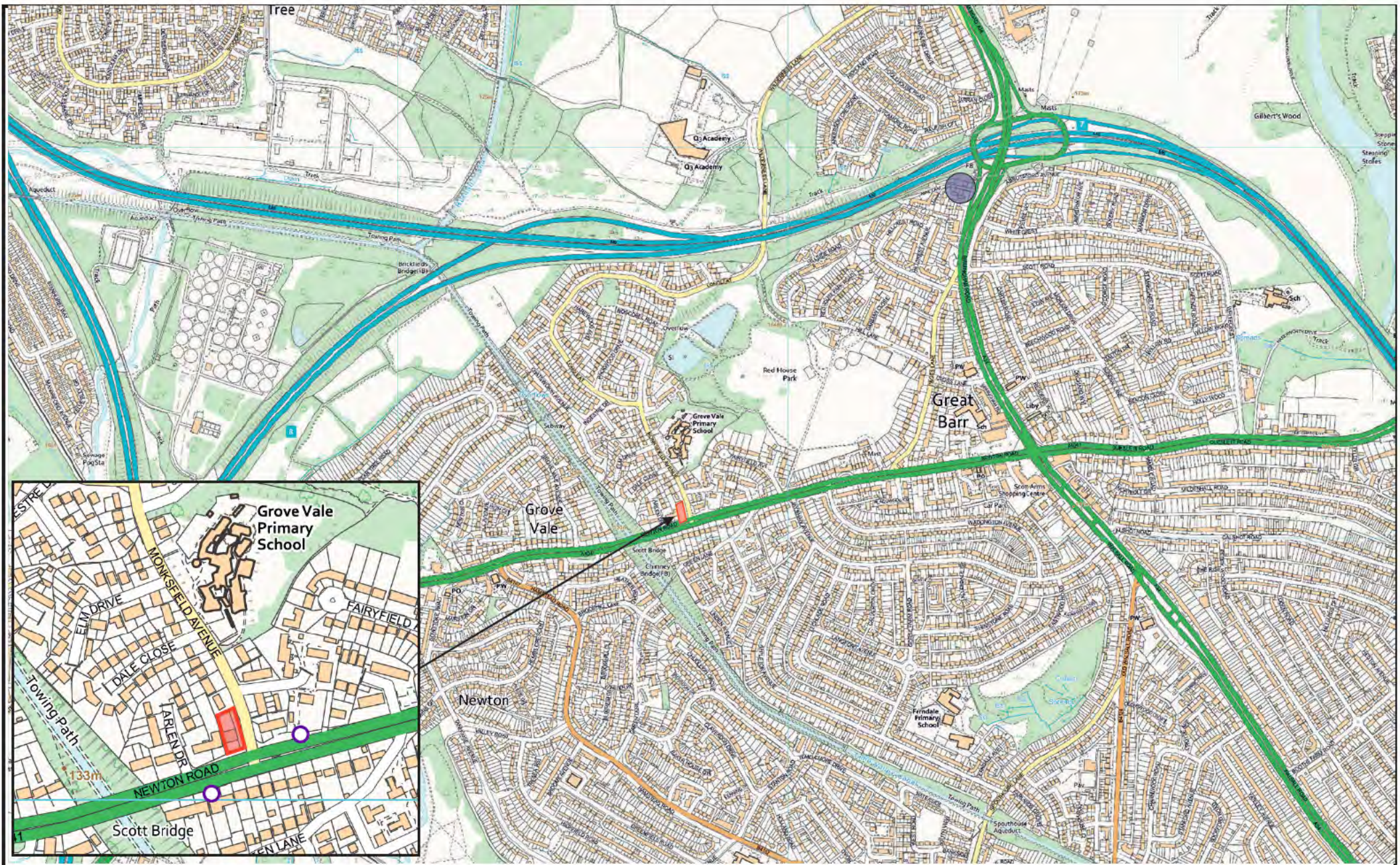


- 
- 5.6 The proposed access strategy provides a significant improvement over the existing site layout, where an access is provided into the site off Monksfield Avenue just 10m north of Newton Road. It is also proposed that a Travel Plan will be prepared prior to occupation of the site to reduce unnecessary car use where possible.
- 5.7 Overall, this report concludes that the development proposals are in accordance with the National Planning Policy Framework and that the residual cumulative impacts of the proposals on the road network would not be severe.



## Figures





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 www.dtatransportation.co.uk

**Notes:**



Development Site



Bus Stop



Existing Nursery Site

**Figure 1**  
 Drawing Title  
 Job Title  
 Client

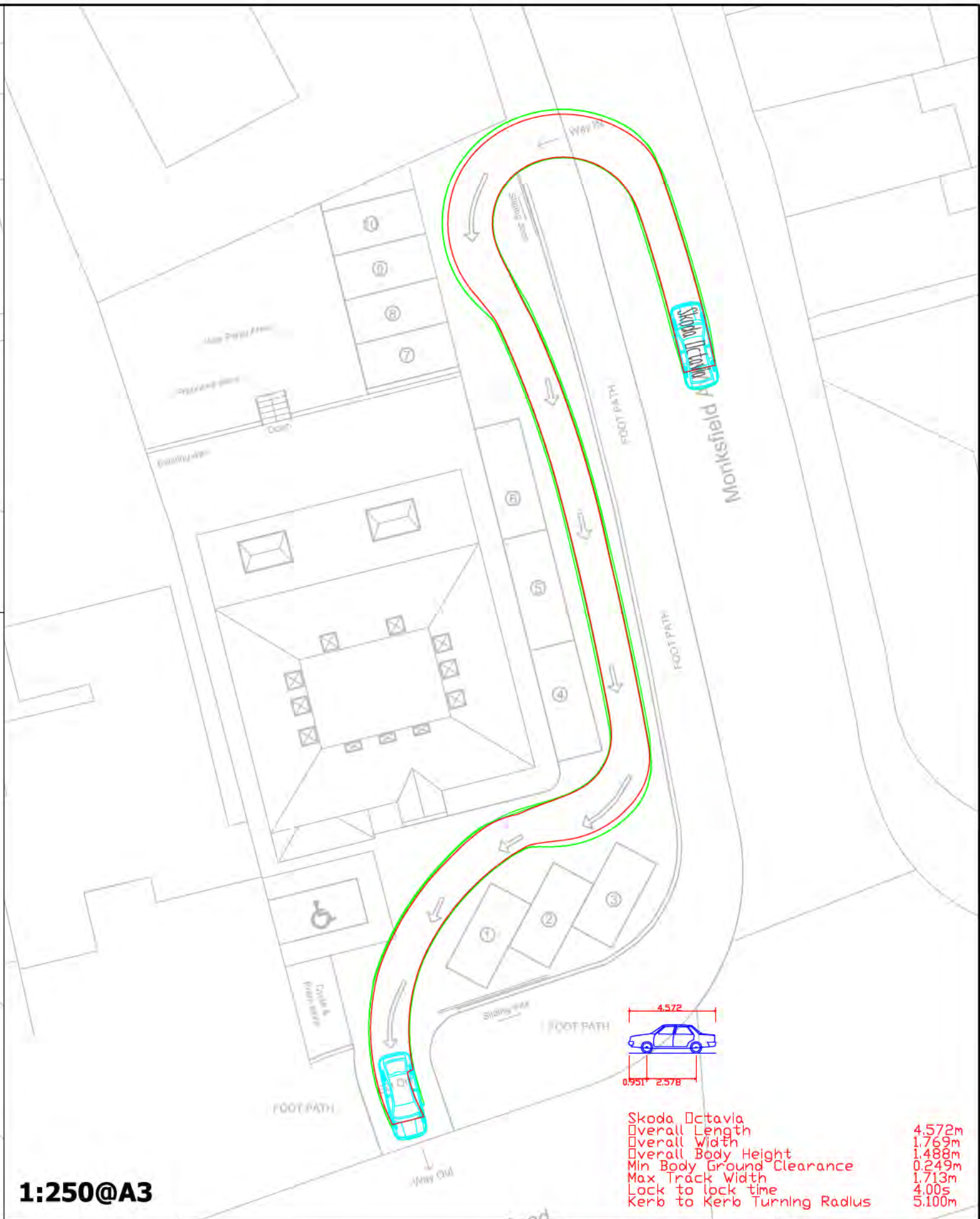
**Site Location Plan**  
 131 Newton Road

Scale : NTS

NORTH

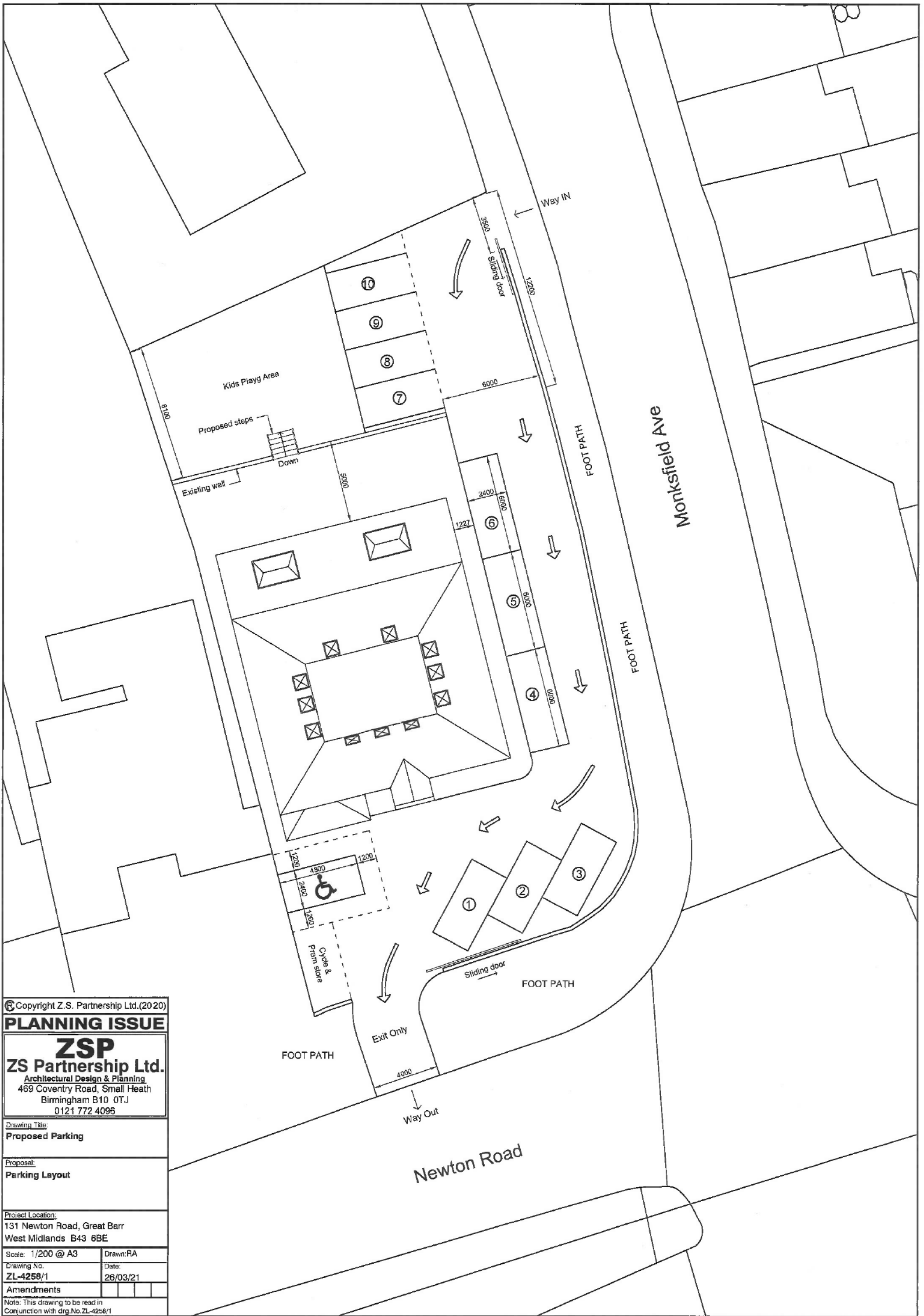


## Drawings





**Appendix A**  
Proposed Site Plan



© Copyright Z.S. Partnership Ltd.(2020)

**PLANNING ISSUE**

**ZSP**  
**ZS Partnership Ltd.**  
Architectural Design & Planning  
469 Coventry Road, Small Heath  
Birmingham B10 0TJ  
0121 772 4096

Drawing Title:  
**Proposed Parking**

Proposal:  
**Parking Layout**

Project Location:  
131 Newton Road, Great Barr  
West Midlands B43 6BE

Scale: 1/200 @ A3	Drawn: RA
Drawing No. <b>ZL-4258/1</b>	Date: 26/03/21
Amendments	

Note: This drawing to be read in  
Conjunction with drg.No.ZL-4258/1

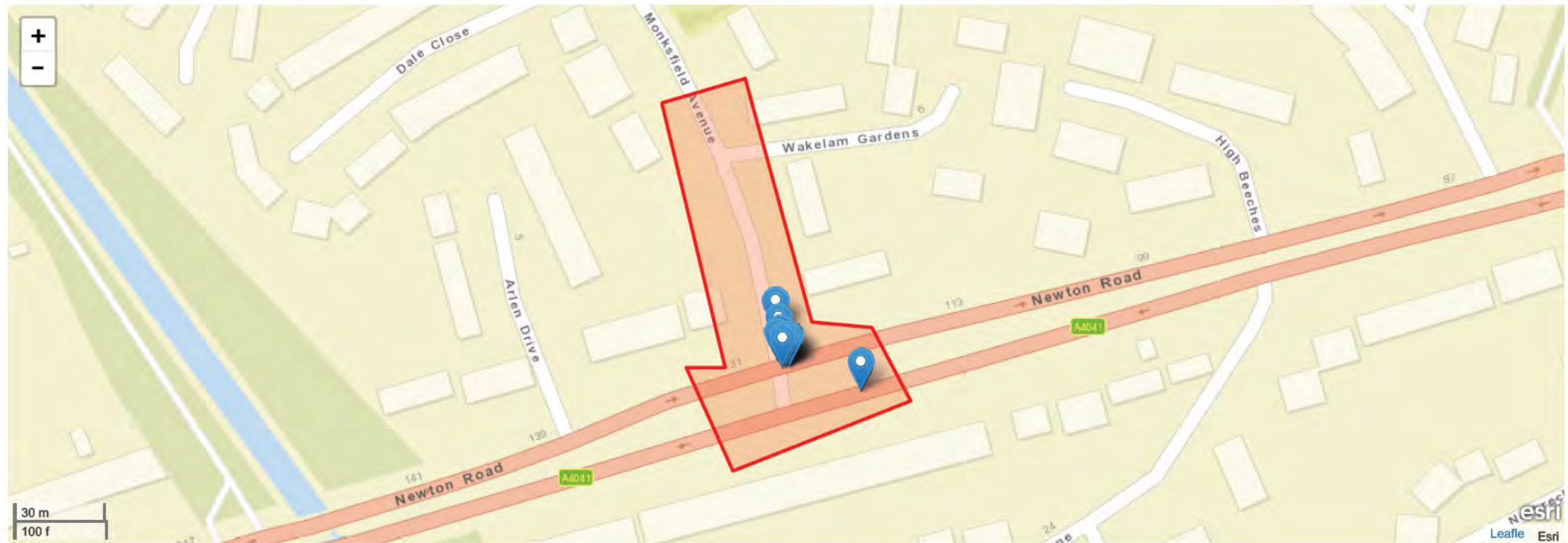
**Appendix B**  
Personal Injury Collision Data

# Transport for West Midlands Road Traffic Collision Report

From 01/01/2014 to 01/01/2021

Report generated on 08 February 2021 at 13:51

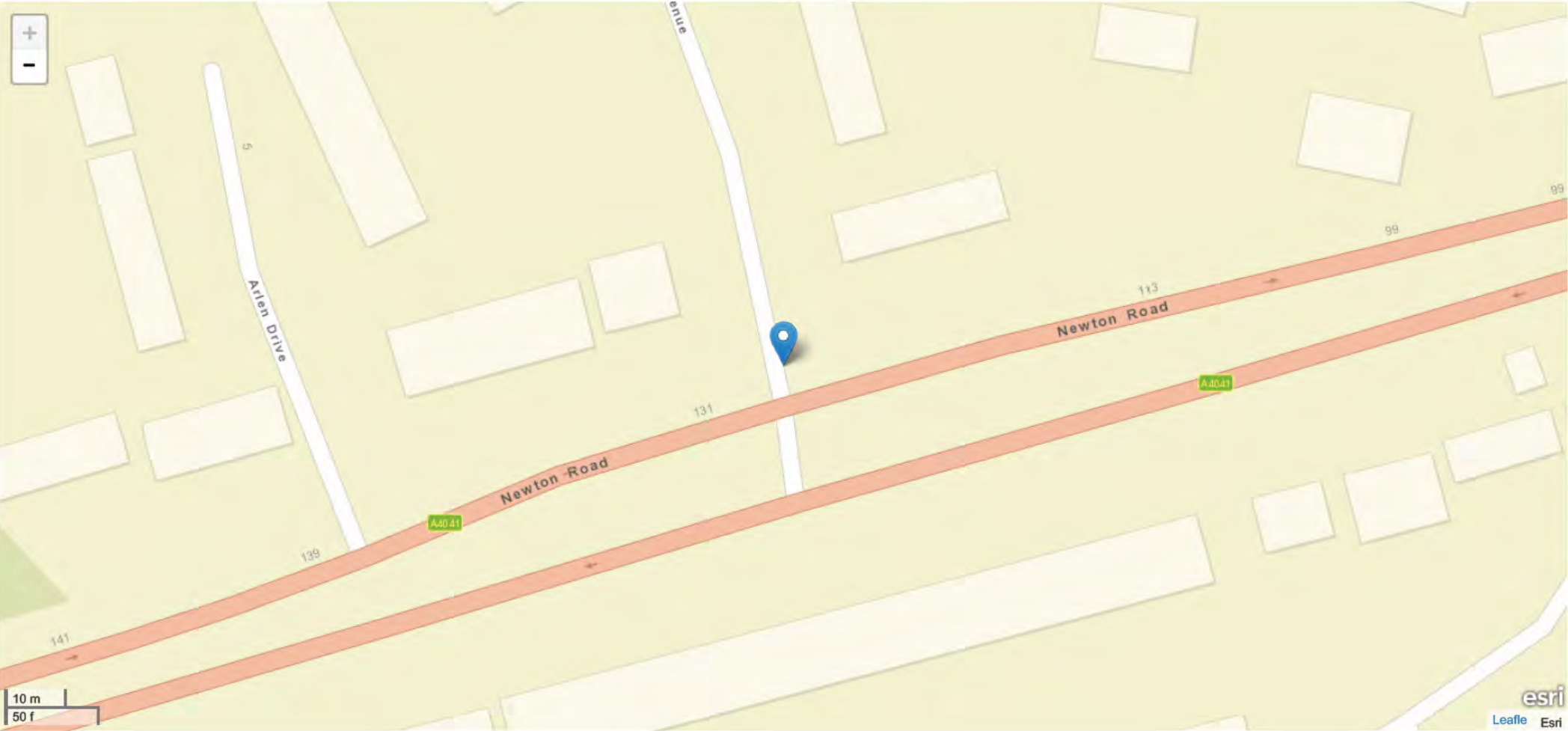
Total Collisions	No. of Fatal Collisions	No. of Serious Collisions	No. of Slight Collisions	Total Casualties	No. of Fatal Casualties	No. of Serious Casualties	No. of Slight Casualties	No. of Driver Classification	No. of Passenger Classification	No. of Pedestrian Classification
11	0	2	9	19	0	2	17	15	4	0



Incident Record Number: 1 - Friday 15:40 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K0127314	05/09/2014	15:40	Fr day	3	1	Day ght	F ne no h gh w nds	S ght	Dry

Road Name 1	Road Name 2
Monksf e d Avenue	NEWTON ROAD





Incident Record Number: 1 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
F e d w    be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Monksf e d Avenue	403749.317859809, 294054.73696235	Unknown	A 4041	T or staggered junct on	G ve way or uncontro ed

Contributory 1	Contributory 2	Contributory 3
Other	No Data Prov ded	No Data Prov ded

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Dr ver or r der	S ght	52	50   59 years

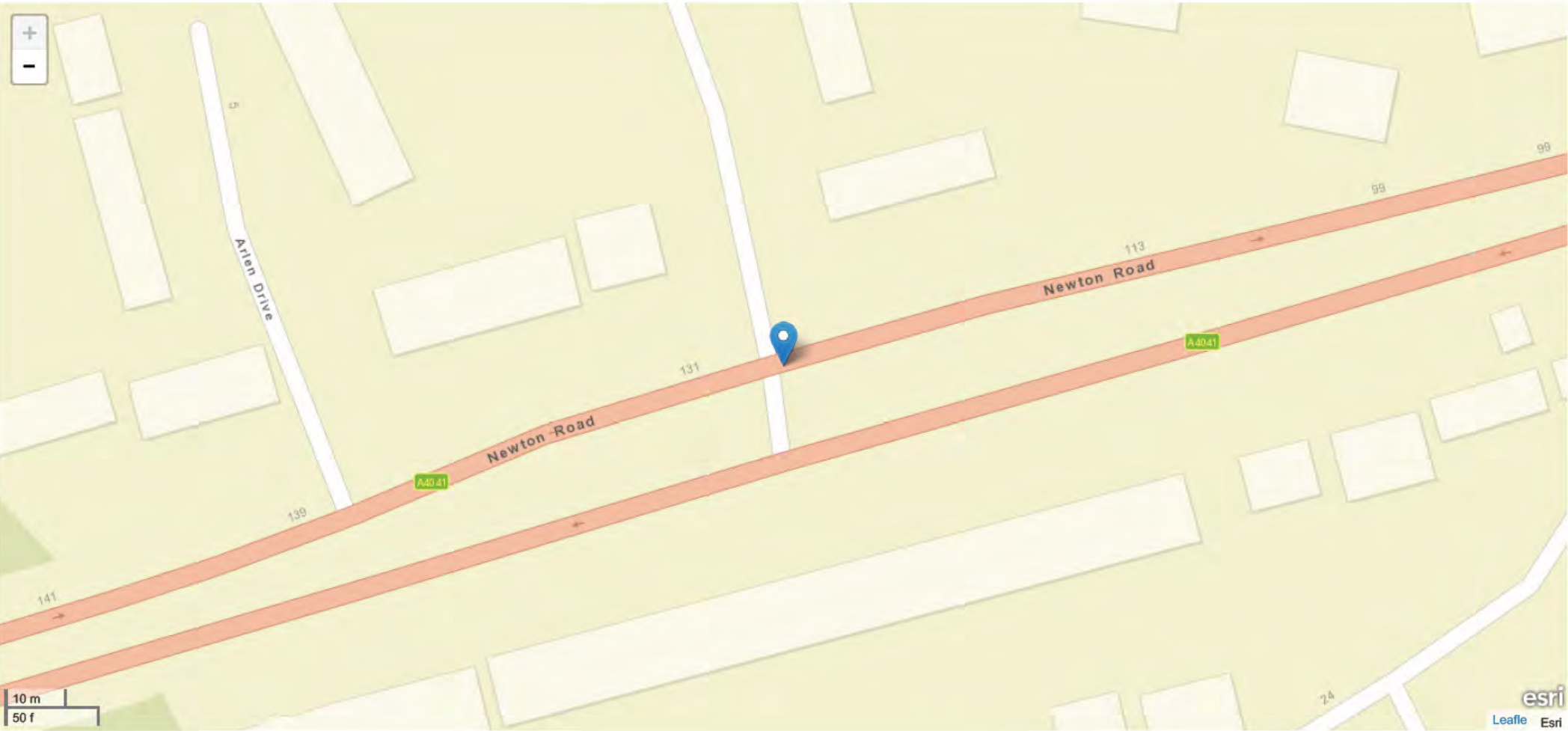
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	56	50   59 years	Car, No tow art cu at on	IVECO, DAILY	Not requested	None	On ma n c way   not n restr cted ane	Kerb	Front	Go ng ahead other	W E
2	52	50   59 years	Car, No tow art cu at on	FORD, FOCUS	Not requested	None	On ma n c way   not n restr cted ane	None	Offs de	Wa t ng to go he d up	N S
3	31	30   39 years	Car, No tow art cu at on	BMW, 325	Not requested	None	On ma n c way   not n restr cted ane	None	Front	Wa t ng to go he d up	N S

Incident Record Number: 2 - Friday 12:50 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K0128014	05/09/2014	12:50	Fr day	2	3	Day ght	F ne no h gh w nds	S ght	Dry

Road Name 1	Road Name 2
Newton Road	MONKSFIELD AVENUE



Incident Record Number: 2 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	3

Description
F e d w    be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Newton Road	403751.412105328, 294048.098862487	A 4041	Unknown	T or staggered junct on	G ve way or uncontro ed

Contributory 1	Contributory 2	Contributory 3
Fa ed to ook proper y (pedestr an)	Poor turn or manoeuvre	Fa ed to judge other persons path or speed

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Dr ver or r der	S ght	59	50 59 years
2	2	Dr ver or r der	S ght	22	20 29 years
3	1	Passenger	S ght	33	30 39 years

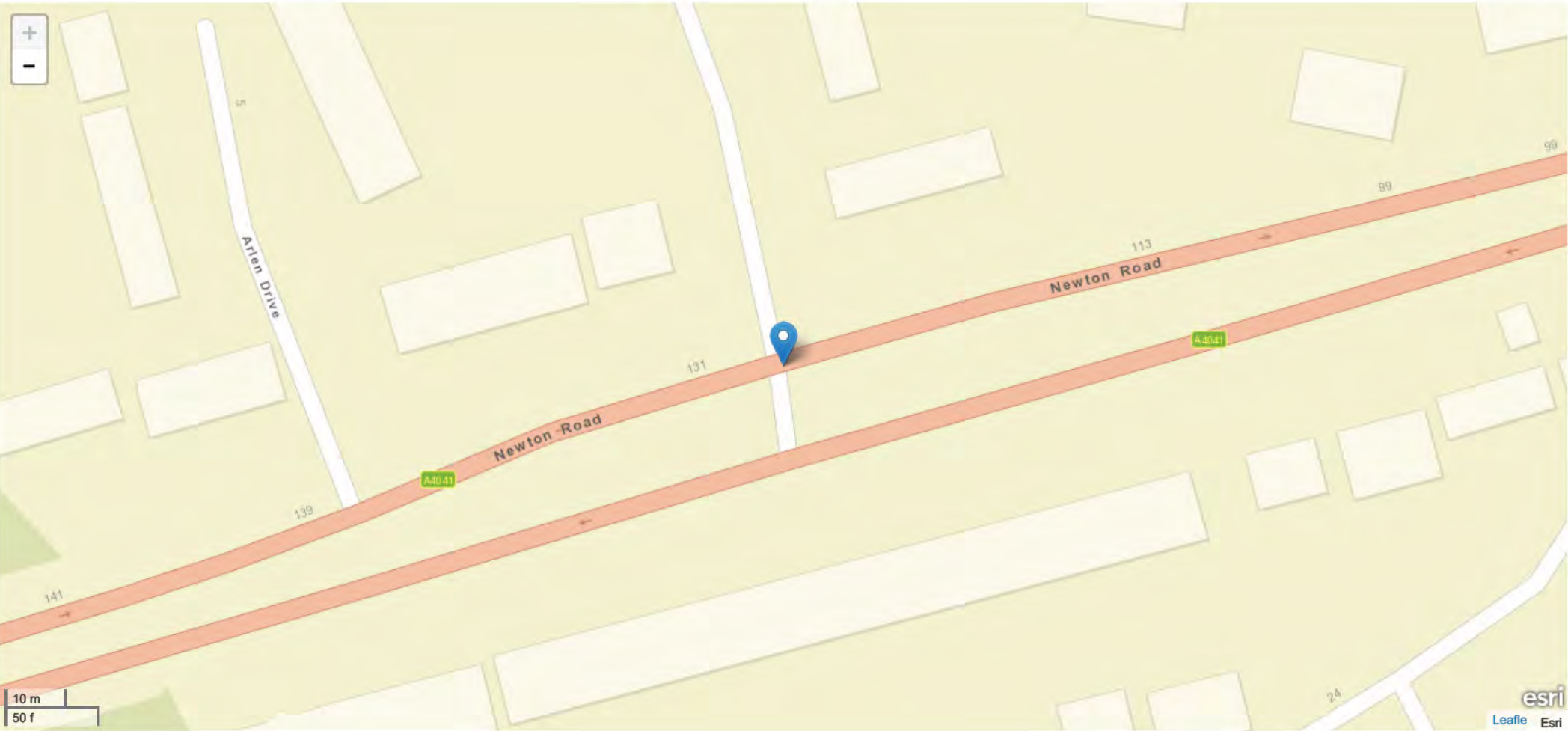
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	59	50 59 years	Car, No tow art cu at on	LANDROVER, FREELANDER	Not requested	None	On ma n c way not n restr cted ane	None	Offs de	Turn ng r ght	N W
2	22	20 29 years	Car, No tow art cu at on	PEUGEOT, 207	Not requested	None	On ma n c way not n restr cted ane	None	Front	Go ng ahead other	W E

Incident Record Number: 3 - Tuesday 08:36 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K0137415	20/10/2015	08:36	Tuesday	2	2	Day ght	F ne no h gh w nds	S ght	Dry

Road Name 1	Road Name 2
Newton Road	MONKSFIELD AVENUE



Incident Record Number: 3 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
F e d w be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Newton Road	403750.307267141, 294047.758959783	A 4041	Unknown	T or staggered junct on	G ve way or uncontro ed

Contributory 1	Contributory 2	Contributory 3
Fa ed to ook proper y (pedestr an)	Care ess or Reck ess or In a hurry (Dr ver)	No Data Prov ded

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Dr ver or r der	S ght	53	50 59 years
2	2	Dr ver or r der	S ght	30	30 39 years

Vehicle Details

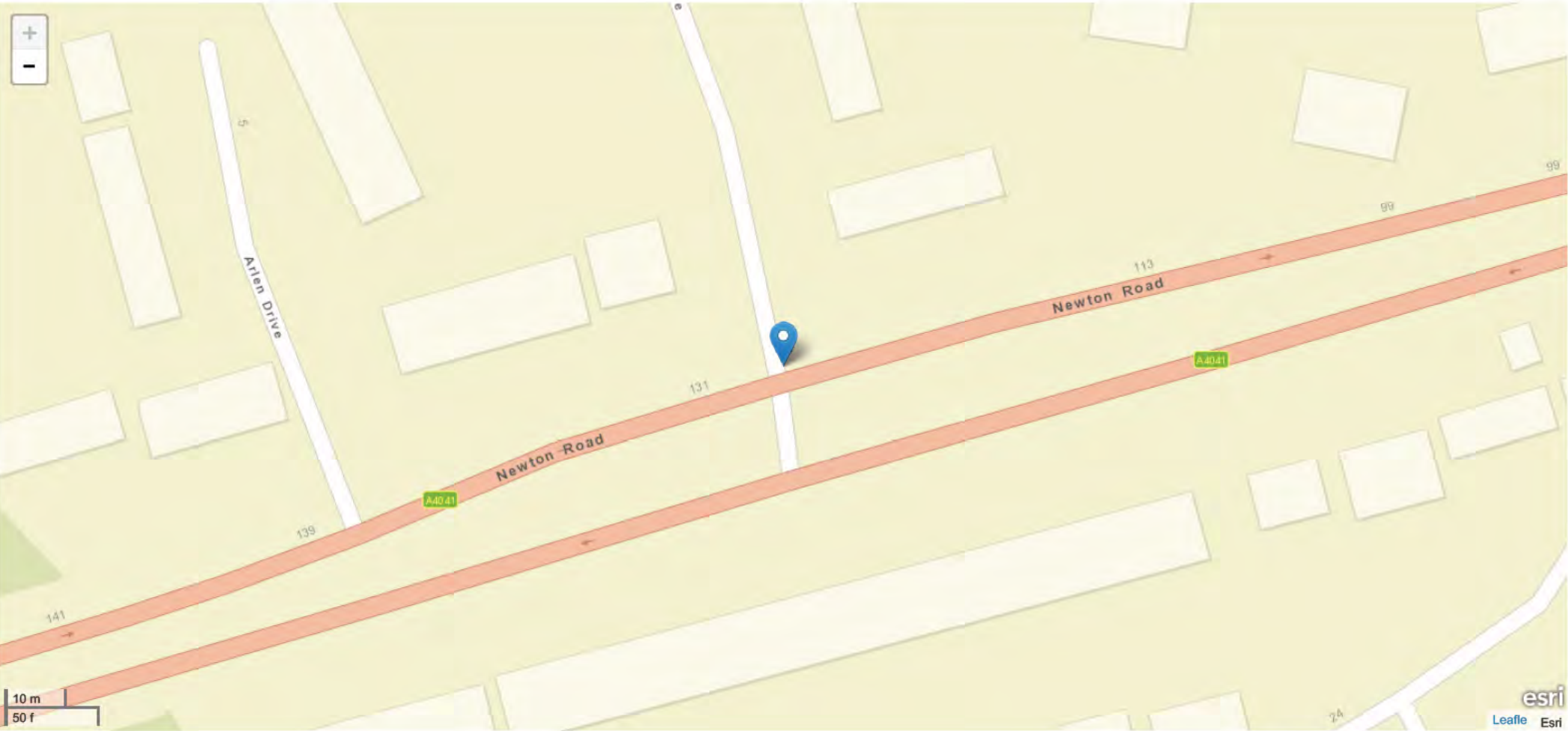
Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	53	50 59 years	Car, No tow art cu at on	FORD, FOCUS	Not requested	None	On ma n c way not n restr cted ane	None	Front	Turn ng r ght	N W
2	30	30 39 years	Car, No tow art cu at on	AUDI, A4	Not requested	None	On ma n c way not n restr cted ane	None	Offs de	Go ng ahead other	W E



Incident Record Number: 4 - Tuesday 17:57 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K6872316	17/05/2016	17:57	Tuesday	2	1	Day ght	F ne no h gh w nds	Ser ous	Dry

Road Name 1	Road Name 2
NEWTON RD A4041	MONKSFIELD AVENUE



Incident Record Number: 4 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
F e d w    be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
NEWTON RD A4041	403750, 294051	A 4041	Unknown	T or staggered junct on	G ve way or uncontro ed

Contributory 1	Contributory 2	Contributory 3
Fa ed to ook proper y (pedestr an)	Fa ed to ook proper y (pedestr an)	Fa ed to s gna or M s ead ng s gna

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Dr ver or r der	Ser ous	36	30   39 years

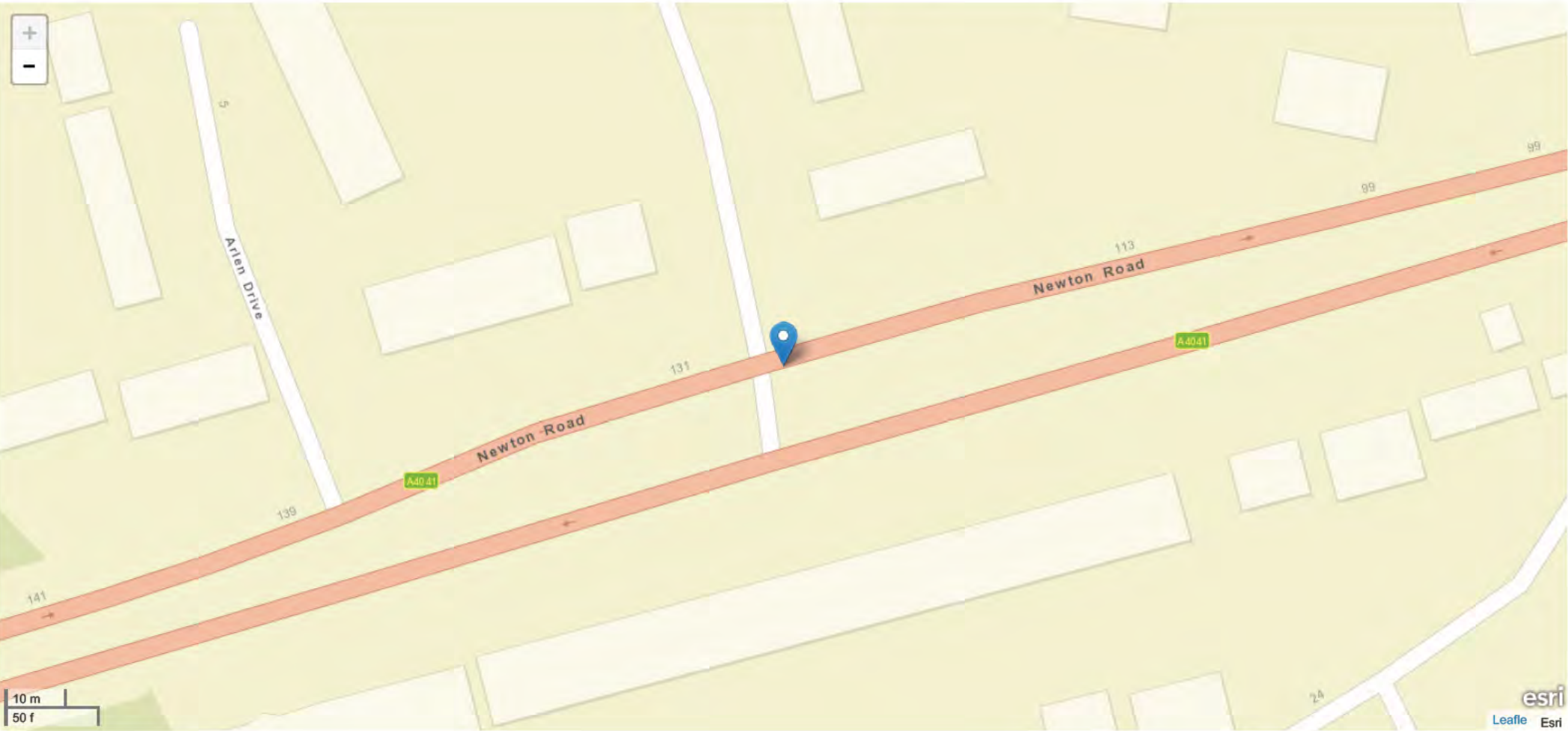
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	32	30   39 years	Car, No tow art cu at on	FORD, PUMA 1.7 16V	Negat ve	None	On ma n c way not n restrcted ane	None	Offs de	Turn ng r ght	NW SW
2	36	30   39 years	Motorcyc e 125cc and under, No tow art cu at on	KTM, RC 125 125	Not requested	None	On ma n c way not n restrcted ane	None	Front	Go ng ahead other	SW NE

Incident Record Number: 5 - Tuesday 08:45 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K12123516	18/10/2016	08:45	Tuesday	3	1	Day ght	F ne no h gh w nds	S ght	Wet or damp

Road Name 1	Road Name 2
NEWTOWN RD A4041	MONKSFIELD AVENUE



Incident Record Number: 5 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
F e d w be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
NEWTOWN RD A4041	403753, 294048	A 4041	Unknown	T or staggered junct on	G ve way or uncontro ed

Contributory 1	Contributory 2	Contributory 3
Poor turn or manoeuvre	Depos t on road (e.g. o , mud, ch pp ngs)	No Data Prov ded

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Dr ver or r der	S ght	36	30 39 years

Vehicle Details

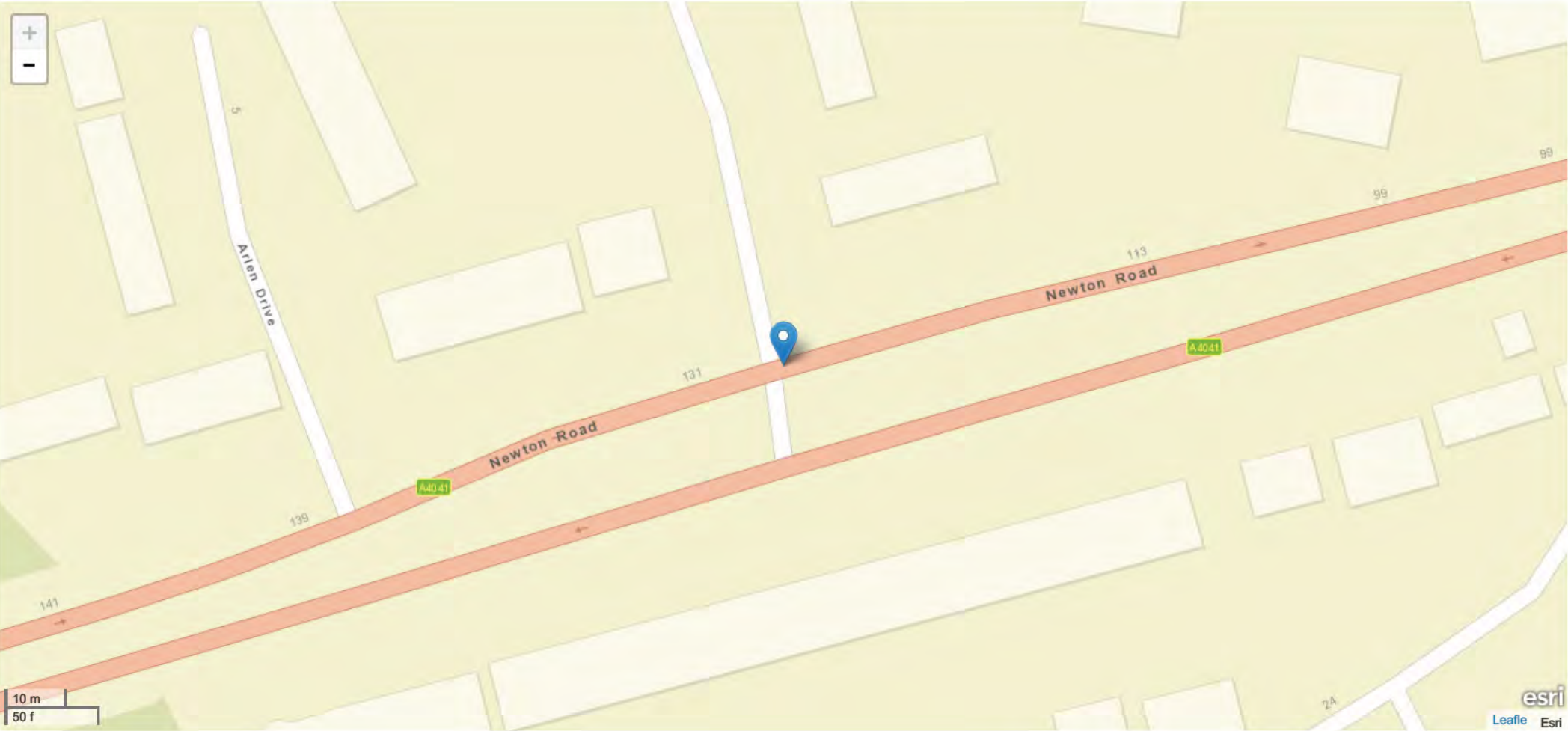
Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	36	30 39 years	Car, No tow art cu at on	NISSAN, ALMERA SXE TD	Not requested	None	On ma n c way not n restr cted ane	None	Front	Turn ng r ght	NW SW
2	44	40 49 years	Car, No tow art cu at on	HYUNDAI, I10 ES	Not requested	None	On ma n c way not n restr cted ane	None	Offs de	Wa t ng to turn r ght	NE NW
3	28	20 29 years	Car, No tow art cu at on	FORD, TRANSIT 110	Not requested	None	On ma n c way not n restr cted ane	None	Front	Go ng ahead other	SW NE



Incident Record Number: 6 - Sunday 14:38 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K16352117	26/02/2017	14:38	Sunday	2	2	Day ght	Unknown	S ght	Dry

Road Name 1	Road Name 2
NEWTON RD A4041	MONKSFIELD AVENUE





Incident Record Number: 6 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
F e d w    be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
NEWTON RD A4041	403751, 294049	A 4041	Unknown	T or staggered junct on	G ve way or uncontro ed

Contributory 1	Contributory 2	Contributory 3
Other	No Data Prov ded	No Data Prov ded

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Passenger	S ght	43	40   49 years
2	2	Passenger	S ght	65	60   69 years

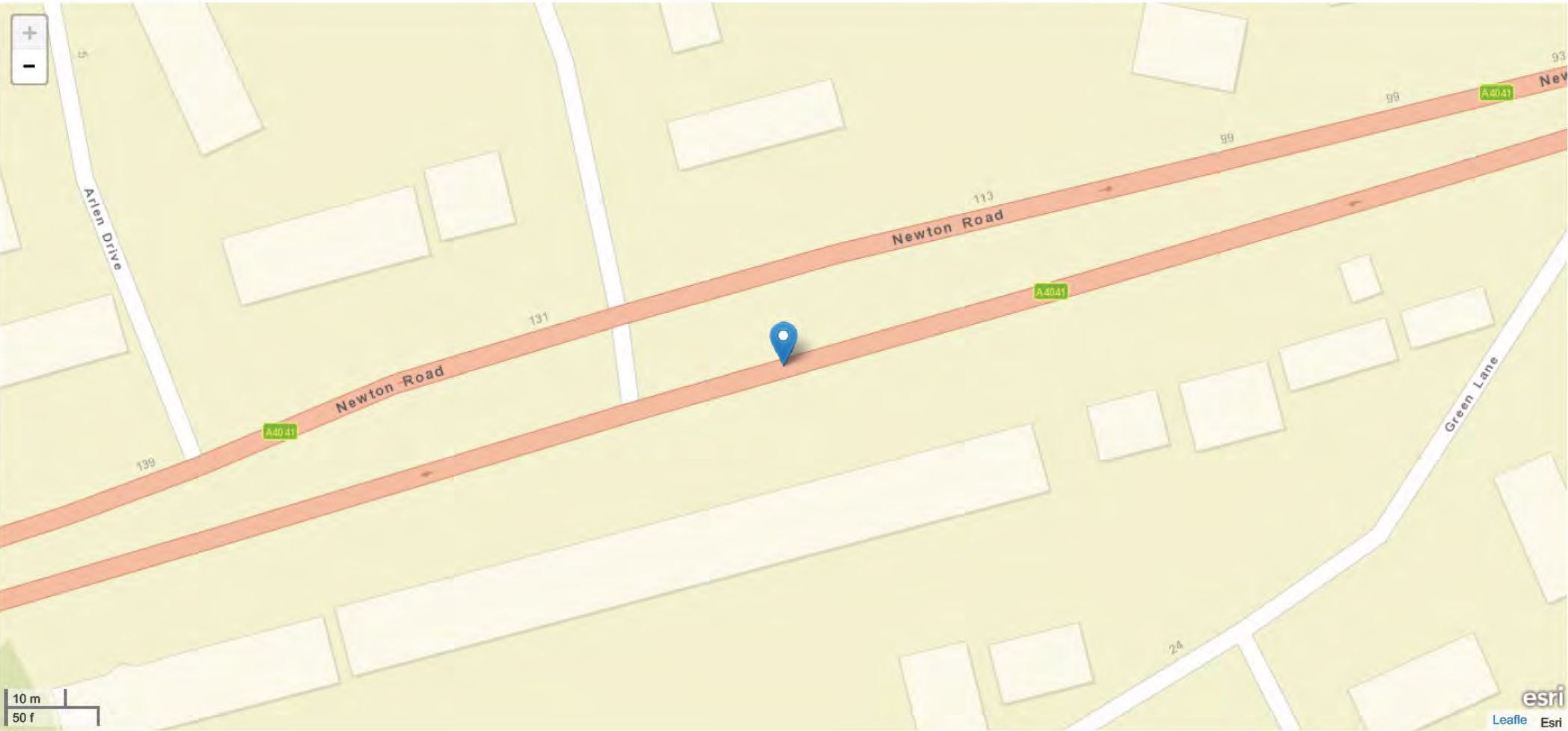
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location		Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Prov ded	Data m ss ng or out of range	Car, No tow art cu at on	FORD, MONDEO	Not requested	None	On ma n c way	not n restrcted ane	None	Offs de	Turn ng r ght	NW SW
2	67	60   69 years	Car, No tow art cu at on	VOLKSWAGEN, GOLF	Not requested	None	On ma n c way	not n restrcted ane	None	Front	Go ng ahead other	SW NE

Incident Record Number: 7 - Wednesday 15:20 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K23762717	18/10/2017	15:20	Wednesday	2	2	Day ght	F ne no h gh w nds	S ght	Wet or damp

Road Name 1	Road Name 2
164 NEWTON RD A4041	No Data Prov ded



Incident Record Number: 7 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
F e d w   be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
164 NEWTON RD A4041	403776, 294040	A 4041	Unknown	Not at junct on or w th n 20 metres	Data m ss ng or out of range

Contributory 1	Contributory 2	Contributory 3
S ppery road (due to weather)	Fa ed to ook proper y (pedestr an)	No Data Prov ded

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Dr ver or r der	S ght	55	50   59 years
2	1	Passenger	S ght	28	20   29 years

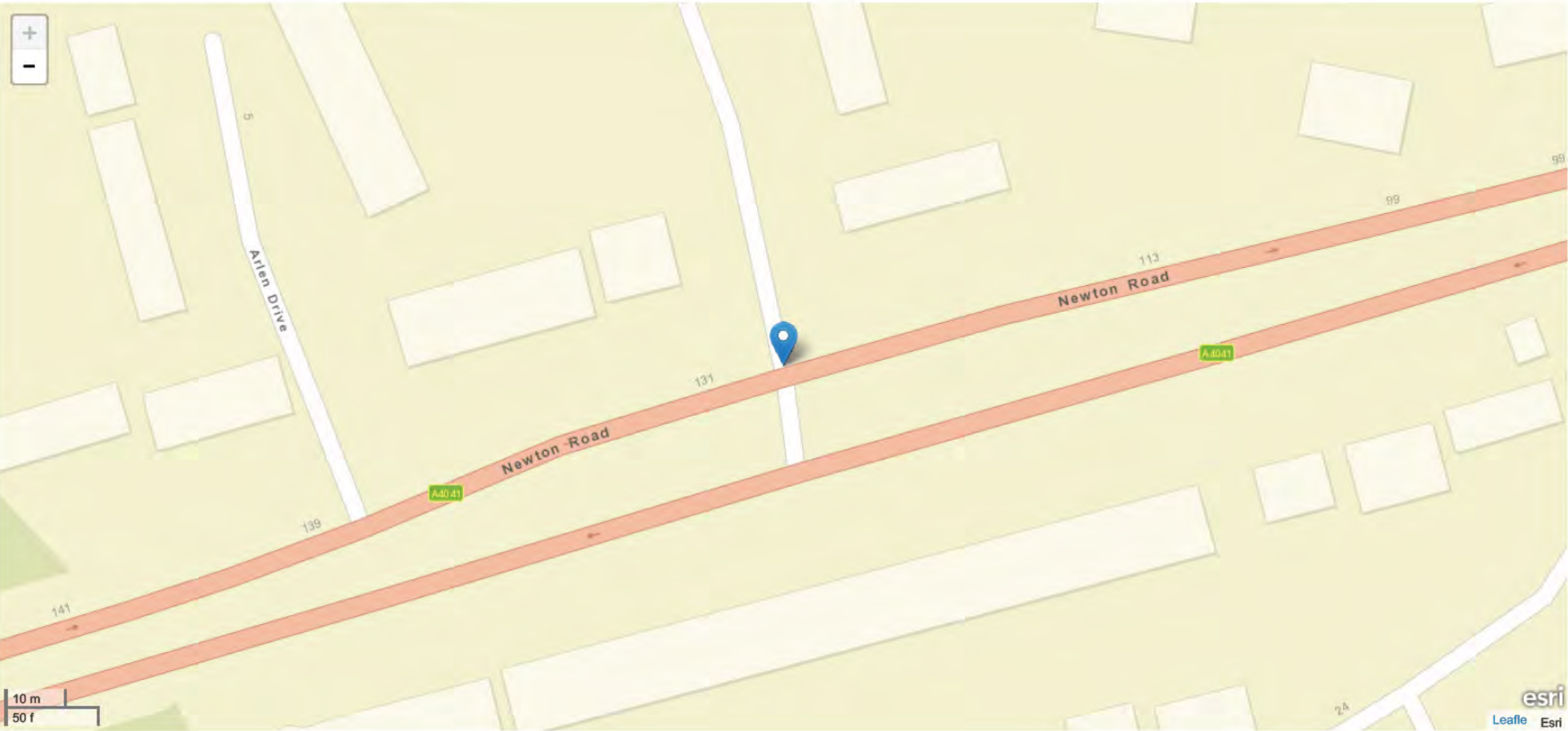
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	55	50   59 years	Car, No tow art cu at on	AUDI, A5	Not requested	None	On ma n c way not n restr cted ane	None	Back	Wa t ng to go he d up	NE SW
2	No Data Prov ded	Data m ss ng or out of range	Goods veh c e unknown we ght, No tow art cu at on	VAUXHALL, COMBO	Not requested	None	On ma n c way not n restr cted ane	None	Front	Go ng ahead other	NE SW

Incident Record Number: 8 - Thursday 16:59 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K29550818	19/04/2018	16:59	Thursday	3	2	Day ght	F ne no h gh w nds	S ght	Dry

Road Name 1	Road Name 2
131 NEWTON ROAD A4041 AT JN WITH MONKSFIELD AVENUE	No Data Prov ded





Incident Record Number: 8 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
F e d w    be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
131 NEWTON ROAD A4041 AT JN WITH MONKSFIELD AVENUE	403749, 294050	A 4041	Unknown	T or staggered junct on	G ve way or uncontro ed

Contributory 1	Contributory 2	Contributory 3
Junct on overshoot	No Data Prov ded	No Data Prov ded

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Dr ver or r der	S ght	29	20   29 years
2	2	Dr ver or r der	S ght	23	20   29 years

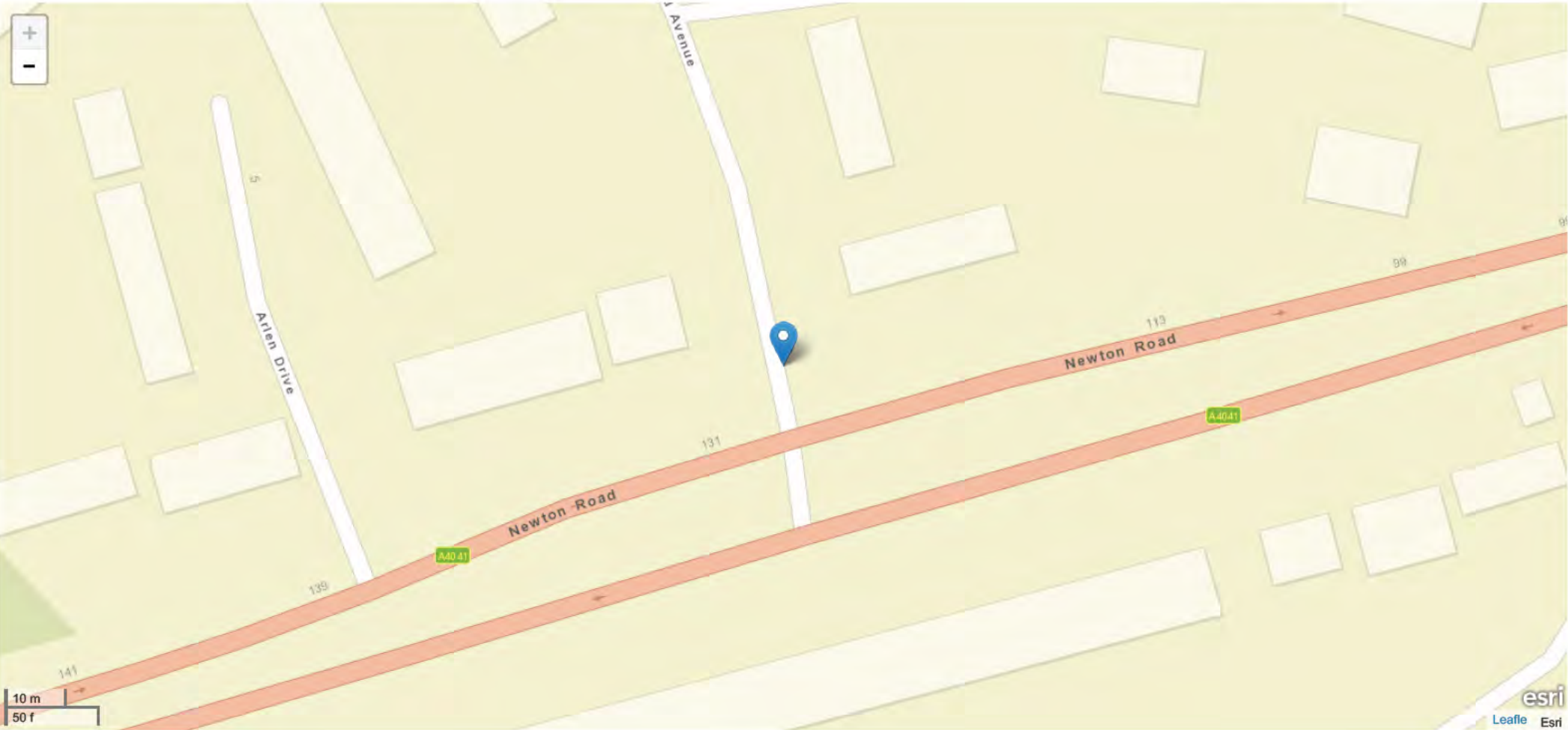
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	29	20   29 years	Car, No tow art cu at on	PEUGEOT, 2008	Not requested	None	No Data Prov ded	None	Nears de	Go ng ahead other	NE SW
2	23	20   29 years	Car, No tow art cu at on	VOLKSWAGEN, POLO	Not requested	None	No Data Prov ded	None	D d not mpact	Turn ng r ght	NW NE
3	33	30   39 years	Car, No tow art cu at on	MERCEDES, CLA 220	Not requested	None	No Data Prov ded	None	Front	Turn ng r ght	SW NW

Incident Record Number: 9 - Friday 08:20 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K30731518	08/06/2018	08:20	Fr day	2	2	Day ght	Ra n ng no h gh w nds	Ser ous	Dry

Road Name 1	Road Name 2
NEWTON ROAD A4041 AT JN WITH MONKSFIELD AVENUE	No Data Prov ded



Incident Record Number: 9 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	1

Description
F e d w    be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
NEWTON ROAD A4041 AT JN WITH MONKSFIELD AVENUE	403748, 294060	A 4041	Unknown	Other junct on	G ve way or uncontro ed

Contributory 1	Contributory 2	Contributory 3
Fa ed to ook proper y (pedestr an)	No Data Prov ded	No Data Prov ded

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Dr ver or r der	S ght	26	20 29 years
2	2	Dr ver or r der	Ser ous	26	20 29 years

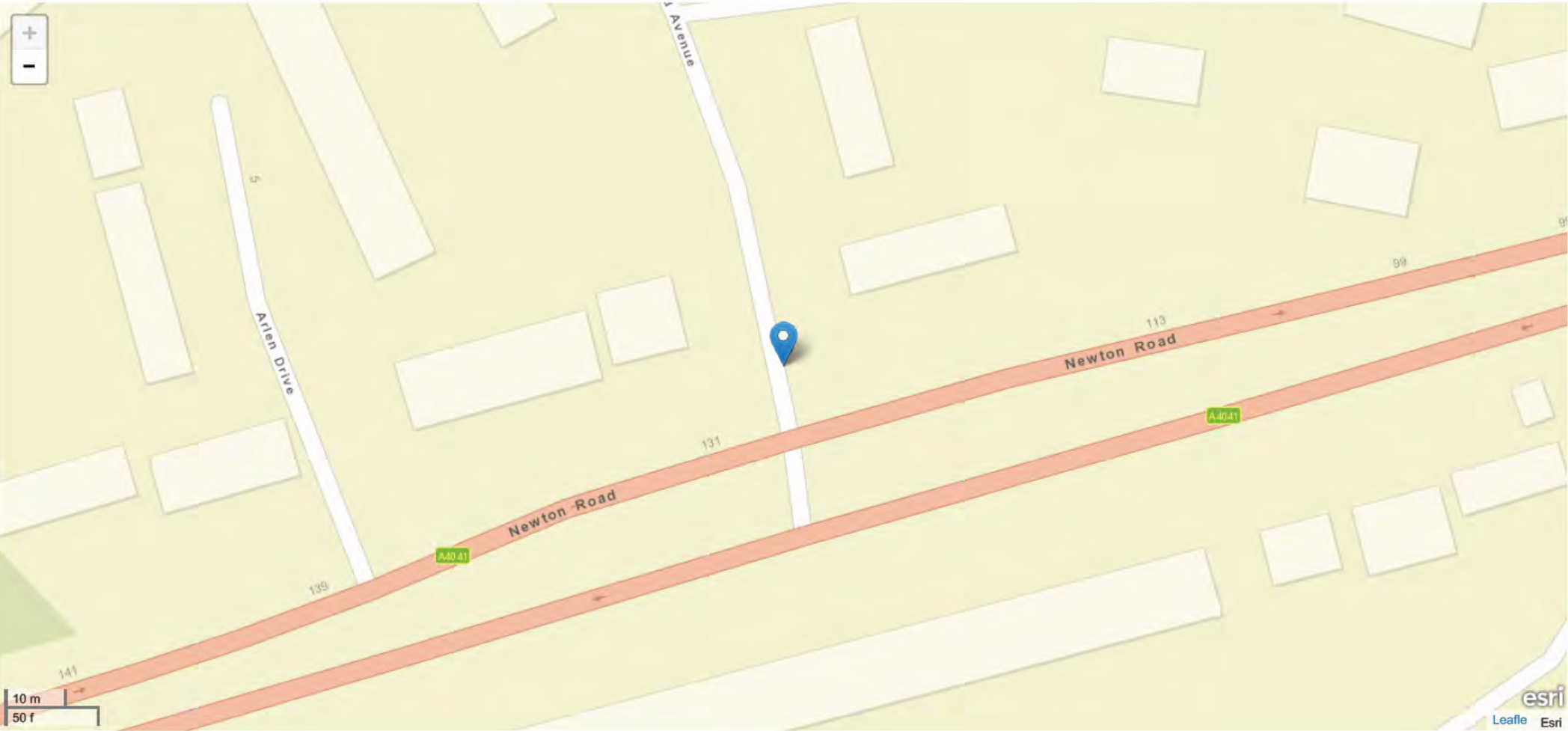
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	26	20 29 years	Car, No tow art cu at on	MERCEDES, No Data Prov ded	Not requested	None	No Data Prov ded	None	Offs de	Mov ng off	SW NW
2	26	20 29 years	Motorcyc e 125cc and under, No tow art cu at on	HONDA, SES 125 4 125	Not requested	None	No Data Prov ded	None	Front	Go ng ahead other	NE SW

Incident Record Number: 10 - Saturday 13:55 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K35175618	13/10/2018	13:55	Saturday	2	1	Day ght	F ne h gh w nds	S ght	Wet or damp

Road Name 1	Road Name 2
NEWTON ROAD A4041 AT JN WITH MONKSFIELD AVENUE	No Data Prov ded





Incident Record Number: 10 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
F e d w    be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
NEWTON ROAD A4041 AT JN WITH MONKSFIELD AVENUE	403748, 294060	A 4041	Unknown	Other junct on	G ve way or uncontro ed

Contributory 1	Contributory 2	Contributory 3
No Data Prov ded	No Data Prov ded	No Data Prov ded

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Dr ver or r der	S ght	22	20   29 years

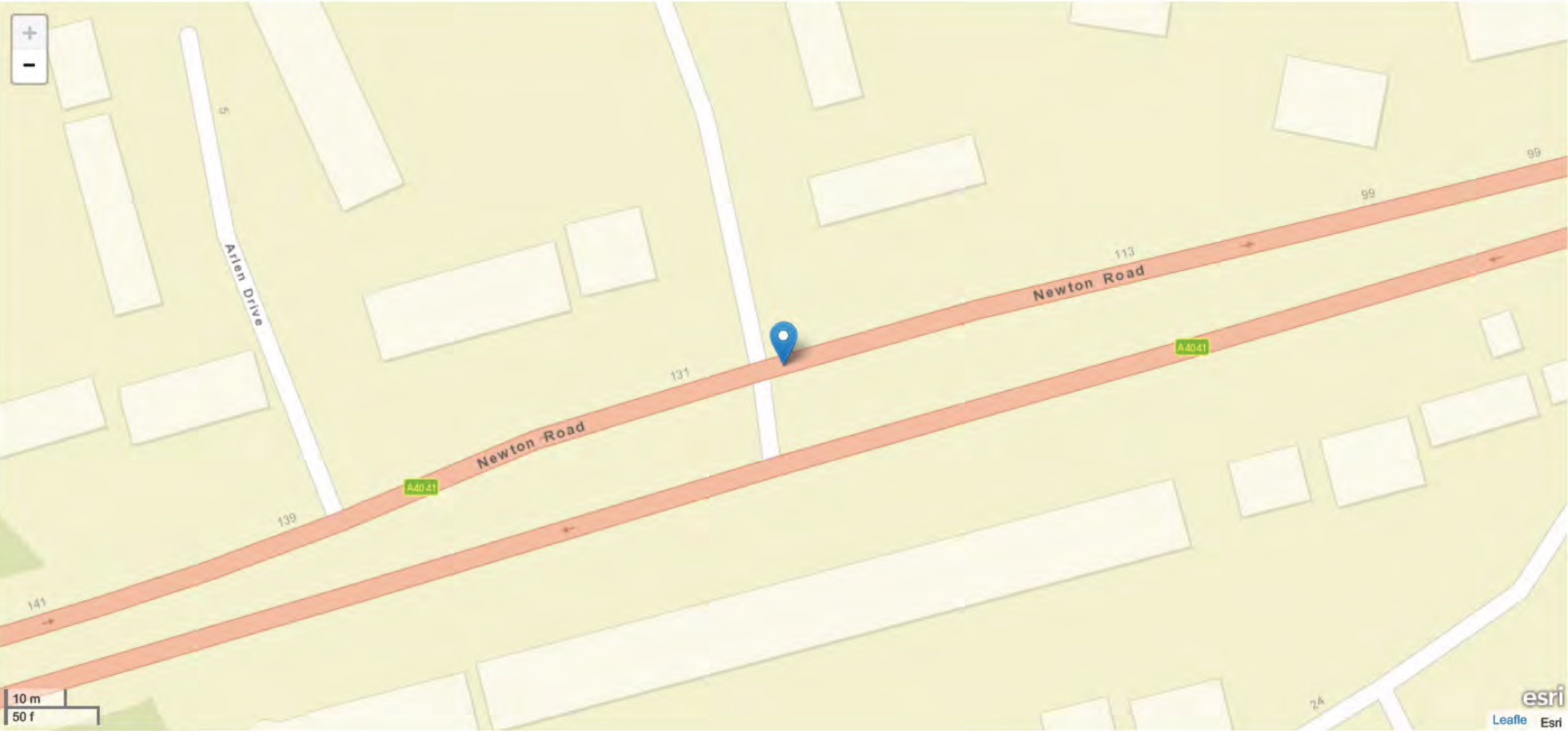
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	62	60   69 years	Goods veh c e   unknown we ght, No tow art cu at on	FIAT, SCUDO D	Negat ve	None	No Data Prov ded	None	Back	Turn ng r ght	S N
2	22	20   29 years	Car, No tow art cu at on	PEUGEOT, 207 SPORT	Not requested	None	No Data Prov ded	None	Front	Turn ng r ght	E W

Incident Record Number: 11 - Monday 08:35 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
K91669119	18/11/2019	08:35	Monday	2	2	Day ght	F ne no h gh w nds	S ght	Dry

Road Name 1	Road Name 2
NEWTON ROAD (A4041) AT JUNCTION WITH MONKSFIELD AVENUE	No Data Prov ded



Incident Record Number: 11 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
F e d w    be popu ated once Pr vacy Impact Assessment comp eted

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
NEWTON ROAD (A4041) AT JUNCTION WITH MONKSFIELD AVENUE	403753, 294049	A 4041	Unknown	T or staggered junct on	G ve way or uncontro ed

Contributory 1	Contributory 2	Contributory 3
Poor turn or manoeuvre	Fa ed to ook proper y (pedestr an)	No Data Prov ded

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Dr ver or r der	S ght	22	20  29 years
2	2	Dr ver or r der	S ght	21	20  29 years

Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	22	20  29 years	Car, No tow art cu at on	VAUXHALL, CORSA SPECIAL DI	Not requested	None	No Data Prov ded	None	Front	Go ng ahead other	NE SW
2	21	20  29 years	Car, No tow art cu at on	RENAULT, CLIO DYNAMIQUE MEDIA	Not requested	None	No Data Prov ded	None	Front	Turn ng r ght	SW NW

## **Appendix C**

### Nursery Data



**Existing Nursery**

Name Santos Day Nurseries  
Location 100 Birmingham Road, B43 7AF  
Children 51  
% Car 55%  
Staff 12  
% Car 42%

**Person Trip Generation****Staff** Monday 13th January 2020

	IN	OUT	TOTAL
06 00-07 00	2	0	2
07 00-08 00	2	0	2
08 00-09 00	0	0	0
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	0	0
13 00-14 00	1	0	1
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	0	0
17 00-18 00	0	2	2
18 00-19 00	0	3	3
19 00-20 00	0	0	0
Total	5	5	10

**Staff** Tuesday 14th January 2020

	IN	OUT	TOTAL
06 00-07 00	2	0	2
07 00-08 00	3	0	3
08 00-09 00	0	0	0
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	1	0	1
13 00-14 00	0	0	0
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	1	1
17 00-18 00	0	2	2
18 00-19 00	0	3	3
19 00-20 00	0	0	0
Total	6	6	12

**Staff** Wednesday 15th January 2020

	IN	OUT	TOTAL
06 00-07 00	2	0	2
07 00-08 00	4	0	4
08 00-09 00	1	0	1
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	1	0	1
13 00-14 00	0	0	0
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	1	1
17 00-18 00	0	1	1
18 00-19 00	0	6	6
19 00-20 00	0	0	0
Total	8	8	16

**Staff** Thursday 16th January 2020

	IN	OUT	TOTAL
06 00-07 00	2	0	2
07 00-08 00	6	0	6
08 00-09 00	2	0	2
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	1	0	1
13 00-14 00	0	0	0
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	1	1
17 00-18 00	0	2	2
18 00-19 00	0	8	8
19 00-20 00	0	0	0
Total	11	11	22

**Staff** Friday 17th January 2020

	IN	OUT	TOTAL
06 00-07 00	2	0	2
07 00-08 00	4	0	4
08 00-09 00	0	0	0
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	0	0
13 00-14 00	0	0	0
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	0	0
17 00-18 00	0	2	2
18 00-19 00	0	4	4
19 00-20 00	0	0	0
Total	6	6	12

**Children/ Parents** Monday 13th January 2020

	IN	OUT	TOTAL
06 00-07 00	0	0	0
07 00-08 00	15	0	15
08 00-09 00	2	0	2
09 00-10 00	3	0	3
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	0	0
13 00-14 00	3	4	7
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	4	4
17 00-18 00	0	5	5
18 00-19 00	0	10	10
19 00-20 00	0	0	0
Total	23	23	46

**Children/ Parents** Tuesday 14th January 2020

	IN	OUT	TOTAL
06 00-07 00	0	0	0
07 00-08 00	14	0	14
08 00-09 00	6	0	6
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	2	2
13 00-14 00	6	0	6
14 00-15 00	0	0	0
15 00-16 00	3	0	3
16 00-17 00	0	7	7
17 00-18 00	0	12	12
18 00-19 00	0	8	8
19 00-20 00	0	0	0
Total	29	29	58

**Children/ Parents** Wednesday 15th January 2020

	IN	OUT	TOTAL
06 00-07 00	0	0	0
07 00-08 00	22	0	22
08 00-09 00	6	0	6
09 00-10 00	5	0	5
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	0	0
13 00-14 00	3	4	7
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	2	2
17 00-18 00	0	16	16
18 00-19 00	0	14	14
19 00-20 00	0	0	0
Total	36	36	72

**Children/ Parents** Thursday 16th January 2020

	IN	OUT	TOTAL
06 00-07 00	0	0	0
07 00-08 00	28	0	28
08 00-09 00	8	0	8
09 00-10 00	2	0	2
10 00-11 00	1	0	1
11 00-12 00	0	0	0
12 00-13 00	0	9	9
13 00-14 00	7	0	7
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	9	9
17 00-18 00	0	18	18
18 00-19 00	0	10	10
19 00-20 00	0	0	0
Total	46	46	92

**Children/ Parents** Friday 17th January 2020

	IN	OUT	TOTAL
06 00-07 00	0	0	0
07 00-08 00	16	0	16
08 00-09 00	4	0	4
09 00-10 00	2	0	2
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	4	4
13 00-14 00	3	0	3
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	4	4
17 00-18 00	0	7	7
18 00-19 00	0	10	10
19 00-20 00	0	0	0
Total	25	25	50

**Proposed Nursery**

Name -  
Location 131 Newton Road  
Children 81  
% Car 55%  
Staff 16  
% Car 42%

**Person Trip Generation****Staff** MONDAY

	IN	OUT	TOTAL
06 00-07 00	3	0	3
07 00-08 00	3	0	3
08 00-09 00	0	0	0
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	0	0
13 00-14 00	1	0	1
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	0	0
17 00-18 00	0	3	3
18 00-19 00	0	4	4
19 00-20 00	0	0	0
Total	7	7	13

**Staff** TUESDAY

	IN	OUT	TOTAL
06 00-07 00	3	0	3
07 00-08 00	4	0	4
08 00-09 00	0	0	0
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	1	0	1
13 00-14 00	0	0	0
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	1	1
17 00-18 00	0	3	3
18 00-19 00	0	4	4
19 00-20 00	0	0	0
Total	8	8	16

**Staff** WEDNESDAY

	IN	OUT	TOTAL
06 00-07 00	3	0	3
07 00-08 00	5	0	5
08 00-09 00	1	0	1
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	1	0	1
13 00-14 00	0	0	0
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	1	1
17 00-18 00	0	1	1
18 00-19 00	0	8	8
19 00-20 00	0	0	0
Total	11	11	21

**Staff** THURSDAY

	IN	OUT	TOTAL
06 00-07 00	3	0	3
07 00-08 00	8	0	8
08 00-09 00	3	0	3
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	1	0	1
13 00-14 00	0	0	0
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	1	1
17 00-18 00	0	3	3
18 00-19 00	0	11	11
19 00-20 00	0	0	0
Total	15	15	29

**Staff** FRIDAY

	IN	OUT	TOTAL
06 00-07 00	3	0	3
07 00-08 00	5	0	5
08 00-09 00	0	0	0
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	0	0
13 00-14 00	0	0	0
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	0	0
17 00-18 00	0	3	3
18 00-19 00	0	5	5
19 00-20 00	0	0	0
Total	8	8	16

**Children/ Parents** MONDAY

	IN	OUT	TOTAL
06 00-07 00	0	0	0
07 00-08 00	24	0	24
08 00-09 00	3	0	3
09 00-10 00	5	0	5
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	0	0
13 00-14 00	5	6	11
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	6	6
17 00-18 00	0	8	8
18 00-19 00	0	16	16
19 00-20 00	0	0	0
Total	37	37	73

**Children/ Parents** TUESDAY

	IN	OUT	TOTAL
06 00-07 00	0	0	0
07 00-08 00	22	0	22
08 00-09 00	10	0	10
09 00-10 00	0	0	0
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	3	3
13 00-14 00	10	0	10
14 00-15 00	0	0	0
15 00-16 00	5	0	5
16 00-17 00	0	11	11
17 00-18 00	0	19	19
18 00-19 00	0	13	13
19 00-20 00	0	0	0
Total	46	46	92

**Children/ Parents** WEDNESDAY

	IN	OUT	TOTAL
06 00-07 00	0	0	0
07 00-08 00	35	0	35
08 00-09 00	10	0	10
09 00-10 00	8	0	8
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	0	0
13 00-14 00	5	6	11
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	3	3
17 00-18 00	0	25	25
18 00-19 00	0	22	22
19 00-20 00	0	0	0
Total	57	57	114

**Children/ Parents** THURSDAY

	IN	OUT	TOTAL
06 00-07 00	0	0	0
07 00-08 00	44	0	44
08 00-09 00	13	0	13
09 00-10 00	3	0	3
10 00-11 00	2	0	2
11 00-12 00	0	0	0
12 00-13 00	0	14	14
13 00-14 00	11	0	11
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	14	14
17 00-18 00	0	29	29
18 00-19 00	0	16	16
19 00-20 00	0	0	0
Total	73	73	146

**Children/ Parents** FRIDAY

	IN	OUT	TOTAL
06 00-07 00	0	0	0
07 00-08 00	25	0	25
08 00-09 00	6	0	6
09 00-10 00	3	0	3
10 00-11 00	0	0	0
11 00-12 00	0	0	0
12 00-13 00	0	6	6
13 00-14 00	5	0	5
14 00-15 00	0	0	0
15 00-16 00	0	0	0
16 00-17 00	0	6	6
17 00-18 00	0	11	11
18 00-19 00	0	16	16
19 00-20 00	0	0	0
Total	40	40	79

## **Appendix D**

### Traffic Survey Data

count_poir	direction_c	year	count_date	hour	road_name	all_motor_vehicles
56980	E	2019	03/07/2019	7	A4041	1461
56980	W	2019	03/07/2019	7	A4041	1248
56980	E	2019	03/07/2019	8	A4041	1293
56980	W	2019	03/07/2019	8	A4041	1440
56980	E	2019	03/07/2019	9	A4041	1003
56980	W	2019	03/07/2019	9	A4041	914
56980	E	2019	03/07/2019	10	A4041	839
56980	W	2019	03/07/2019	10	A4041	839
56980	W	2019	03/07/2019	11	A4041	804
56980	E	2019	03/07/2019	11	A4041	733
56980	E	2019	03/07/2019	12	A4041	757
56980	W	2019	03/07/2019	12	A4041	792
56980	W	2019	03/07/2019	13	A4041	797
56980	E	2019	03/07/2019	13	A4041	894
56980	E	2019	03/07/2019	14	A4041	990
56980	W	2019	03/07/2019	14	A4041	691
56980	W	2019	03/07/2019	15	A4041	950
56980	E	2019	03/07/2019	15	A4041	1132
56980	W	2019	03/07/2019	16	A4041	1337
56980	E	2019	03/07/2019	16	A4041	1233
56980	W	2019	03/07/2019	17	A4041	1196
56980	E	2019	03/07/2019	17	A4041	1117
56980	E	2019	03/07/2019	18	A4041	1079
56980	W	2019	03/07/2019	18	A4041	1076





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