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## **Welbeck Estates Company Ltd**

**Proposed Recreational  
Development**

**Manor Farm, Carburton,  
Worksop,  
S80 3BT**

**Transport Statement  
including  
Travel Plan  
Framework**

**2100134**

**Revision 02**

**June 2022**

**Professional, Innovative,  
Practical Solutions**

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## 1.0 REVISION RECORD

Report Ref: P2100134 / Transport Statement					
Rev	Description	Date	Originator	Checked	Approved
2	Amendments to managers gate lodge	06/06/22	AK	AK	AK
1	First Edition	23/03/22	AK	AK	AK

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## 2.0 INTRODUCTION

- 2.1 Met Engineers Ltd has been appointed by the Welbeck Estates Company Ltd to prepare a Transport Statement, for a proposed recreational development along with the associated parking, circulation, access areas and landscaping, at Manor Farm off Piper Lane, Carburton, Worksop, S80 3BU. This Transport Statement is to support a planning application submission for the above development.
- 2.2 The details as provided to date by the design team for this development type and use form the basis of this assessment.
- 2.3 The development site is situated via road, c.9.0km to the south of Worksop town centre, and c.6. 0km from the nearest access point to Worksop Road (A60) to the west and Blyth Road (A614) to the east respectively. These 'A' routes in turn provide access to the trunk road and motorway network in the area.
- 2.4 Details of the site location and configuration are provided in Appendix A.
- 2.5 This Transport Statement report has been prepared in accordance with the National Planning Policy Framework (NPPF) for England, Local Planning Guidelines, and best practice. Bassetlaw District Council (BDC) is the local planning authority responsible for processing the planning application, and where Nottinghamshire County Council (NCC) deals with the highway matters contained within the proposed scheme.
- 2.6 Scoping was undertaken with the design team, and NCC's Highway Department prior and during the production of this report. Details of NCC's requirements are shown in Appendix B.

### **3.0 RECEIVING ENVIRONMENT**

#### **Local Context**

- 3.1 The development site covers a total area of c. 4 hectares, and straddles across Piper Lane which serves the current site. The site is irregular in shape, and slopes downhill from northwest to southeast.
- 3.2 The site is surrounded by farm land, and has the River Poulter and a flood dyke running through this area.
- 3.3 The site currently contains Manor Farm House a period dwelling, storage barns and St. Giles church and graveyard. All existing on-site developments are no longer in use and St. Giles church has also been deconsecrated.
- 3.4 The site previously carried out farm related activities, and the last planning application associated with this site, was made in 1997, and where it received permission from BDC under planning no. 58/01/00001, for a change of use from agricultural buildings to storage of touring caravans, trailers and recreational vehicles.
- 3.5 Ollerton Road, Limetree Avenue and Piper Lane between Limetree Avenue and the flood dyke to the north are all adopted highways and the main access routes serving the development site.
- 3.6 The development site location and configuration, and the existing adopted highway network are depicted in Appendix A.
- 3.7 The main access routes serving the development site comprise the following:
- Ollerton Road (B6034) – which has a 7.0m wide, 2-lane carriageway facility, verges on both sides and footways in the vicinity of the junction with Limetree Avenue;

- Limetree Avenue – which has a c.5.0m to c.6.0m wide 2 lane single carriageway facility, widening further at the approaches to key junctions, and verges on both sides.
- Piper Lane between Limetree Avenue and the flood dyke to the north – which has a c3.0m wide, 2-lane single carriageway facility and with c1.0m wide verges on both sides; and
- Piper Lane between the flood dyke and the B6034 to the north – which has a bridleway facility only and with wide verges on both sides.

3.8 In addition to crossing a flood dyke, Piper Lane crosses the River Poulter at its southern end via a bridge crossing, which is 5.2m wide from parapet to parapet.

3.9 All junctions in the area operate under give-way control.

3.10 A review of the public rights of way mapping as provided by BDC indicates that there is a bridleway and footpaths in the area, as detailed in Appendix C.

3.11 A number of week-long Automatic Traffic Counts (ATC's) were conducted on the adjacent public highway network, and indicate that the 85<sup>th</sup>ile speed level does not exceed 34.4 mph on Limetree Avenue and 58.3 mph on Ollerton Road. Further details along with classified counts are provided in Appendix D.

3.12 All cyclists on the adopted highway network in the area share the road space with vehicular traffic.

3.13 The nearest bus stops to the development site are located on the B6034 to the west and are within 800m walking distance from all areas within the development site. Further detailed on bus transport are provided in Section 6.0 in this report.

### **Personal Injury Collision Records**

- 3.14 Details of personal injury collisions (PCI) that have occurred on the surrounding highway network for the latest available 5-year period (2017 to 2021) were obtained from Crashmap.co.uk's website.
- 3.15 During this period, it is noted that two slight and one serious incident occurred in the area and are summarised below and presented in greater detail in Appendix E.
- Ref. No 201731B058317 occurred at 10:20 hours on Sunday 26<sup>th</sup> March 2017, on Limetree Avenue to the west of the junction with Piper Lane, and where surface conditions were dry. A vehicle while passing an approaching vehicle, side swiped a pedal cyclist. The cyclist received slight injuries;
  - Ref. No 201731B004017 occurred at 17:00 hours on Tuesday 17<sup>th</sup> March 2017, on the B6034 to the south of Limetree Avenue, and where surface conditions were wet/damp. A vehicle while proceeding along the carriageway, side swiped another passing vehicle. One vehicle occupant received serious injuries; and
  - Ref. No 202131B040321 occurred at 08:24 hours on Friday 12<sup>th</sup> March 2021, on the B6034 to the north of Pipe Lane bridleway, and where surface conditions were wet/damp. This involved a single vehicle incident and where one occupant received slight injuries.
- 3.16 Given the low number of PIC's, indicates that the existing highway network in the area is not a safety risk to current users and it is also considered that the addition of the proposed development and its low level of generated traffic should not have any significant impact on current accident trends.

## 4.0 LOCAL / NATIONAL POLICY GUIDELINES AND SUSTAINABILITY

4.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

### **National Planning Policy Framework (2021) – Promoting Sustainable Transport**

4.2 The National Planning Policy Framework (NPPF) relating to transport and development is set out in Section 9 of the NPPF.

4.3 Paragraph 113 of the NPPF states that “All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Statement or Transport Assessment”. Plans and decisions should take account of whether:

- *the appropriate opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, so as to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*



- 4.4 Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.5 Within this context, Paragraph 112 of the NPPF states that “applications for development should:
- a) 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;*
  - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
  - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
  - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
  - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.*
- 4.6 The current development proposals should include measures to ensure compliance with these requirements.
- 4.7 The traffic analyses carried out, shows that the net increase in traffic on the adjacent highway network is likely to be low as described later in this report. Therefore, the predicted residual impact of the development is not considered to be severe.

### **National Planning Practice Guidance (PPG)**

- 4.8 The Planning Practice Guidance (PPG) offered by the Planning Portal, provides advice on when Transport Assessments, Transport Statements and Travel Plans are required and what they should contain. The advice simplifies (and supersedes) previously published guidance contained in the DfT's Guidance on Transport Assessment (GTA) 2007 and links demonstrably to the wider National Planning Policy Framework (NPPF).
- 4.9 Planning Practice Guidance identifies the need for Local Authorities to play an active role in promoting and encouraging development in locations that are readily accessible by non-car modes of travel.
- 4.10 Following the guidance provided in the Planning Practice Guidance, and as indicated by BDC, it was determined that the provision of a Transport Statement is sufficient to evaluate the transport impacts of the proposed development.

### **Local Plans and Guidance**

- 4.11 The **Draft Bassetlaw Local Plan -2020** outlines a 19-year plan for the district. It sets out the level and spatial distribution of new development and the transport infrastructure, and hard and soft initiatives needed to support this and protect the environment.
- 4.12 Upon adoption, the Bassetlaw Plan will replace the 2011 Core Strategy & Development Management Policies Development Plan.
- 4.13 The plan outlines a way forward for an integrated and good quality transport system consisting of buses, trams, trains, cycle and walking facilities, and roads which are essential in managing congestion, reducing negative impacts upon the environment and improving health and the quality of life for all.
- 4.14 The intention is that by providing a connected transport system it will raise the aspirations of all those that travel in the area.

- 4.15 The proposed development aims to comply with all the local planning objectives, and in particular provide a safe environment for all transport users and be sustainable in reducing the need to travel by car where possible.

## 5.0 PROPOSED DEVELOPMENT AND IMPACT

5.1 Details of the proposed recreational development and associated vehicle parking examined under this Transport Statement, are as follows

- East Barns - 17 No. bedrooms, 50m<sup>2</sup> GFA film club, 275m<sup>2</sup> GFA bar & restaurants, 53m<sup>2</sup> GFA bike, walkers and dog grooming facilities, and 62 No car parking spaces;
- Manor Farm - 12 No. bedrooms and 9 No. car parking spaces;
- Existing Graveyard – 4 No car parking spaces adjacent to Manor House;
- West Barns, 55 No. bedrooms, and 55 No. parking spaces;
- 2 No. Self-Catering units: 6 No bedrooms and 6 No. car parking spaces;
- Artists Bothy Pods - 6 No. bedrooms adjacent to the flood dyke and 6 No. car parking spaces;
- Manager's Gate House Lodge – 2 No. bedrooms and 1 No. car parking space;
- 4 No. stable parking spaces.

5.2 The above provides a total of 98 No. bedrooms and 147 No. parking spaces.

5.3 It is anticipated that the above development will have a maximum of 15 No. staff members on site during a typical day.

5.4 Further details on the development layout are provided in Appendix F.

### **Access**

5.3 Highway access to the development site is to be via a new all-purpose route, which is to comprise:

- An upgraded B6034/Piper Lane T-junction;
- a 4.0m to 6.5m wide carriageway and passing bays running along the existing bridleway off the B6034;

- a 4.0m to 6.0m wide carriageway running along a section of Piper Lane adjacent to the graveyard; and
- a 6.0m wide carriageway orientated east-west and linking the above to the East Barns car park to the east.

5.4 The upgrade works at the B6034/Piper Lane T-junction will require the relocation of the adjacent bus stops further south on the main road.

5.5 Piper Lane to the south between Limetree Avenue and its junction with the new access route to the East Barns car park is to remain un-changed, with the exception of some warning and regulatory signs to restrict vehicular traffic associated with the proposed new development, from using Piper Lane via Limetree Avenue.

5.6 Pedestrian, cycle and equestrian access is to be provided via Piper Lane from the B6034 to the north west and Limetree Avenue to the south. To facilitate this, the existing bridleway track along Piper Lane between the B6034 and the graveyard is to be relocated onto the existing verge to the south of the new all-purpose access road, then along the graveyard deviate off Piper Lane to the southwest, before tying back onto Piper Lane to the north of the river Poulter crossing.

5.7 The realigned bridleway way between the B6034 and the tie-in back onto Piper Lane to the south is to have a crushed bound stone finish.

5.8 The existing towpath facility adjacent to the section of flood dyke, between the B6034 and Piper Lane is also to be upgrade to facilitate pedestrian access.

5.9 Visibility at the main access junction with the B6034 has been examined both in the horizontal and vertical planes and takes into consideration the 85<sup>th</sup>ile speeds as provided in Appendix D, and the approach gradients to the junction. The results indicate that sufficient visibility is available at this upgraded junction location.

- 5.10 Site access, visibility, pedestrian crossing and vehicle sweep path details are all provided in Appendix G.

### **Parking**

- 5.11 Parking provision on site, is to be provided in accordance with BDC requirements or as otherwise agreed, and include additional over-flow capacity to accommodate special events.
- 5.12 The parking provision is also to include, provision for disabled users, cyclists and motorcyclists, and access to electric vehicle charging points.
- 5.13 A total of 143 car parking spaces are propose on site to accommodate visitors, guests and staff, along with 4 larger spaces for stable use. A number of these car parking spaces are to be made accessible for disabled users.
- 5.14 4 No. car parking spaces for visitors to the graveyard are to be made available adjacent to Manor House, and are included in the above total number.
- 5.15 The critical vehicle-sweep areas within the car parks serving the East and West Barns are also detailed in Appendix G.

### **Development Trip Generation**

- 5.16 The trips generated by this development site will predominantly emanate from the number of bedrooms provided on site, which is to total 96 No. bedrooms distributed through the East and West Barns, and Manor House areas. The manager's gate house is excluded as this development will not generate any work trips on the public highway.



- 5.17 For the purposes of this assessment, all bedroom accommodation is classed as hotel accommodate.
- 5.18 Therefore, the likely peak trips generated by this development were derived using the TRICS v7.8.2 database for land use 06 Hotel, Food & Drink, Category A. All days of the week were included in the data search, but excluded existing development located in town and edge of town centres.
- 5.19 The peak hour and daily trip rates, and the resulting trips generated by the proposed development are outlined in Table 5.1 below. The full TRICS data output for this development composition can be found in Appendix H.

Time Period	No. of bedrooms	Trip Rate (vehs./room)		Trips Generated (vehs.)		
		Arrive	Depart	Arrive	Depart	Total
(08:00 – 09:00)	96	0.142	0.314	13	30	<b>43</b>
(17:00 – 18:00)		0.253	0.147	24	13	<b>37</b>
Daily		2.304	2.365	221	227	<b>448</b>

**Table 5.1: Vehicle Trip Generation Details- 06 Hotel, Food & Drink, Category A**

- 5.20 These traffic levels above equate to average values which are considered to be the most appropriate, as the proposed development will proceed on the basis that it encourages the use of sustainable modes of transport other than the private car.
- 5.21 It is considered that the trips generated by the bike and boot facilities, film club and stable parking spaces are already accounted for in the trip values presented in Table 5.1 above.
- 5.22 Therefore, it is anticipated that the proposed overall development will generate not more than 43 two-way trips per hour, and will be significantly lower once distributed on the surrounding highway network.

### Development Impacts

- 5.23 Given the above development trip levels, and the current background traffic flow levels as presented in Appendix D, and when adjusted to pre-Covid levels and then factored to year 2027 levels, the B6034/Piper Lane T-junction will still operate well below capacity as detailed in the junction modelling output presented in Appendix H.
- 5.24 This would indicate that the proposed development will have no material impact on the surrounding highway network, and therefore no further highway capacity assessments were required for this application.

## 6.0 NON-CAR MODES OF TRANSPORT

6.1 The sustainability of a site is inherently linked to its location and access to facilities that encourage active travel and public transport use. This sustainable travel section comprises of an assessment of accessibility to the development sites and other key areas in relation to the following categories.

- Walking
- Cycling
- Public Passenger Transport

6.2 It is expected that, given its isolated location, visitors arriving and departing the proposed development will for the most part use non-sustainable modes of transport. However, facilities and initiatives will be provided and put forward to encourage employees, guests and visitors to travel, using sustainable modes of transport.

### **Walking**

6.3 Planning guidance identifies walking as the most important mode of transport at the local level and offers the greatest potential to replace short car trips in journeys under 2km. Therefore, this places part of Clumber Park and the adjacent bus stops on the B6034 and Pinewood Stables within an acceptable walking distance from the development site as outlined in Appendix I.

6.4 The site is located within an established recreational area, and with an existing network of all-purpose highways, and public rights of way to provide access to local amenities, and facilities, in the area. New permissive public rights of way are also proposed for the surrounding area which will further improved accessibility for walkers.

6.5 The existing bridleway along Piper Lane as previously indicated is to be realigned and upgraded, and along with the new all-purpose access off the B6034, will improve pedestrian access to and from the west.

- 6.6 Piper Lane off Limetree Avenue will continue to accommodate pedestrian traffic.
- 6.7 The existing towpath running along the flood dyke's southern bank, between the B6034 and Piper Lane is to be upgrade and provide a connection to the nearby bus stops on the B6034 and the proposed development.
- 6.8 At the T-junction entrance to the development site off the B6034, new footways with dropped kerbs and tactile paving are to be provided and linking up with the adjacent bus stops at this location.
- 6.9 Within the site, footways and footpaths, with dropped kerbs and tactile paving where appropriate will be provided at crossing points, to accommodate the mobility and visually impaired and link the development buildings to the parking areas and the surrounding amenities.
- 6.10 Ramps where required at entrances are also to be considered in order to assist persons with impaired mobility.
- 6.11 Overall, the site is designed to encourage recreational trips on foot, which will be further promoted through the Travel Plan and local guidance.

### **Cycling**

- 6.12 Planning guidance identifies that cycling has an important part to play in improving accessibility and reducing pollution. Cycling is generally considered to be a reasonable option for day to day trips up to 5km. Therefore, this places all of Clumber Park, Carburton, Norton adjacent to Cuckney, and Budby all within an acceptable cycling distance from the development site, as detailed in Appendix I.

- 6.13 Cycling for the most part is accommodated on road with other vehicular traffic in the area. However off-road leisure routes do exist and new routes are proposed on the surrounding lands, which will encourage people to explore the local landscape on foot or use a bicycle.
- 6.14 Cyclists will be further facilitated with secure on-site cycle parking, and storage facilities and will also include shower facilities for staff.
- 6.15 Overall, the development will promote through the Travel Plan and local guidance the use of cycling where possible as a suitable mode of transport.

### Public Transport

- 6.16 Bus stops nearest the development site are location along Ollerton Road on both sides of the carriageway. This includes stops near the Piper Lane and Limetree Avenue junctions, as detailed in Appendix I, and which are some 800m from the development site.
- 6.17 All of the bus stops highlighted above have a pole, flag and a hard standing area for waiting and alighting passengers. In addition, the stops to the south near Limetree Avenue have bus shelters.
- 6.18 However, the bus stops adjacent to Piper Lane are to be relocated further south on the B6034.
- 6.19 The bus operator, route and frequencies, associated with these bus stops are detailed in Table 6.1 below.

Bus Route	Operator	Bus Stop Locations	Route	Frequency per Direction per Day	
				Mon-Sat.	Sun.
SA	Stagecoach East Midlands (ECGR)	Ollerton Road next to Lake View Cottages and Piper Lane Lodge	Retford to New Ollerton and return journey	7 to 8 trips	3 trips

**Table 6.1 – Bus Service and Frequencies**

6.20 Table 6.1 above indicates that on average a bus arrived into the catchment area every 2 hours during the working weekday and every four hours on Sundays. This indicates that access to public transport is low in this area.



## **7.0 CONSTRUCTION PHASE**

- 7.1 A construction phase Traffic Management Plan (TMP) will be agreed between the Developer and BDC to manage access and parking during the construction period.
- 7.2 The construction phasing and resultant programming of works is not confirmed at this point.
- 7.3 The highway network surrounding the site is of reasonable standard to accommodate light construction traffic, subject to the necessary arrangements being put in place for any particularly larger deliveries or items of plant.
- 7.4 It is intended that the access route off the B6034 will be built initially to accommodate site construction traffic, and where all construction traffic will be restricted to the B6034/ Piper Lane entrance.
- 7.5 Construction traffic generation is typically modest for a development of this nature and would not be expected to be significant in the context of the local highway network. Any limitations on traffic movements would be agreed with BDC/NCC through the TMP. Overall, no significant transportation impacts would be anticipated during construction of the development subject to appropriate arrangements being agreed and implemented through a TMP to control access and manage parking.

## **8.0 TRAVEL PLAN FRAMEWORK**

- 8.15 Travel Plans (TPs) provide a framework for the delivery of coordinated transport strategies, aimed at minimising the adverse operational and environmental impacts of transport to and from developments. A TP typically contains a wide range of measures to encourage greater uptake of sustainable transport modes including walking, cycling, bus, taxi and car sharing where appropriate.
- 8.16 Even though traffic levels generated by this proposed development will be relatively low a TP is however included in this transport statement.
- 8.3 TP's provide a framework for the delivery of coordinated transport strategies, aimed at minimising the adverse operational and environmental impacts of transport associated with developments. A TP typically contains a wide range of measures to encourage greater uptake of sustainable transport modes including walking, cycling, horseback riding, bus, taxi and car sharing in a safe environment.
- 8.4 The production of the TP for the proposed development is in line with the guidance contained in the National Planning Policy Framework and Local Authority documents and best practice.
- 8.5 The TP will naturally evolve over time, or be absorbed into one plan for the area. However, this TP in its current form will be regularly monitored to meet the changing circumstances.
- 8.6 The TP has been developed in consideration of both the geographical and policy context in which the development will fit. In line with national and local policy as discussed further in section 4. the under-pinning objectives for the TP are as follows:

- To encourage an increase in the use of sustainable travel modes associated with the site;
- To provide a wider choice of travel options, raising awareness and reducing social exclusion;
- To minimise the transport impacts of the development, and help make the development a good neighbour to all in the area;
- Enable mobility for people without having to rely on the car;
- Help those to live healthier and safer lives; and.
- Where possible, minimise the amount of car access and parking on site.

### **Benefits**

8.7 Achievement of the TP objectives will produce a number of economic, social and environmental benefits for the site, its users and the local area.

8.8 A number of potential benefits that an effective TP for the site could result in are summarised below:

- Help to promote the social responsibility of the site as a sustainable development;
- Contribute to the reduction of any problems caused by traffic congestion on the local highway network;
- Enhance the accessibility of the site to existing and potential visitors, guests and staff;
- Improve the image and safety of the site within the local area;
- Improve occupant's health through an increased take-up of sustainable modes such as walking, horse-riding and cycling and a reduction in emissions from car use;
- Improve punctuality by reducing delays due to congestion and support more reliable means of transport;
- Help to provide less stressful options for travelling to and from the site;
- Reduce the cost of travel; and
- Reduce car use to and from the site and make local roads less noisy, safer and less polluted.

### **Travel Plan Co-Ordinator (TPC)**

- 8.9 Effective management is essential to the success of a TP and current best practice recommends that a single point of contact is appointed to take overall responsibility for transport issues relevant to the site, and across the development.
- 8.10 It will be critical to the success of the TP that the Co-ordinator (TPC) is seen as an enthusiastic exponent of the TP measures. This will include the ability to lead by example, the ability to approach issues with a practical and balanced perspective, and a flair for original and innovative thinking to raise awareness of the TP.
- 8.11 It is recognised that the activities of a TPC are seen as a cornerstone of a successful TP and this function is often the first point of contact for visitors, staff and other outside organisations in all matters regarding travel.
- 8.12 The TPC will make all occupants on site aware of the existence of the TP by providing them with a copy of a welcome pack when staying or taking up employment at the site. The induction material for the site would include the fact that the site has a TP and list the benefits to encourage a change in travel behaviour.
- 8.13 It is considered that the role of TPC will be a part-time position undertaken as additional duties by an employee on site, once the development becomes operational.
- 8.14 The TPC will work closely with the local authority and local public transport operators to agree objectives and targets for travel modes to and from the site. The TPC's role will be to encourage travel by foot, cycle, horse, or public transport and engendering a walking, cycling, horse riding and public transport culture amongst the site occupants.
- 8.15 The TPC's duties will be:

- To oversee the development and implementation of the TP;
- To obtain and maintain commitment and support for the TP;
- To design and implement effective marketing and awareness raising campaigns to promote the TP;
- To co-ordinate the necessary data collection exercise required to develop the TP;
- To liaise with external organisations, e.g. local authorities, transport operators, etc; and
- To co-ordinate the monitoring programme for the TP.

8.16 The TPC will be integral to the process of reviewing the effectiveness of the TP, and will maintain an up-to-date file containing all correspondence, analysis and commitments relating to the TP.

#### **Travel Survey**

8.17 Part of the data collection exercise for the development of the TP is the collection of employee travel data from surveys. This will provide information on travel and modal patterns, and help set modal targets for the staff element of the development.

8.18 The initial employee travel survey will be undertaken by completing a questionnaire within the first 6 months following occupation of the development. This initial survey will be the primary tool in assessing the existing employees travel patterns, developing initiatives targeted at specific employees and enabling site specific targets to be adopted for the TP.

8.19 The initial employee travel survey will identify how employees travel to the site, where they are travelling from (by postcode), those willing or able to change their travel habits and effective measures to encourage the shift to more sustainable modes. A copy of a draft employee induction travel questionnaire is contained at Appendix J.

8.20 All data collected for the travel surveys in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone

will hold the databases and be responsible for the release of information, with all data held being used solely for the purpose of the TP.

### *Subsequent Surveys*

- 8.21 Following on from the initial employee travel survey, subsequent surveys will be undertaken on an annual basis for at least 5 years. These surveys will enable an assessment to be made of the effectiveness of the initiatives within the TP and provide an appropriate evidence base for changes to those initiatives if it is felt that alternative measures may be more effective.

### **Travel Information Pack**

- 8.22 To encourage sustainable travel habits, information on the travel options will be provided to employees and visitors within an Information Pack. This information will be kept up to date and comprise the following:

- Public transport information, including; bus timetables; maps; bus stop locations;
- Details and maps of safe walking and cycling routes to and from the site;
- Information on the various TP initiatives;
- Information on car-sharing initiatives and car clubs nearby;
- Links to travel websites such as <https://www.theaa.com/route-planner/traffic-news/Worksop> which provides live travel information for the region.

- 8.23 The above information on the travel options open to all site users will also be displayed on a travel notice board located within a prominent areas within the development site for both staff and visitors. This information will be kept up to date.

- 8.24 The information provided will enable employees and visitors to consider more sustainable means of travelling to and from the site. All new employees will be made aware of the existence of a TP.



## **Sustainable Transport Initiatives**

### *Bus/Train Travel*

- 8.25 The TPC, in co-operation with senior management, will investigate the potential for increasing services in the area, improved facilities at the nearby bus stops, and offering discounts in order to promote public transport use to and from the site.
- 8.26 Initiatives employed as part of the TP will aim to improve awareness of these public transport services. Timetables, fares, maps, the location of bus stops, and information on local facilities, and connections to train services will be made available within the Travel Information Pack and notice board.

### *Cycling*

- 8.27 The following measures are proposed to encourage greater numbers of employees and visitors to cycle to and from the site:
- Safe, secure and covered cycle storage facilities and regularly reviewed;
  - Maps displayed on the travel notice board illustrating the cycle routes located within the vicinity of the site;
  - Contact details (physical and website address) provided on site of local cycle shops, and repairers in the areas;
  - The Cycle2Work scheme, as an option will be presented;
  - Development of a Bicycle User Group (BUG) will be investigated;
  - The potential to provide a salary sacrifice scheme or interest free loans to employees for the purchase of cycling equipment will be investigated;
  - The TPC will monitor the cycle routes used by employees and visitors near the vicinity of the site, and liaise with BDC, to promote any issues that are evident; and
  - The TPC will liaise with the police with a view to offering a security etching service for bicycles.

### *Walking*

8.28 The following initiatives/asures are proposed to encourage employees and visitors to walk, to and from the site:

- The TPC will investigate the opportunity of providing high visibility clothing and torches to employees;
- The TPC will set up a walking buddy scheme to encourage people to walk to and from the site together, which will enhance personal security levels;
- Maps will be displayed on the travel notice board illustrating footpaths / public rights of way located near the site; and,
- The TPC will liaise with BBC to promote any maintenance required to existing footways and the need for new footways/crossings in the vicinity of the site.

### *Car / Lift Sharing*

8.29 Car sharing is defined as when two or more people, who each have access to a vehicle, pool their resources and share the driving duties. Lift sharing is defined as when a person who does not have access to a vehicle obtains pre-arranged lifts from at least one person with a car.

8.30 The majority of development sites have clusters of employees who either live in the same area or travel along the same transport corridors. Employee postcode information, collated as part of the employee travel survey, will enable the identification of potential car sharers. The TPC will set up and maintain a car sharing database and all staff will be able to register through the TPC. Details of how to sign up to the scheme will be provided on the travel notice board, including any other car share schemes that exist in the area.

8.31 The provision of guaranteed rides home will be given consideration for employees who car share and need to go home in emergency situations. A process of approval by the TPC would be required as part of this measure to prevent abuse of this facility.

### *Goods / Service Vehicles*

- 8.32 Some of the vehicular trips generated by the development will be heavy vehicle trips, ie refuse vehicles etc, and as a result producing CO<sup>2</sup> emissions. The TP and TPC will consider the use of these vehicles and examine ways to minimise these CO<sup>2</sup> emissions on the environment, through more efficient transportation practice.
- 8.33 The TPC will work to ensure that all haulage journeys are undertaken as efficiently and effectively as possible, and monitor delivery operations.

### **Working Practices**

- 8.34 The TPC will, in co-operation with senior management, consider where practical the possibility of home working and flexible working hours for office staff. Home working would enable office staff to work without the requirement of travelling to and from the site. The introduction of more flexible working hours would enable staff to time journeys to and from work which either coincide with public transport journeys or coincide with potential car sharing partners.

### **Promoting the Travel Plan and Sustainable Travel**

- 8.35 Milestones for marketing and promotion are to include:
- Introducing the TP to employees as part of the staff induction. Fliers and posters could be produced to promote the initial meeting(s) at which the TP will be introduced;
  - Employee Travel Survey Results. It's essential to let employees know the results of the Travel Survey. It will make them feel more involved and may stimulate discussion among colleagues about travel issues;
  - Progress Briefings. Keeping employees informed of how targets and objectives are being met is important, particularly with regard to successes;

- Introduction of new measures. When new measures are introduced, the opportunity to promote them to all employees should be used. Measures should not just be promoted to groups that will be most effective. This will help to keep the TP and alternatives to car use at the forefront of employee minds.

### *Communication*

8.36 Communicating the purposes of the TP is an essential part of the TP process. For example:

- It needs to be emphasised that the TP is designed to achieve positive outcomes for everyone. It needs to be ensured that the TP is not just perceived as an ‘anti-car’ initiative, as this is liable to alienate many people – especially those who may feel they have no alternative;
- The benefits of car sharing should be highlighted along with promotion of more efficient driving (i.e. smarter driving);
- It needs to be stressed that any shift in travel behaviour, or reduction in the number of trips made by car, is due to the TP.

### *Local / National Initiatives*

8.37 Linking the TP with other campaigns and initiatives will help to publicise the TP. Example of sustainable transport campaigns that could be publicised through the TP include:

- Workwise Week – One week in May;
- Walk to Work Day – One day in April;
- Green Transport Week – One week in June/July;
- Bike Week – One week in June.

- 8.38 The TPC will help to organise employees wishing to take part in the sustainable transport campaigns. This will help to actively encourage participation in the national events and encourage people who don't usually travel by sustainable forms to do so.

#### *New Employees*

- 8.39 Potential new employees travelling to the site for an interview will be provided with transport information on how to reach the site by sustainable forms of transport. The introduction of new employees itself can be viewed as a major opportunity to form new greener travel habits. Details of public services, cycle and pedestrian facilities, and car sharing initiatives will be accessible to all new employees. Visitors and guests to the site will also be informed of the sustainable transport options available to them.

#### **Targets and Timescale**

- 8.40 The TP will need to set the proposed timescales for the introduction of the sustainable transport initiatives and suggest initial targets for the reduction in single car occupancy car use at the proposed development.
- 8.41 Overall responsibility for the TP will lie with the occupier and BDC and many of the initiatives outlined above need to be considered in detail and implemented in advance of site occupation in terms of organisation and responsibility.
- 8.42 The TP will be designed as an evolving document that needs to remain adaptable and change to accommodate local practices and conditions.
- 8.43 Targets need to be realistic and if not achieved consideration in association with the Local Planning Authority should be given to the implementation of other measures or targets.

8.45 Data from the 2011 Census: Method of Travel to Work (Dataset WP703EW), for the Blassetlaw 014 area as depicted in Appendix K was used as a guide to establish the likely modes of travel that would be initially associated with the proposed development. The estimated baseline mode share and subsequent target changes for the TP are set out in Table 8.1 below.

Annual Targets						
Method of Travel	Baseline *	Year 1	Year 2	Year 3	Year 4	Year 5
Car	69%	-2%	-2%	-2%	-2%	-2%
Passenger in a Car	16%	+0%	+1%	+0%	+1%	+0%
Motorcycle	2%	+0%	+0%	+0%	+0%	+0%
Bus	3%	+1%	+0%	+1%	+0%	+1%
Train	0%	+0%	+0%	+0%	+0%	+0%
Cycle	4%	+1%	+1%	+0%	+1%	+0%
Walking	6%	+0%	+0%	+1%	+0%	+1%

\* To be reviewed following initial survey, 6 months after occupation.

**Table 8.1: Work Modal Targets showing Change Year on Year**

8.46 Measures and timescales would be incorporated to encourage those travelling to and from the site to use public transport and the TPC, once appointed, will be responsible for ensuring that the TP is fully implemented.

8.47 Implementation of the TP measures will be conducted by the Developer/TPC in accordance with the TP Action Plan which is attached as Appendix L. The Action Plan establishes timescales for the implementation of individual initiatives and identifies the person or organisation responsible.

### **Plan Monitoring and Review**

8.48 To enable the success of the TP to be established, the TPC will carry out annual monitoring of travel patterns and will review the TP.

*Monitoring the TP*

8.49 The TPC will monitor travel patterns on an annual basis by distributing annual travel questionnaires to all staff, for the first 5 years following implementation of the final travel plan, and then at suitable intervals as agreed by the Local Planning Authority (LPA). The monitoring of the plan is important for the following reasons:

- It can see that the aims and objectives of the TP are being achieved;
- Justifies the commitment of the TPC and of other resources;
- Maintains support for the plan by reporting successes;
- Identifies any measures that are not working or problems with the approach of the Plans;
- Can be shared between each occupier to refine the development of the Plan; and
- Effectiveness of the TP in terms of modal shift can be evaluated by effective monitoring.

8.50 The TP will carry out annual travel to work surveys for all employees. The need to participate in the TP procedures will be promoted to new staff through the recruitment procedures. Incentives will be introduced, as necessary, by the TPC to ensure a robust return is obtained to the annual travel to work surveys. All survey data will be retained by the TPC in the form of a monitoring report within one month of the survey for comparison against agreed targets. If targets are not being met the monitoring report will need to set out an action plan which will detail the proposals to get the plan back on track. The TPC will not change or omit any targets without prior consultation with the LPA.

8.51 In addition to the above, a portfolio of evidence will be retained by the TPC to include the following:

- A summary of travel related comments / issues;
- Details of how sustainable travel has been and will be promoted;
- Details of measures implemented / abandoned / proposed;
- Future actions;

- Care share scheme.

8.52 The TPC will develop the monitoring programme to ensure that the monitoring procedures are appropriate. The TPC will make information relating to mode share available as part of the continuous monitoring process, subject to the provisions of the Data Protection Act.

#### *Reviewing*

8.53 The TPC will undertake annual reviews of the TP, which is an active document. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of car / non-car usage at the site: and
- Comments received from those on site.

8.54 When reviewing the effectiveness of the Plan, the following questions will be asked:

- Which areas offer the greatest potential for change / improvement?
- Was the initiative implemented by the target date?
- How well used is each scheme / initiative?
- How much did it cost to introduce?
- Is the review process itself effective?

8.55 In light of the data collected from the monitoring process, the TPC will adapt the TP to enable the revised agreed targets to be achieved and if necessary, submit a review report to be agreed with the LPA.



## **9.0 SUMMARY AND CONCLUSIONS**

- 9.1 This transport statement has properly evaluated the proposed development in line with pre-planning advice, and taken into account the temporary construction and recurring operational effects of the development proposals.
- 9.2 It is generally accepted that some discomforting impact will be experienced during temporary works involving the enabling movement of plant, machinery, materials and the workforce, but these can be mitigated to an acceptable level by appropriate working practices and the imposition of suitable planning conditions.
- 9.3 The recurring traffic generated by the re—development will be relatively low and therefore will have no adverse effect on highway safety and capacity in the area.
- 9.4 Details of the access proposals that are sufficient to serve the proposed development site are detailed in Appendix G.
- 9.5 Accessibility to public transport in the area is low, however increasing usage will be encouraged through the Travel Plan attached to this transport statement.
- 9.6 Pedestrians and cyclists are catered for on site, and along with all other forms of sustainable transport will be promoted and encouraged through the Travel Plan.

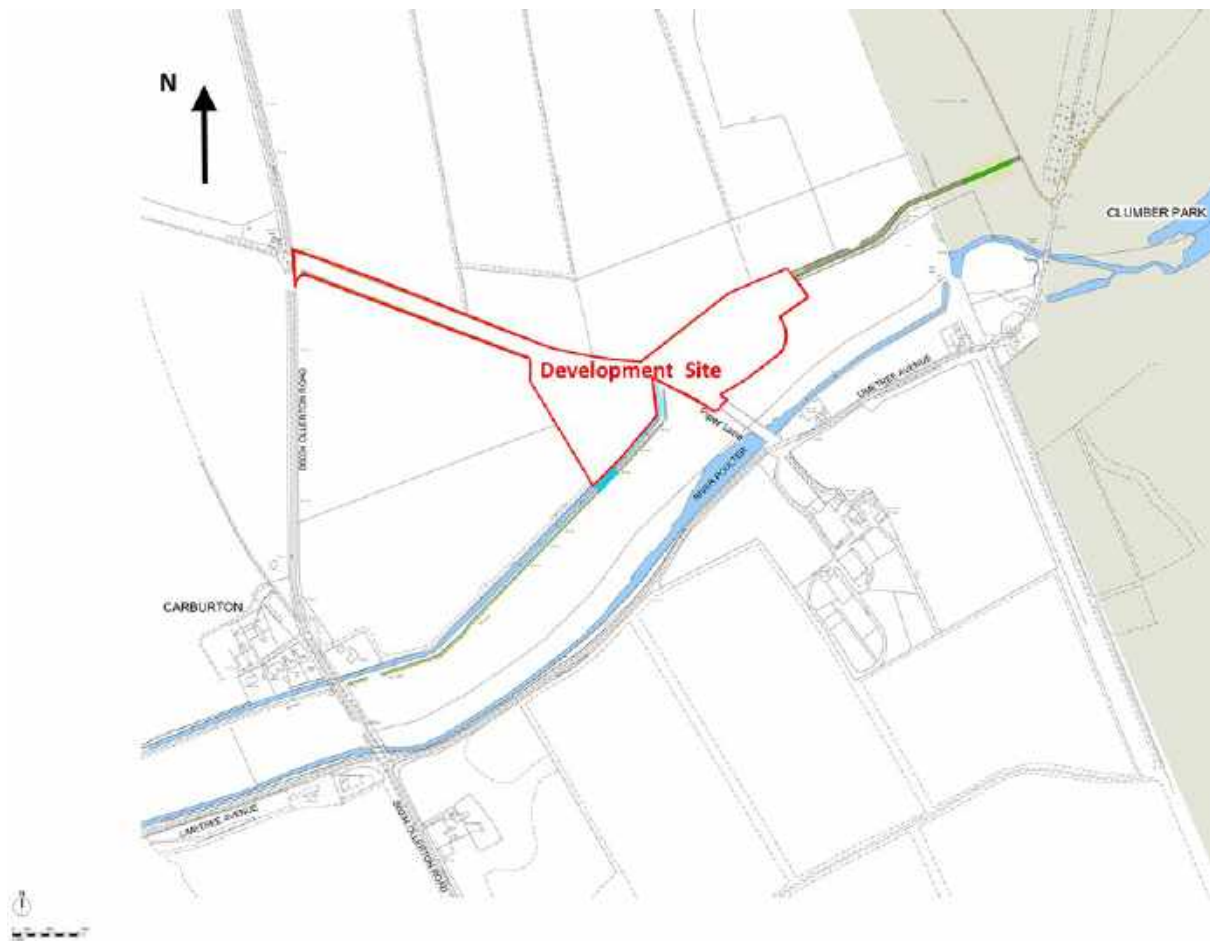
## APPENDIX A

### Development Site Location and Configuration

**Source:** Google Maps

### Adopted Highway Network

**Source:** VIA East Midlands





## APPENDIX B

### NCC's Scoping Requirements

**Source:** Correspondence from NCC

20/12/2021

As I mentioned before, I'd have no objection to a two-way driveway from Ollerton Road parallel to the bridleway subject to you providing details of; appropriate visibility splays both horizontally, vertically, and in a forward direction at the junction with Ollerton Road; a swept path analysis at the junction of the largest vehicle likely to visit; the ability for the largest vehicles to pass at the junction; and at least passing bays along the driveways length at intervals sufficient to cope with demand. I don't know if gradients would be an issue. I will also require a Transport Statement that demonstrates that nothing more than a priority junction would be needed as well as dealing with the usual walking, cycling, and public transport provisions.

I would want Piper Lane to be stopped up between B and D, but it could be one-way in if private. However, it would be preferable if all vehicles used the Ollerton Road access only. I think Kirsty will have an issue with a downgraded Piper Lane to bridleway between B and D if it takes vehicles anywhere and with respect possibly being responsible for a metalled surface and bridge. I'm still waiting for legal advice with respect a downgrade to bridleway that also removes adoption so it would be dedicated but not be maintainable at public expense.

Regards

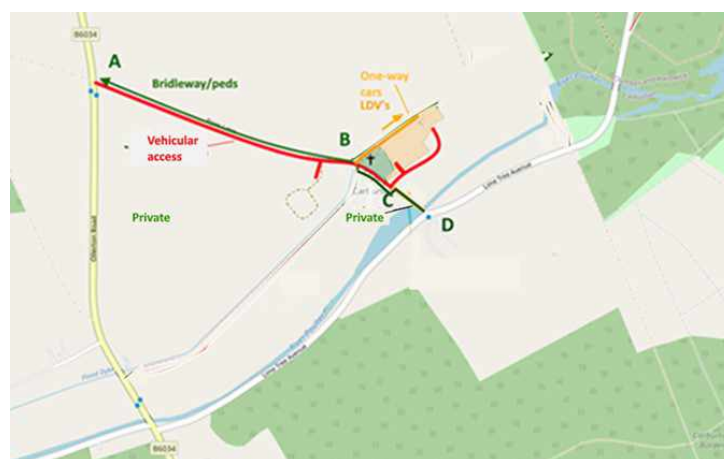
Martin Green

Principal Officer

Nottinghamshire County Council

The Nottinghamshire Highway Design Guide can be viewed here:

[www.nottinghamshire.gov.uk/transport/roads/highway-design-guide](http://www.nottinghamshire.gov.uk/transport/roads/highway-design-guide)



01/03/2022

Apologies for keeping you waiting. However, I can now confirm on behalf of the Local Highway Authority that the submitted plans reference P21-00134-MET-M2-C-005 Rev 07 and P21-00134-MET-M2-C-006 Rev 06 are acceptable to me and Rights of Way colleagues.

We have now received legal advice with respect to how best to deal with the conversion of the all-purpose highway section of Piper Lane to public bridleway. Our intention is to seeking planning conditions to secure an application for a stopping-up order to be made to the Department for Transport under Section 247 of the Town and Country Planning Act 1990 stopping up the all-purpose carriageway highway, and to secure the provision by the landowner of a public bridleway maintainable by them on the stopped up section of Piper Lane, between Limetree Avenue and the junction with the existing bridleway as proposed on plan reference P21-00134-MET-M2-C-006 Rev 06, as well as other conditions with respect to the standard, timing, physical closure of Piper Lane to vehicles from Limetree Avenue, and delivery of the works. To discharge the bridleway condition we will require the landowner to unilaterally dedicate public bridleway rights on Piper Lane by way of a landowner declaration under Section 31(6), Highways Act 1980. To that end, we would wish to agree a form of words suitable to discharge the condition prior to the submission of a planning application to ensure that everything falls into place.

The following conditions are draft at this stage and would be subject to the approval of the District Council:

- The development hereby approved shall not commence until such time as such part of the all-purpose public carriageway highway known as Piper Lane that extends from the northwest of St. Giles Church in a south-easterly direction to its junction with Limetree Avenue as detailed on a plan to be submitted to and approved by the Local Planning Authority has been 'stopped-up' in accordance with S.247, Town and Country Planning Act 1990.

Reason: To remove vehicular traffic from the junction of Piper Lane and Limetree Avenue in the interest of highway safety.

- On the making of a Piper Lane stopping-up order and prior to commencement of the development hereby approved the section of proposed bridleway on or parallel to Piper Lane that is not already public bridleway as defined by Section 329 of the Highways Act 1980 between St. Giles Church and Limetree Avenue shall be dedicated as public bridleway maintainable otherwise than at the public expense in accordance with details first submitted to and approved by the Local Planning Authority, including evidence of the stopping-up order, and which shall thereafter be maintained in a safe and suitable condition for use by the public while ever the bridleway remains in existence.

Reason: To ensure a route remains available for use by the public on foot, on horseback, or leading a horse between Ollerton Road and Limetree Avenue to protect the rights of way networks in accordance with paragraph 100 of the National Planning Policy Framework.

For the avoidance of doubt, the plans will need to include all of Piper Lane, the realigned bridleway, and the private access into the car park / service access within the red line site boundary.

I hope this is of assistance.

Regards

Martin Green

Principal Officer

Nottinghamshire County Council

Telephone 0115 9773963

The Nottinghamshire Highway Design Guide can be viewed here:

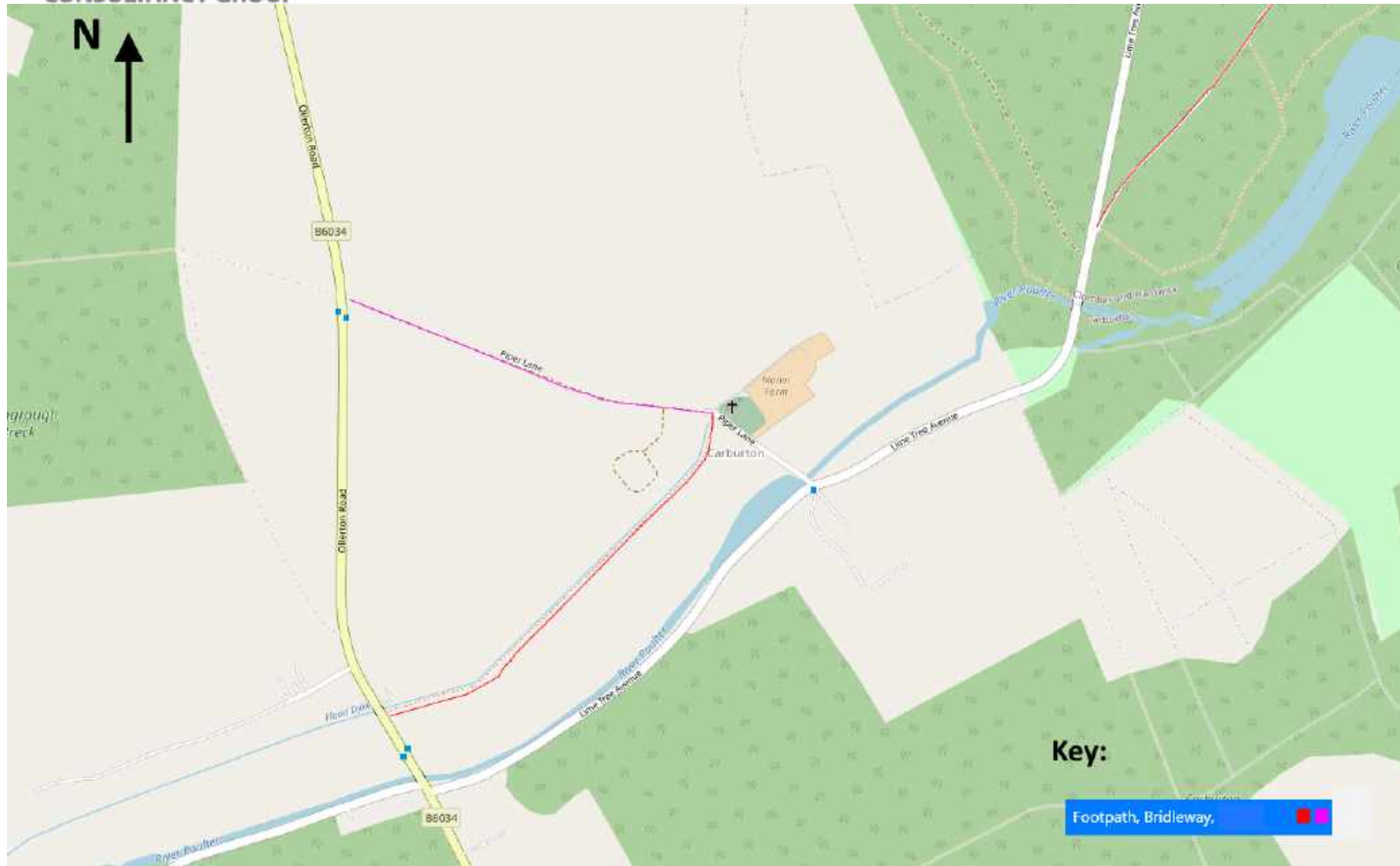
[www.nottinghamshire.gov.uk/transport/roads/highway-design-guide](http://www.nottinghamshire.gov.uk/transport/roads/highway-design-guide)



## APPENDIX C

### Public Rights of Way Map


**Source:** [footpathmap.co.uk](http://footpathmap.co.uk)



## **APPENDIX D**


### Automatic Traffic Count Information

*Source: NDC*

	<b>Site / Location:</b>	Limetree Avenue (West) - 53.25212,-1.083458	<b>Project No:</b>	11573	<b>Photo No:</b>	1	<b>Drawn By:</b>	RN
	<b>Survey Date:</b>	Monday, 19 April 2021 - Sunday, 25 April 2021	<b>Project Name:</b>	Manor Farm				
	<b>Survey Times:</b>	00:00 - 00:00 (24 Hour)	<b>Title:</b>	Site Photograph				




Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Limetree Avenue (West) - 53.25212,-1.083458	East	60	Monday, 19 April 2021	Sunday, 25 April 2021	6868	888	981	0	0.0	0	0.0	0	0.0	28.9	34.4
		West	60	Monday, 19 April 2021	Sunday, 25 April 2021	6691	879	956	0	0.0	0	0.0	0	0.0	28.5	33.7
		Both Directions	60	Monday, 19 April 2021	Sunday, 25 April 2021	13559	1767	1937	0	0.0	0	0.0	0	0.0	28.7	34.1

	<b>Site / Location:</b>	Limetree Avenue (East) 53.253368,-1.079163	<b>Project No:</b>	11573	<b>Photo No:</b>	2	<b>Drawn By:</b>	RN
	<b>Survey Date:</b>	Monday, 19 April 2021 - Sunday, 25 April 2021	<b>Project Name:</b>	Manor Farm				
	<b>Survey Times:</b>	00:00 - 00:00 (24 Hour)	<b>Title:</b>	Site Photograph				



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
2	Limetree Avenue (East) 53.253368,-1.079163	East	60	Monday, 19 April 2021	Sunday, 25 April 2021	6712	866	959	0	0.0	0	0.0	0	0.0	19.9	24.6
		West	60	Monday, 19 April 2021	Sunday, 25 April 2021	6678	877	954	2	0.0	2	0.0	2	0.0	19.8	23.6
		Both Directions	60	Monday, 19 April 2021	Sunday, 25 April 2021	13390	1743	1913	2	0.0	2	0.0	2	0.0	19.8	24.1

	<b>Site / Location:</b>	B6034 Ollerton Road - 53.251752,-1.094023	<b>Project No:</b>	11893	<b>Photo No:</b>	1	<b>Drawn By:</b>	RN
	<b>Survey Date:</b>	Tuesday 27 July 2021 - Monday 02 August 2021	<b>Project Name:</b>	Manor Farm ATC				
	<b>Survey Times:</b>	00:00 - 00:00 (24 Hour)	<b>Title:</b>	Site Photograph				



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	B6034 Ollerton Road - 53.251752,-1.094023	North	60	Tuesday 27 July 2021	Monday 02 August 2021	272	11	3355	25	9.2	4	1.5	1	0.2	51.8	58.3
		South	60	Tuesday 27 July 2021	Monday 02 August 2021	218	9	3384	10	4.4	2	1.0	1	0.2	48.3	54.4
		Both Directions	60	Tuesday 27 July 2021	Monday 02 August 2021	490	20	6739	35	7.1	6	1.3	1	0.2	50.3	56.8

Site 1  
Location B6034 Ollerton Road - 53.251752,-1.094023  
Direction North

Tuesday 27 July 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	19	0	19	0	0	0	0	0	0	0	0	0	0
0100	7	0	6	0	1	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0
0300	7	0	6	0	1	0	0	0	0	0	0	0	0
0400	16	0	15	0	1	0	0	0	0	0	0	0	0
0500	65	0	60	0	4	0	1	0	0	0	0	0	0
0600	101	1	87	0	12	0	1	0	0	0	0	0	0
0700	212	2	185	1	23	1	0	0	0	0	0	0	0
<b>0800</b>	<b>215</b>	<b>2</b>	<b>178</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
0900	201	2	171	2	23	0	0	1	1	0	1	0	0
1000	155	0	115	2	36	1	0	0	1	0	0	0	0
1100	167	1	148	1	16	0	1	0	0	0	0	0	0
1200	181	1	155	2	17	4	0	0	0	2	0	0	0
1300	228	1	182	1	40	0	1	1	0	0	1	0	1
1400	220	2	187	0	29	0	0	1	0	1	0	0	0
1500	293	0	251	1	36	2	0	1	1	0	1	0	0
<b>1600</b>	<b>337</b>	<b>2</b>	<b>297</b>	<b>1</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	245	0	216	1	27	0	0	0	1	0	0	0	0
1800	145	3	128	0	14	0	0	0	0	0	0	0	0
1900	117	2	108	0	5	0	1	0	0	0	1	0	0
2000	83	0	75	0	8	0	0	0	0	0	0	0	0
2100	83	0	76	1	5	0	0	0	0	1	0	0	0
2200	40	0	36	0	2	1	0	0	0	0	1	0	0
2300	22	0	19	0	2	0	1	0	0	0	0	0	0
<b>07-19</b>	<b>2599</b>	<b>16</b>	<b>2213</b>	<b>13</b>	<b>329</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>
<b>06-22</b>	<b>2983</b>	<b>19</b>	<b>2559</b>	<b>14</b>	<b>359</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1</b>
<b>06-00</b>	<b>3045</b>	<b>19</b>	<b>2614</b>	<b>14</b>	<b>363</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1</b>
<b>00-00</b>	<b>3162</b>	<b>19</b>	<b>2723</b>	<b>14</b>	<b>370</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1</b>

2027

pcus

217 260

204

159

168

188

232

220

299

336 403

247

142

117

83

85

42

Site 1  
Location B6034 Ollerton Road - 53.251752,-1.094023  
Direction South

Tuesday 27 July 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	7	0	5	0	2	0	0	0	0	0	0	0	0
0100	7	0	7	0	0	0	0	0	0	0	0	0	0
0200	7	0	5	0	1	0	0	0	0	0	1	0	0
0300	4	0	3	0	1	0	0	0	0	0	0	0	0
0400	11	0	10	0	0	0	0	0	0	0	1	0	0
0500	62	0	55	0	6	0	0	0	0	1	0	0	0
0600	142	1	122	0	14	0	0	0	2	0	3	0	0
0700	210	0	173	0	31	1	1	1	1	2	0	0	0
0800	237	2	211	1	19	0	1	0	2	0	1	0	0
0900	186	0	159	1	21	2	0	0	2	0	1	0	0
<b>1000</b>	<b>239</b>	<b>1</b>	<b>217</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
1100	195	2	172	0	19	1	0	0	0	1	0	0	0
1200	225	1	194	0	26	1	1	1	1	0	0	0	0
1300	177	1	160	1	13	0	0	0	0	1	1	0	0
1400	225	0	199	1	23	1	0	0	0	0	1	0	0
1500	215	0	199	0	15	0	0	0	1	0	0	0	0
<b>1600</b>	<b>277</b>	<b>0</b>	<b>246</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	259	4	237	1	16	0	0	0	1	0	0	0	0
1800	176	3	165	1	7	0	0	0	0	0	0	0	0
1900	122	1	110	0	7	0	1	0	1	1	1	0	0
2000	77	0	73	0	3	0	0	0	0	0	1	0	0
2100	57	0	53	1	3	0	0	0	0	0	0	0	0
2200	49	3	44	0	2	0	0	0	0	0	0	0	0
2300	20	0	18	0	2	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2621</b>	<b>14</b>	<b>2332</b>	<b>6</b>	<b>235</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3019</b>	<b>16</b>	<b>2690</b>	<b>7</b>	<b>262</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>11</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3088</b>	<b>19</b>	<b>2752</b>	<b>7</b>	<b>266</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>11</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>

pcus 2027

8

4

12

63

146

216

240 288

192

242

195

228

179

228

216

280 336

257

174

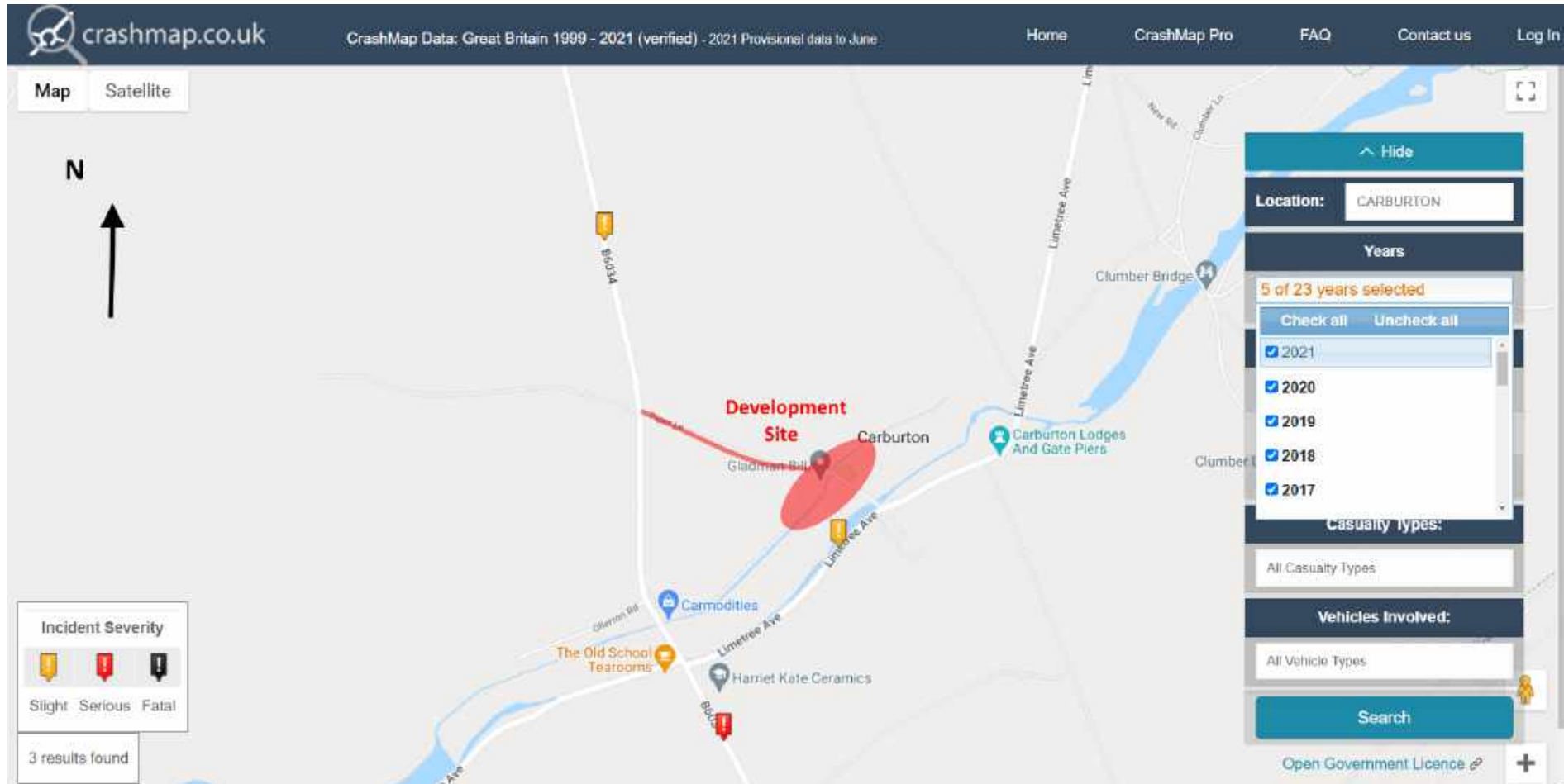
125

## APPENDIX E

### Personal Injury Accident Records

**Source:** [crashmap.co.uk](http://crashmap.co.uk)









Validated Data

**Crash Date:** Sunday, March 26, 2017

**Time of Crash:** 10:20:00 AM

**Crash Reference:** 201731B058317

**Highest Injury Severity:** Slight

**Road Number:** U0

**Number of Casualties:** 1

**Highway Authority:** Nottinghamshire

**Number of Vehicles:** 2

**Local Authority:** Bassetlaw District

**OS Grid Reference:** 461102 373062

**Weather Description:** Fine with high winds

**Road Surface Description:** Dry

**Speed Limit:** 60

**Light Conditions:** Daylight: regardless of presence of streetlights

**Carriageway Hazards:** None

**Junction Detail:** Not at or within 20 metres of junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Not Applicable



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)	-1	Male	Unknown	Vehicle is passing another moving vehicle on its offside	Nearside	Other	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Provisional Data does not include vehicle and casualty records**

**Crash Date:** Friday, March 12, 2021      **Time of Crash:** 8:24:00 AM      **Crash Reference:** 202131B040321

**Highest Injury Severity:** Slight      **Road Number:** B6034      **Number of Casualties:** 1  
**Highway Authority:**      **Number of Vehicles:** 1  
**Local Authority:**      **OS Grid Reference:** 460433 373920

**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 60  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Not Applicable



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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crashmap.co.uk

**Provisional Data does not include vehicle and casualty records**

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Validated Data**

**Crash Date:** Tuesday, January 17, 2017      **Time of Crash:** 5:00:00 PM      **Crash Reference:** 201731B004017

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	B6034	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Nottinghamshire			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Bassetlaw District			<b>OS Grid Reference:</b>	460785 372516
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Darkness: no street lighting				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None
2	Car (excluding private hire)	16	Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Offside	Journey as part of work	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## APPENDIX F

### Site Development Layout Details

**Source:** Seven Architecture





Legend  
1. Red circle  
2. Blue circle  
3. Yellow circle  
4. Green circle  
5. Orange circle  
6. Purple circle  
7. Grey circle  
8. White circle  
9. Black circle  
10. Brown circle



## **APPENDIX G**

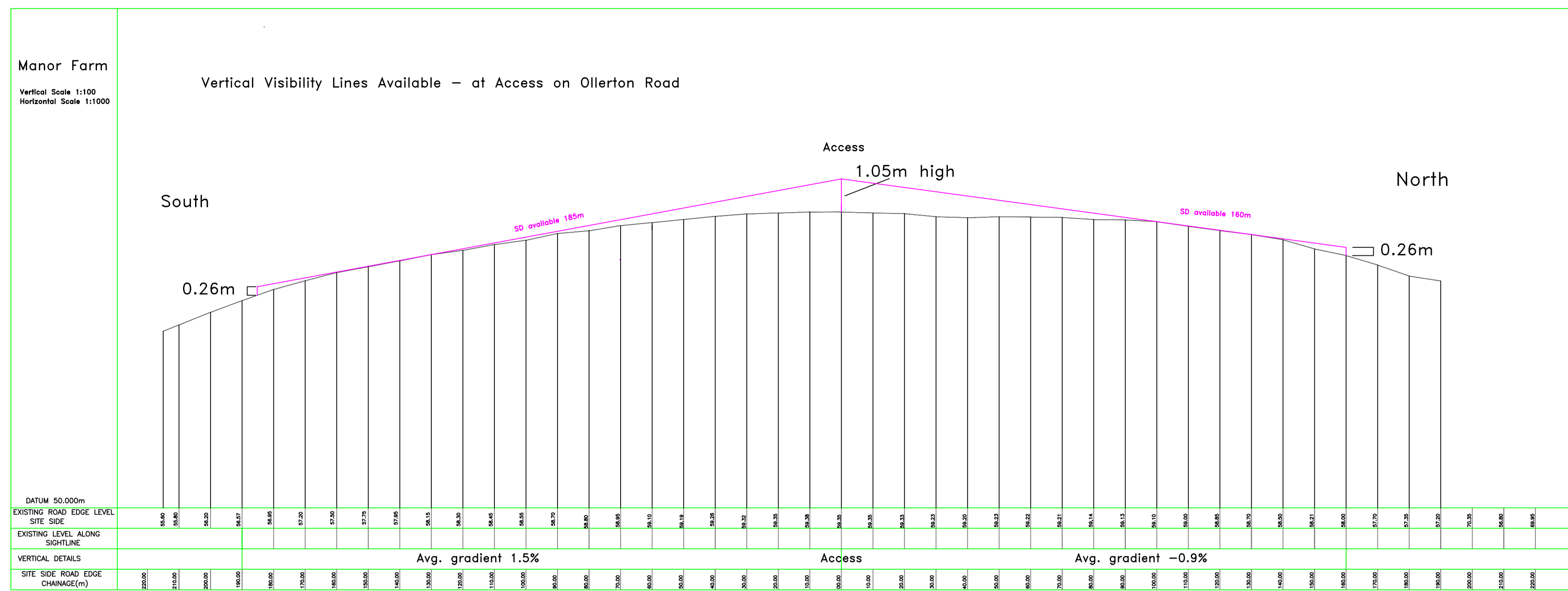
Site Access Details

Standard Details – Pedestrian Crossings / Tactile Paving

Rigid Heavy Vehicle Sweep Paths



- Do not scale dimensions from this drawing in either paper or electronic format.
- To be read in conjunction with all relevant Engineer's, Architect's and Other drawings and specifications.
- All building products to be used in strict accordance with the manufacturer's recommendations.
- Any discrepancies are to be reported to the Engineer immediately.
- Main Contractor to provide a detailed method statement for all works prior to commencement on site.



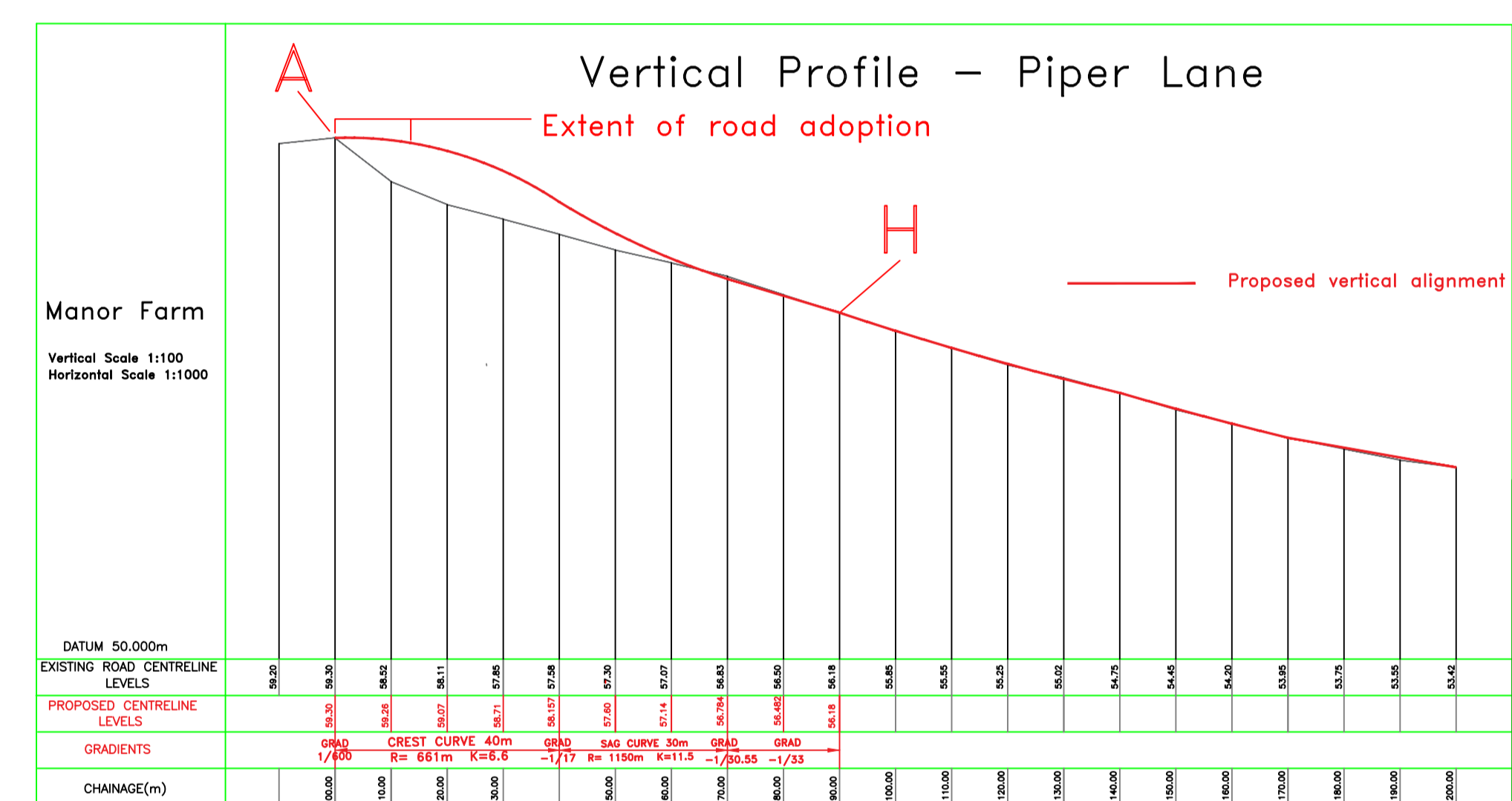
SSD (DNRB) required to the south	SSD
Speed lph	53.81
Speed m/s	18.29
reaction time t	26.45833
reaction time s	2
deceleration m/s <sup>2</sup>	3.0625
gradient %/100	1.5
<b>SSD</b>	<b>184.98</b>

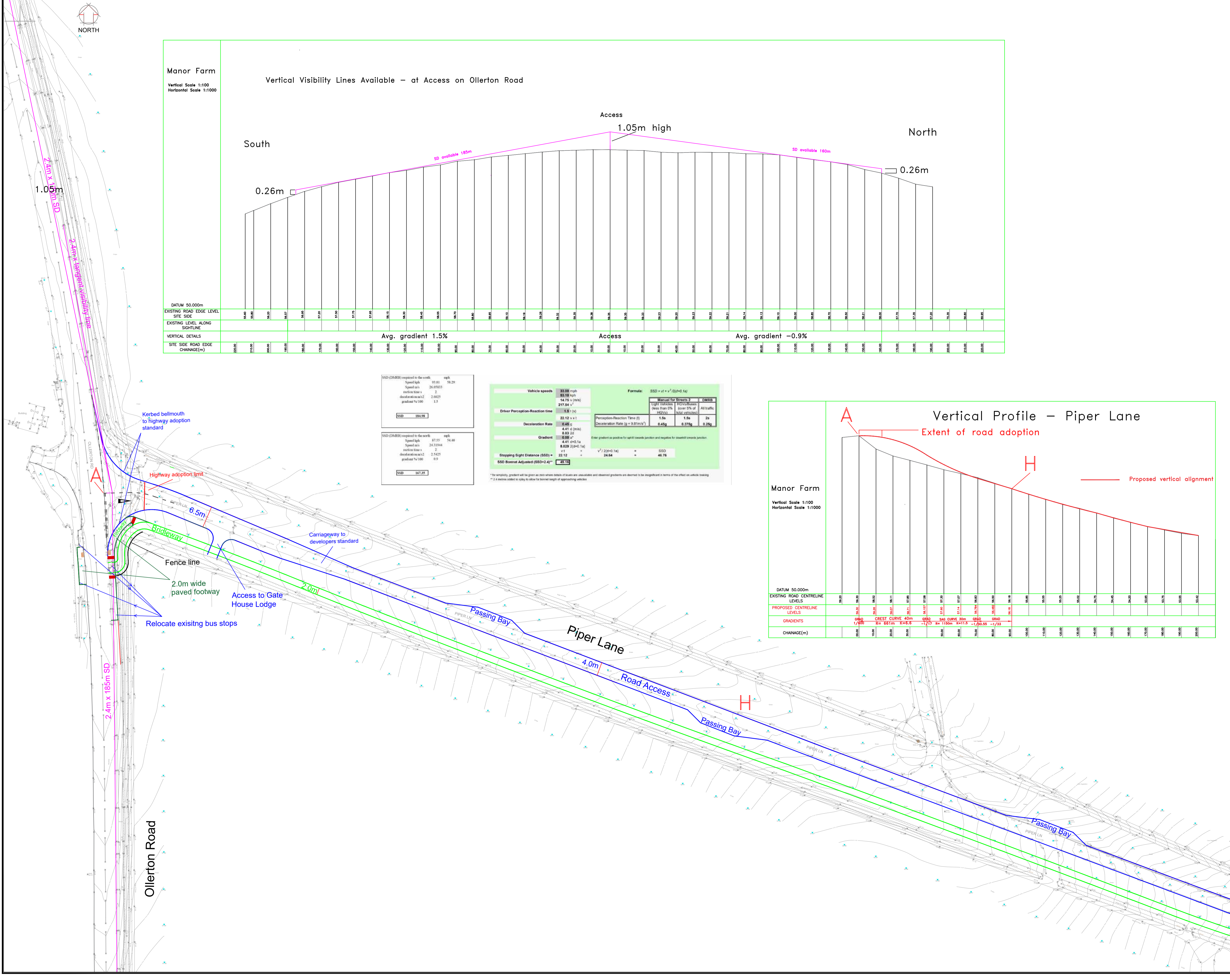
SSD (DNRB) required to the north	SSD
Speed lph	67.55
Speed m/s	14.80
reaction time t	24.31944
reaction time s	2
deceleration m/s <sup>2</sup>	3.5425
gradient %/100	0.9
<b>SSD</b>	<b>187.35</b>

Vehicle speeds	33.00 mph	53.10 mph	53.10 mph	14.75 m/s	21.54 m/s
Driver Perception-Reaction time	1.5 (s)	22.12 v x 1	4.41 v (2m/s)	8.83 s/d	8.83 s/d
Deceleration Rate	0.45 g	0.45 g	0.45 g	4.41 m/s <sup>2</sup>	4.41 m/s <sup>2</sup>
Gradient	0.00	0.00	0.00	4.41 (2m/s)	4.41 (2m/s)
Stopping Sight Distance (SSD)	22.12	24.64	24.64	22.12	24.64
SSD Bonnet Adjusted (SSD+2.4)	24.52	27.04	27.04	24.52	27.04

Formula:  $SSD = vt + v^2 / (2g \pm 10)$



- Key:
- Extent of paved bridleway
  - Footway or Footpath
  - Edge of carriageway



Rev	Date	Drawn	Description	CHK'd
07	24-01-22	TL	Bridleway changed	TL
06	14-01-22	TL	Bridleway changed	TL
05	12-11-21	TL	Vertical visibility lines changed	TL
04	15-09-21	TL	Minor changes	TL
03	01-09-21	TL	Piper Ln vertical details added	TL
02	18-08-21	TL	Revised layout	TL
01	16-06-21	TL	Initial Issue	TL

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www.metengineers.com

Client  
**Welbeck Estates Company Ltd**

Project  
**Manor Farm Development  
Carburton**

Title  
**Development Access  
Sheet 1 of 2**

Drawn	TL	Checked	TL	Scale
Date	16-06-21	Date	16-06-21	1:500 @ A1
Status	Planning	Original Size	A1	

Drawing No  
**P21-00134-MET-M2-C-005**

Version  
**07**



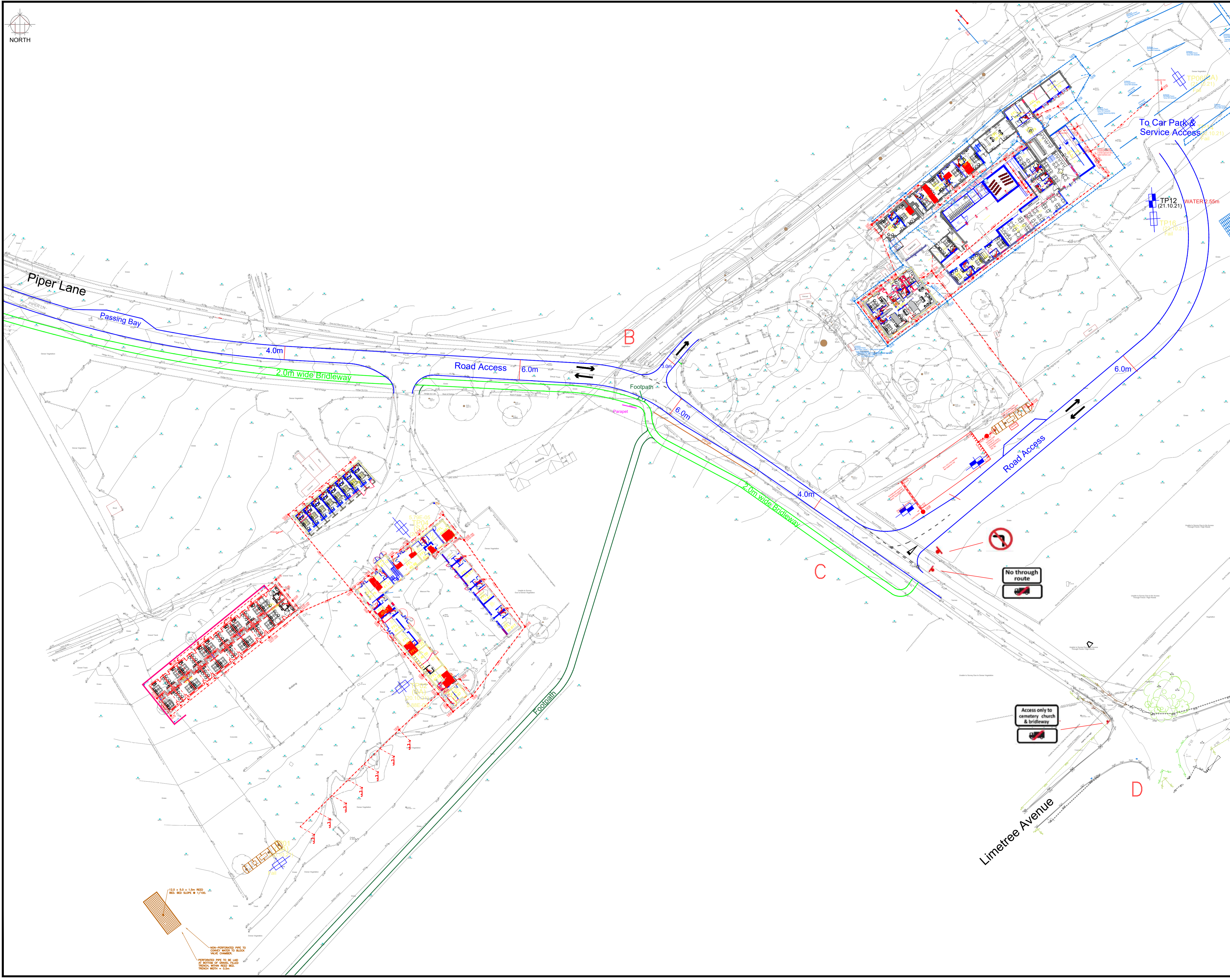


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4. Any discrepancies are to be reported to the Engineer immediately.
5. Main Contractor to provide a detailed method statement for all works prior to commencement on site.

Key:

- Extent of paved bridleway
- Footway or Footpath
- Edge of carriageway



Rev	Date	Drawn	Description	CHK'd
08	18-02-22	TL	Junction C changes	TL
07	15-02-22	TL	Junction C changes	TL
06	17-01-22	TL	Bridleway changes	TL
05	25-10-21	TL	Carriageway width reduced near church	TL
04	14-09-21	TL	Minor Amendments	TL
03	14-09-21	TL	Pedestrian crossing added	TL
02	18-08-21	TL	Revised layout	TL
01	16-06-21	TL	Initial Issue	TL



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Client  
 Welbeck Estates Company Ltd

Project  
 Manor Farm Development  
 Carburton

Title  
 Development Access  
 Sheet 2 of 2

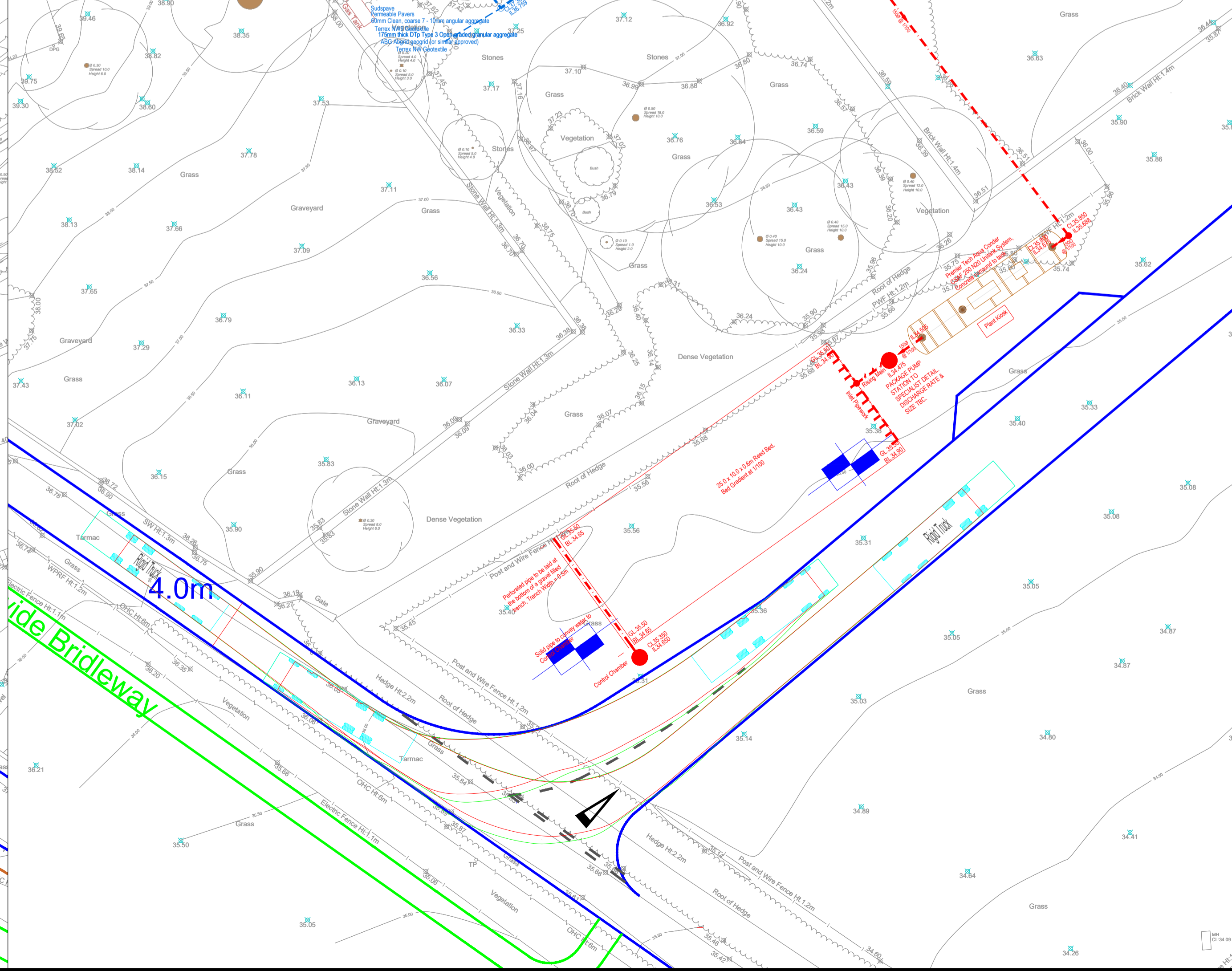
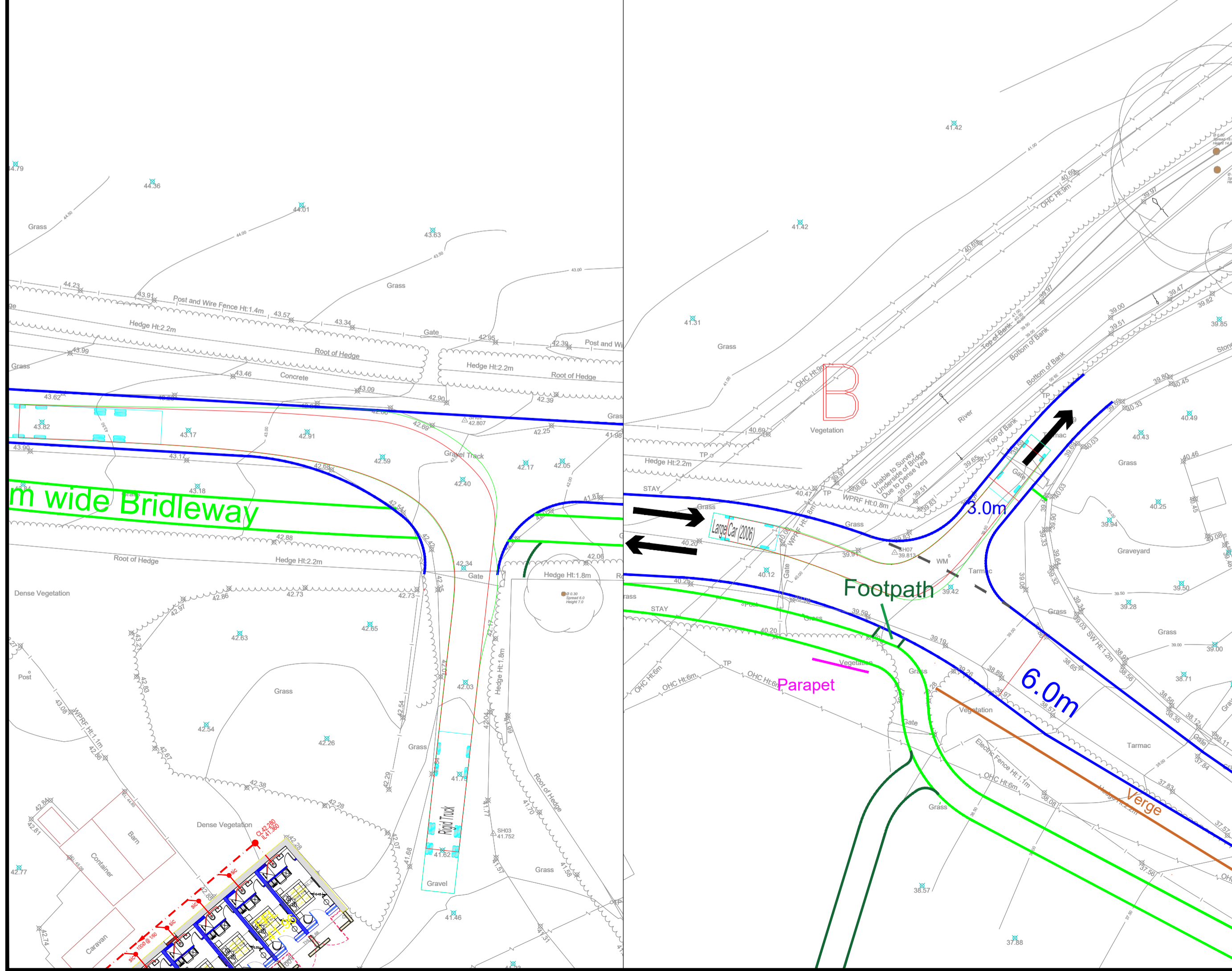
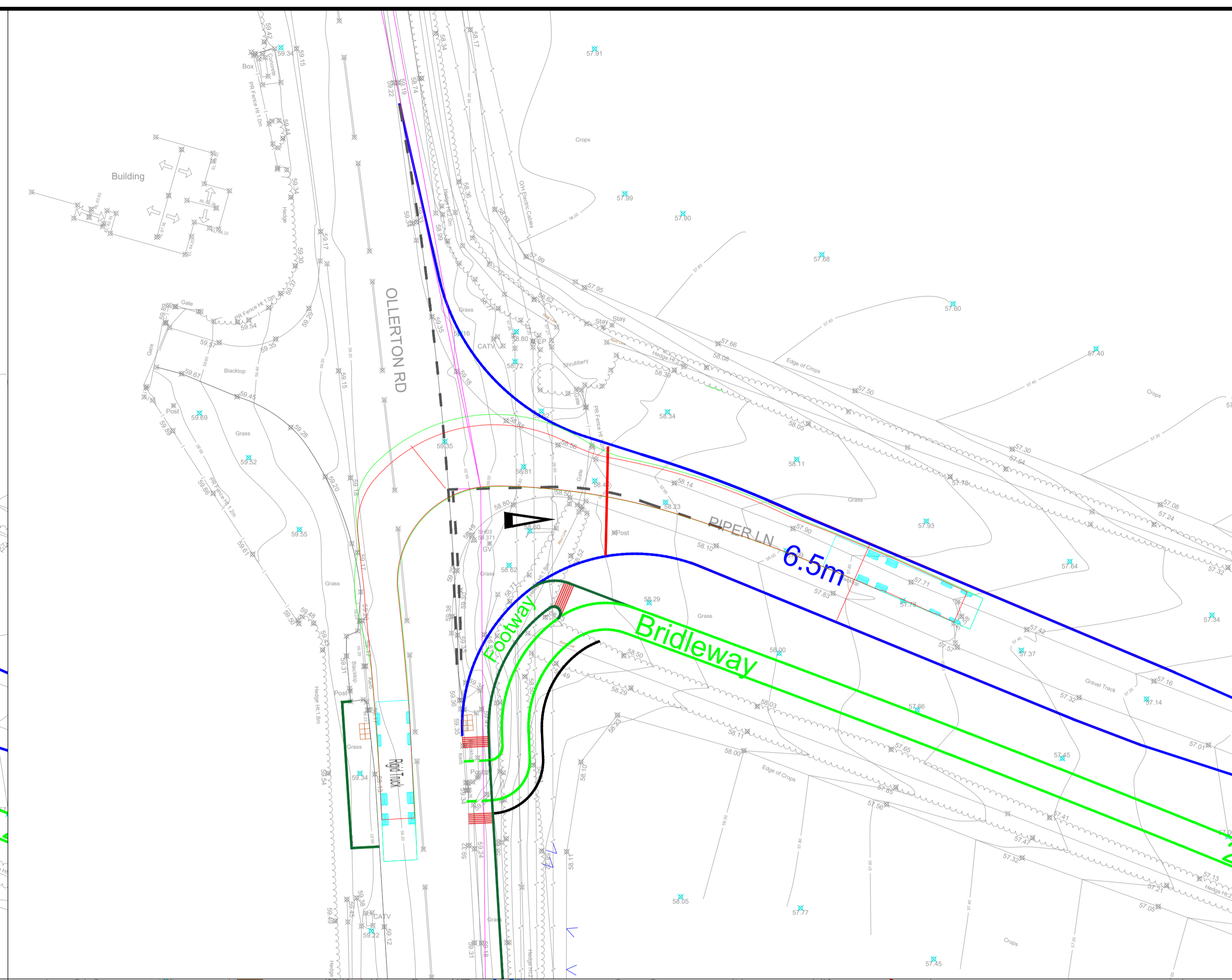
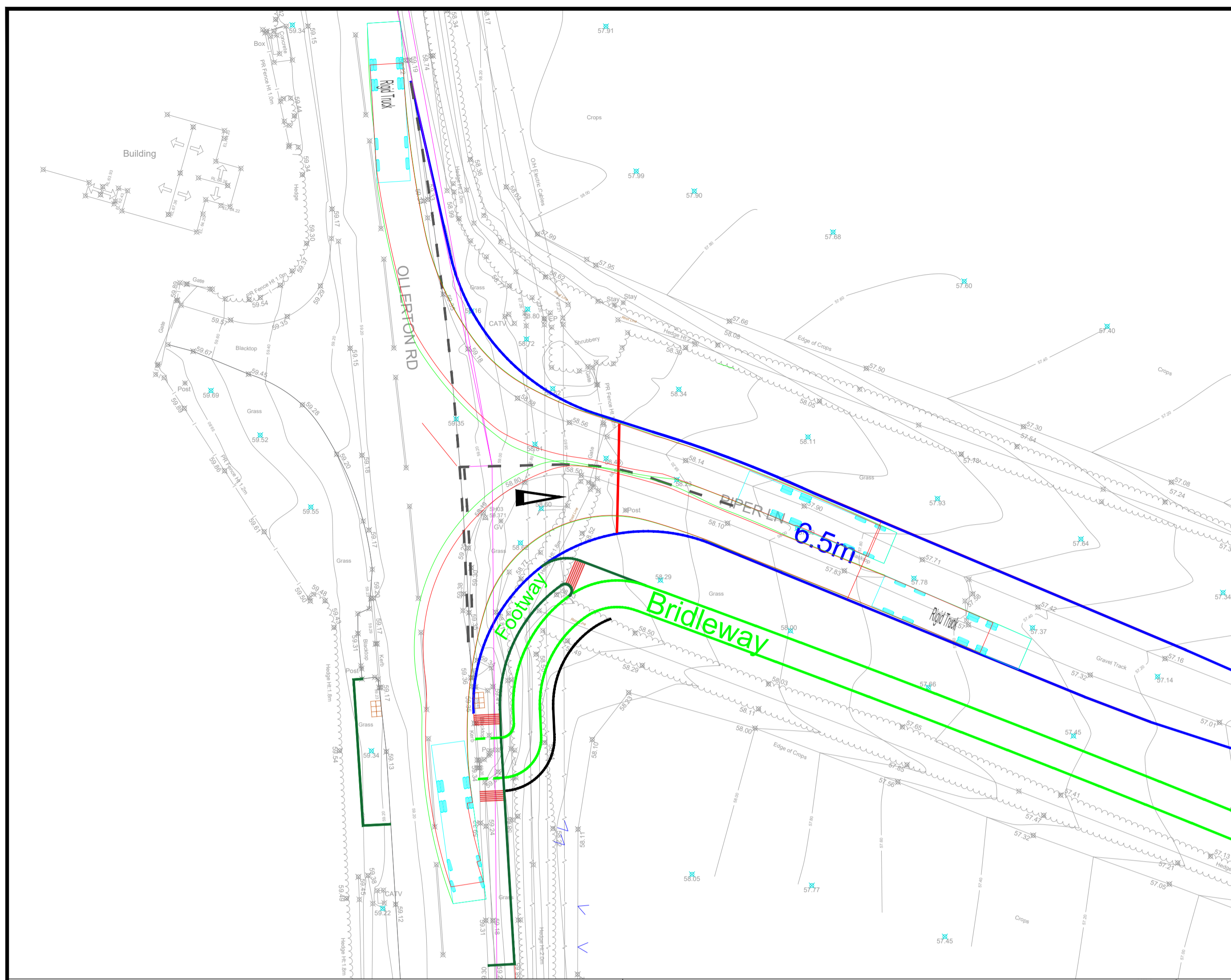
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Date	June 21	Date	June 21	1:500 @ A1
Status	Planning	Original Size	A1	

Drawing No  
 P21-00134-MET-M2-C-006  
 Version  
 08



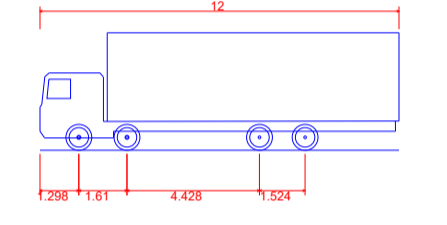




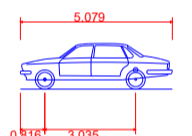


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2. To be read in conjunction with all relevant Engineer's, Architect's and Other drawings and specifications.
3. All building products to be used in strict accordance with the manufacturer's recommendations.
4. Any discrepancies are to be reported to the Engineer immediately.
5. Main Contractor to provide a detailed method statement for all works prior to commencement on site.

# Hazard/Risk	Mitigation / Residual Risk
1. XXX (Risk-High)	XXX (Risk-Low)
2. XXX (Risk-High)	XXX (Risk-Low)
3. XXX (Risk-High)	XXX (Risk-Low)
4. XXX (Risk-High)	XXX (Risk-Low)
5. XXX (Risk-High)	XXX (Risk-Low)



Rigid Truck  
 Overall Length 12.000m  
 Overall Width 2.500m  
 Overall Body Height 3.520m  
 Min Body Ground Clearance 0.412m  
 Track Width 2.471m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 11.900m



Large Car (2006)  
 Overall Length 5.070m  
 Overall Width 1.972m  
 Overall Body Height 1.525m  
 Min Body Ground Clearance 0.210m  
 Max Track Width 1.831m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.900m

2	18/02/22	dm	Junction C changes	AK
1	14/09/21	dm	First Issue	AK
Issue	Date	Drawn	Description	Ch'kd



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 www.metengineers.com

Client: Welbeck Estates Company Ltd

Project: Manor Farm Development Carburton

Title: Vehicle Tracking

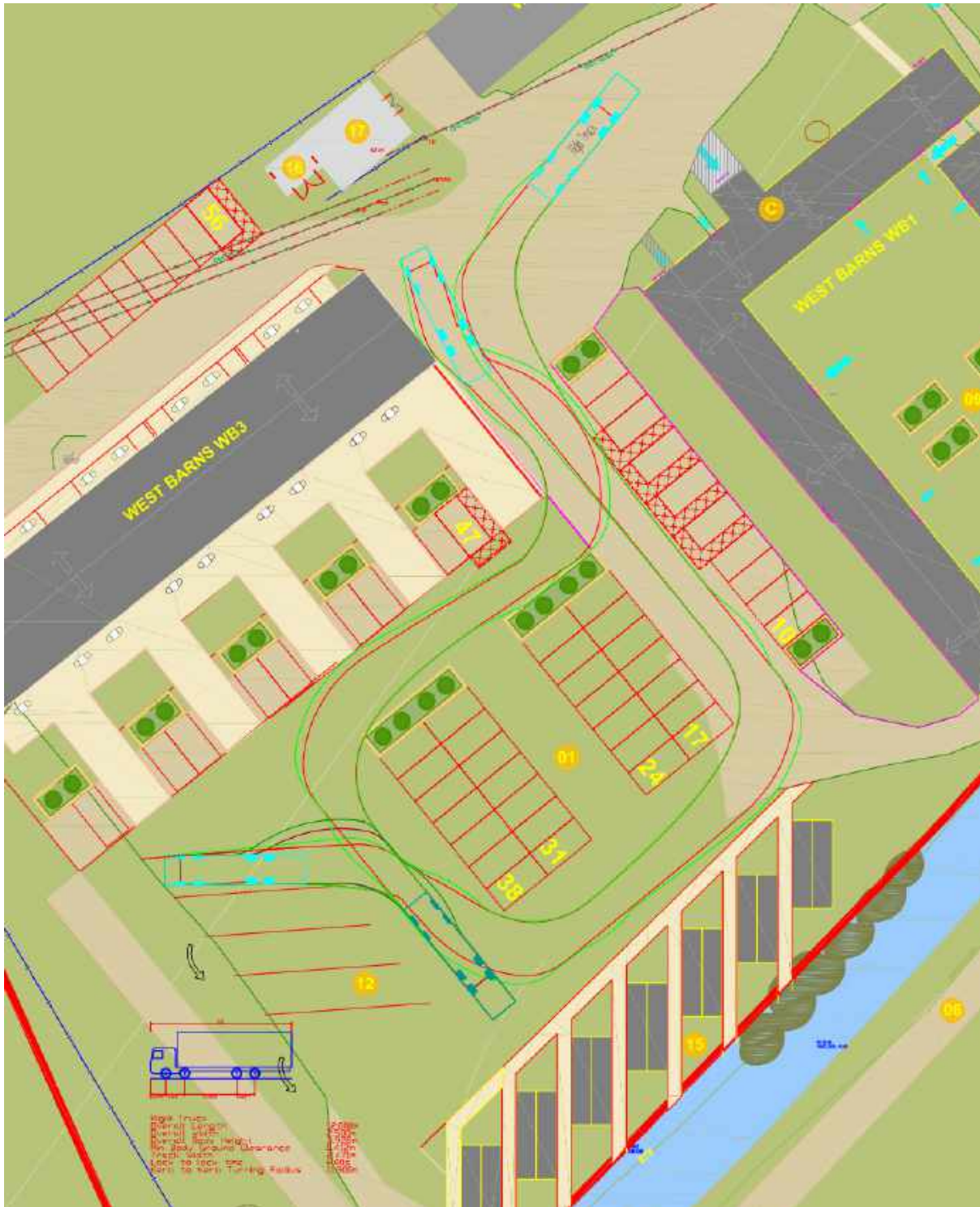
Drawn	DM	Checked	AK	Scale
Date	Sep 21	Date	Sep 21	1:250
Status	Planning			Original Size
Drawing No				Issue

P21-00134-MET-M2-C-009 2





East Barns Car Park – Vehicle Tracking (nts)



West Barns Parking Area – Vehicle Tracking (nts)

## **APPENDIX H**

### **TRICS**

#### **B6034/Piper Lane T-Junction – Junctions 9 Picady Outputs**



Calculation Reference: AUDIT-240601-210910-0903

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : A - HOTELS  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
10	WALES	
	SW SWANSEA	1 days
	WR WREXHAM	1 days
11	SCOTLAND	
	AG ANGUS	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms  
 Actual Range: 4 to 139 (units: )  
 Range Selected by User: 4 to 380 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 25/11/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Saturday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	6
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	3
Out of Town	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C1 8 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:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 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	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Travel Plan:

No 8 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 8 days

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



TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS  
 TOTAL VEHICLES  
 Calculation factor: 1 BEDRMS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	8	80	0.098	8	80	0.264	8	80	0.362
08:00 - 09:00	8	80	0.142	8	80	0.314	8	80	0.456
09:00 - 10:00	8	80	0.184	8	80	0.186	8	80	0.370
10:00 - 11:00	8	80	0.128	8	80	0.125	8	80	0.253
11:00 - 12:00	8	80	0.098	8	80	0.172	8	80	0.270
12:00 - 13:00	8	80	0.095	8	80	0.100	8	80	0.195
13:00 - 14:00	8	80	0.130	8	80	0.105	8	80	0.235
14:00 - 15:00	8	80	0.131	8	80	0.131	8	80	0.262
15:00 - 16:00	8	80	0.145	8	80	0.148	8	80	0.293
16:00 - 17:00	8	80	0.195	8	80	0.145	8	80	0.340
17:00 - 18:00	8	80	0.253	8	80	0.147	8	80	0.400
18:00 - 19:00	8	80	0.253	8	80	0.155	8	80	0.408
19:00 - 20:00	8	80	0.205	8	80	0.152	8	80	0.357
20:00 - 21:00	8	80	0.144	8	80	0.119	8	80	0.263
21:00 - 22:00	8	80	0.103	8	80	0.102	8	80	0.205
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.304			2.365			4.669

*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: 4 - 139 (units: )  
 Survey date date range: 01/01/11 - 25/11/19  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: A6034 PiperLane Entrance.j9  
 Path: G:\\_P21\2100134 Manor Farm, Carburton\Calcs  
 Report generation date: 22/03/2022 13:46:38

- »B6034/Piper Lane Junction - 2027+Dev, AM
- »B6034/Piper Lane Junction - 2027+Dev, PM

**Summary of junction performance**

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
B6034/Piper Lane Junction - 2027+Dev												
Stream B-AC	D1	0.1	7.45	0.06	A	0.44	D2	0.0	7.87	0.03	A	0.24
Stream C-AB		0.0	4.78	0.01	A			0.0	4.45	0.02	A	

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.*

**File summary**

**File Description**

Title	B6034 / Piper Lane
Location	B6034 / Piper Lane
Site number	
Date	01/03/2022
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	MET\TomL
Description	

**Units**

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

**Analysis Options**

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2027+Dev	PM	ONE HOUR	16:45	18:15	15	✓

### Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B6034/Piper Lane Junction	✓	100.000	100.000

# B6034/Piper Lane Junction - 2027+Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B6034 / Piper Lane	T-Junction	Two-way		0.44	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	B6034 north	B6034 north	Major
B	Piper Lane	Piper Lane	Minor
C	B6034 south	B6034 south	Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.60	100	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	567	0.099	0.250	0.157	0.357
B-C	695	0.102	0.257	-	-
C-B	690	0.256	0.256	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027+Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	295	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	266	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	7	288
	B	14	0	15
	C	260	6	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	7.45	0.1	A	27	40
C-AB	0.01	4.78	0.0	A	8	12
C-A					236	354
A-B					6	10
A-C					264	396

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	551	0.040	22	0.0	0.0	6.802	A
C-AB	6	2	760	0.008	6	0.0	0.0	4.775	A
C-A	194	49			194				
A-B	5	1			5				
A-C	217	54			217				



**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	536	0.049	26	0.0	0.1	7.061	A
C-AB	8	2	775	0.010	8	0.0	0.0	4.691	A
C-A	231	58			231				
A-B	6	2			6				
A-C	259	65			259				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	515	0.062	32	0.1	0.1	7.452	A
C-AB	10	3	797	0.013	10	0.0	0.0	4.578	A
C-A	283	71			283				
A-B	8	2			8				
A-C	317	79			317				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	515	0.062	32	0.1	0.1	7.453	A
C-AB	10	3	797	0.013	10	0.0	0.0	4.580	A
C-A	283	71			283				
A-B	8	2			8				
A-C	317	79			317				

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	536	0.049	26	0.1	0.1	7.066	A
C-AB	8	2	775	0.010	8	0.0	0.0	4.691	A
C-A	231	58			231				
A-B	6	2			6				
A-C	259	65			259				

**09:00 - 09:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	551	0.040	22	0.1	0.0	6.806	A
C-AB	6	2	760	0.008	6	0.0	0.0	4.777	A
C-A	194	49			194				
A-B	5	1			5				
A-C	217	54			217				

# B6034/Piper Lane Junction - 2027+Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B6034 / Piper Lane	T-Junction	Two-way		0.24	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2027+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	349	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	413	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	336
	B	7	0	6
	C	403	10	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.87	0.0	A	12	18
C-AB	0.02	4.45	0.0	A	17	25
C-A					362	544
A-B					12	18
A-C					308	462

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	520	0.019	10	0.0	0.0	7.057	A
C-AB	12	3	821	0.015	12	0.0	0.0	4.448	A
C-A	299	75			299				
A-B	10	2			10				
A-C	253	63			253				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	500	0.023	12	0.0	0.0	7.372	A
C-AB	16	4	849	0.019	16	0.0	0.0	4.318	A
C-A	356	89			356				
A-B	12	3			12				
A-C	302	76			302				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	472	0.030	14	0.0	0.0	7.866	A
C-AB	22	6	889	0.025	22	0.0	0.0	4.149	A
C-A	433	108			433				
A-B	14	4			14				
A-C	370	92			370				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	472	0.030	14	0.0	0.0	7.866	A
C-AB	22	6	889	0.025	22	0.0	0.0	4.151	A
C-A	433	108			433				
A-B	14	4			14				
A-C	370	92			370				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	500	0.023	12	0.0	0.0	7.373	A
C-AB	16	4	849	0.019	16	0.0	0.0	4.321	A
C-A	356	89			356				
A-B	12	3			12				
A-C	302	76			302				

18:00 - 18:15

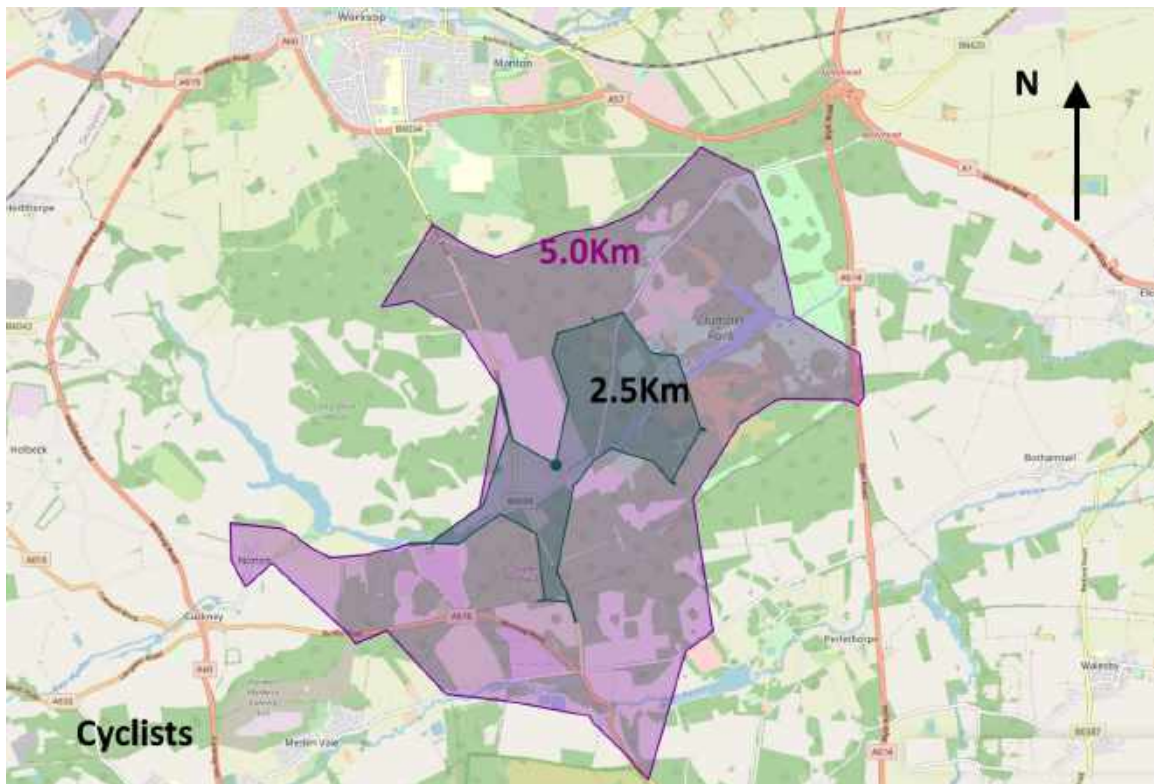
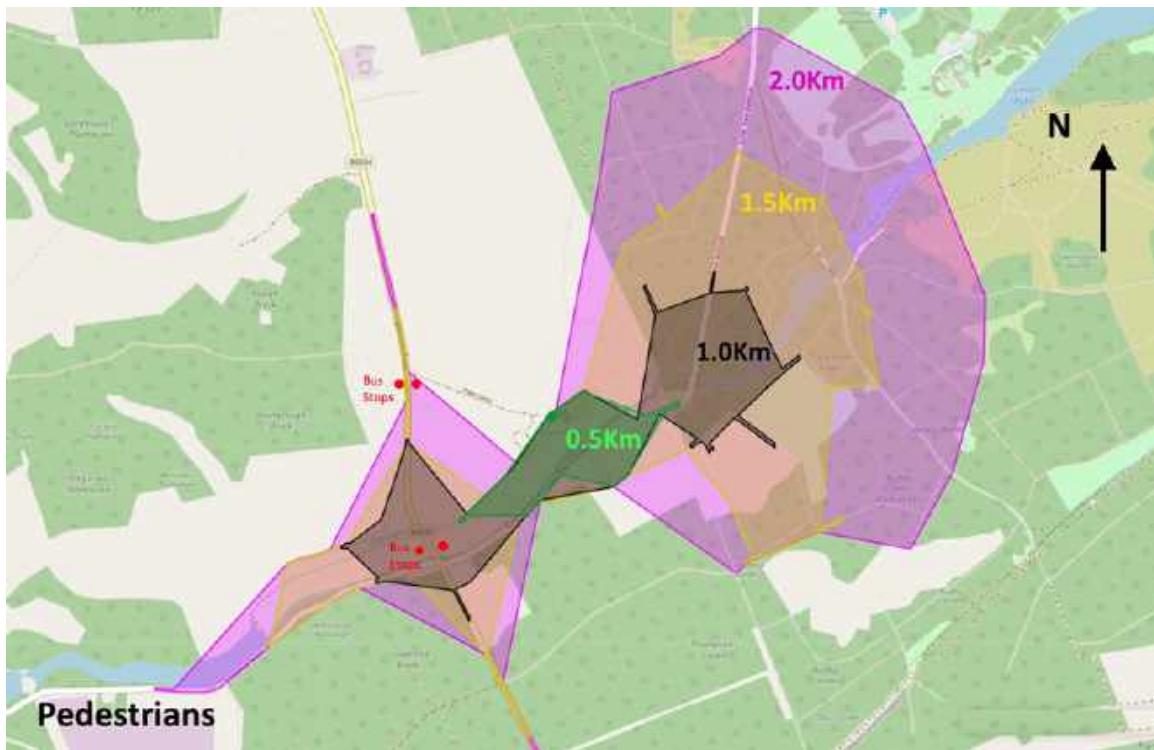
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	520	0.019	10	0.0	0.0	7.057	A
C-AB	12	3	821	0.015	12	0.0	0.0	4.450	A
C-A	299	75			299				
A-B	10	2			10				
A-C	253	63			253				

## APPENDIX I

### Isochrone Distance Maps

*Pedestrians*

*Cyclists*



## **APPENDIX J**

### Induction Travel Questionnaire

QUESTIONNAIRE – ‘HOW DO WE TRAVEL?’

Please fill in this questionnaire to indicate how you normally travel to work. Please ask for your Travel Pack now, if you have not already obtained one.

The following should be made available to you:

- The development should have a planning obligation to reduce car travel
- A bus map indicating those services to and from the site
- Details of the car share scheme
- Cycle route plans
- Pedestrian route plans
- Travel Plan Pack

-----  
Name: .....

Date: .....

1) Having considered the contents of the Travel Plan Pack, how do you travel to and from work (tick appropriate box)?

2)

Drive alone to work	
Share a car with another employee / family member / friend	
Dropped off / picked up by car	
By bus	
By train	
Cycle	
Motorcycle	
Walk	
Taxi	
Other (please state)	



3) Where does your journey start (postcode)?

.....

4) If by public transport, which service do you expect to use?

.....

5) Any suggestions that would help increase your travel choice to work?

.....

6) If you choose not to use your normal mode, what alternative would you use?

.....

...

## APPENDIX K

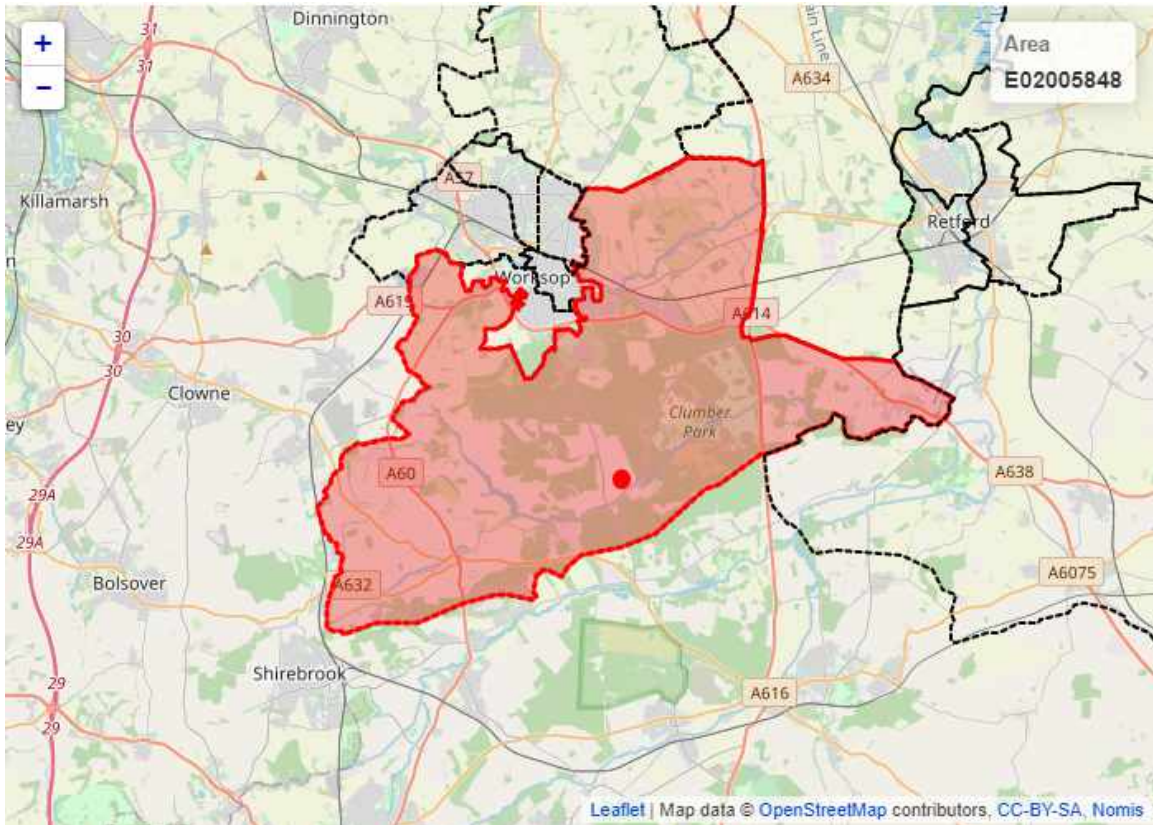
### Mode of Travel to Work

**WP703EW - Method of travel to work (2001 specification) (Workplace population)**

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population units All usual residents aged 16 to 74 in employment in the area the week before the census  
 area type 2011 super output areas - middle layer  
 area name E02005848 : Basselaw 014

Method of travel to work	2011 Total	%
Train	32	1
Bus, minibus or coach	189	3
Taxi	23	0
Motorcycle, scooter or moped	85	1
Driving a car or van	4,042	69
Passenger in a car or van	913	16
Bicycle	213	4
On foot	320	5
Other method of travel to work	25	0
<b>Total</b>	<b>5,842</b>	<b>100</b>



# APPENDIX L

## TP Action Plan

ustainable Travel Initiative	Action	Target / Initiative targeted at:		Person / Organisation Responsible	Timescale	Complete ?
		Employees	Visitors /Guest			
Travel Plan Coordinator (TPC)	Appoint TPC			Developer	Pre-occupation of the development	
Travel Information and Awareness	Provide sustainable travel information including: <ul style="list-style-type: none"> <li>Public transport information, including; bus timetables; maps; bus stop locations;</li> <li>Details and maps of safe walking and cycling routes to the site;</li> <li>Information on TP initiatives;</li> <li>Information on car-sharing initiatives.</li> </ul>	✓	✓	TPC	Pre-occupation of the development	
	Provide new employees with sustainable travel information in advance of their visit to the site through dissemination of sustainable transport information.	✓	✓	TPC	Upon occupancy	
Public Transport Initiatives	Increase awareness of existing public transport services available.	✓	✓	TPC	Upon occupancy	
Car & Cycling Initiatives	Provide safe and secure cycle storage facilities. Provide electric vehicle charging points at parking areas	✓	✓	Developer	Construction phase	
Car / Lift Sharing	Promote Car Sharing	✓		TPC	Part of Initial Travel Survey and within 6 months of first occupation of the development	
Deliveries / Servicing	Assess delivery/service strategies and amend if efficiency can be increased.	✓		Developer	Within 6 months of first occupation of the development	
Monitoring	Undertake annual employee travel survey.	✓		TPC	First employee travel survey within 6 months of first occupation of the development, then annually for a period of 5 years.	
	Undertake annual monitoring review. Aims: <ul style="list-style-type: none"> <li>Identify whether individual aspects of the TP are particularly successful;</li> <li>Whether the targets are being met; and</li> <li>Whether changes need to be implemented to achieve the TP targets.</li> </ul>	✓		TPC	Immediately following first employee travel survey, then annually for a period of 5 years.	