

Proposed Residential Development, Flish Meadows, Cleator

Transport Statement

Report Control

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Drawing A26127-ATP-HGN-ZZ-DR-CH-00001 P02	Site Layout Review
Drawing A26127-ATP-HGN-ZZ-DR-CH-00002 P02	AutoTRACK Assessment



1. Introduction

- 1.1. Astute Transport Planning has been appointed by Thomas Armstrong (Construction) Ltd to provide highways and transportation advice in support of a planning application for residential development on land off Flosch Meadows in Cleator.
- 1.2. The proposed development site is located within the jurisdiction of Cumberland Council who act as the planning and local highway authority.
- 1.3. This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a detailed planning application.

Site Location

- 1.4. The location of the site is shown **Figure 1.1** below, which also includes an indicative red-line boundary.

Figure 1.1: Proposed Development Site Location (Source: Google Maps)



Proposed Development

- 1.5. The planning application proposes the development of 51 residential dwellings.
- 1.6. Vehicle access to the site is proposed from an extension of Flosch Meadows, which is an adopted road and has been constructed up to the site boundary.
- 1.7. The proposed site layout plan is provided in **Appendix A**.



Planning History

- 1.8. The site has been subject to number of planning applications which are relevant in the context of the current proposals. These are:
- The Meadows SR12 – Hybrid application for 21 dwellings (Application Ref: 4/22/2092/001).
 - Mid Meadow SR12A – Outline and Reserved Matters approval for 19 dwellings (Application Refs: 4/17/2391 and 4/21/2554/0R1).
 - Top Meadow – Outline and Reserved Matters approval for 7 dwellings (Application Refs: 4/17/2214/001 and 4/20/2218/0R1).
- 1.9. Therefore, the site has previously been accepted as being a suitable location for residential development, while the traffic impact of the development of a total of 47 dwellings has been accepted by highway officers.

Scope of Report

- 1.10. This report has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.
- 1.11. Following this introduction the TS provides the following information:
- **Section 2** - A review of the pertinent national planning policy guidance;
 - **Section 3** - A review of baseline conditions, including the site's accessibility by shared and active travel modes;
 - **Section 4** - A description of the development proposals, including its traffic generation; and
 - **Section 5** - Report summary and conclusions.



2. Policy Context

Introduction

- 2.1. **Section 2** considers the pertinent national planning policy guidance.

National Planning Policy

- 2.2. The current National Planning Policy Framework (NPPF) was updated in August 2026 and sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3. Section 15 of the NPPF relates to Promoting Sustainable Transport. Within this Policy TR6 addresses the approach to "Assessing Transport Impacts".
- 2.4. This outlines that developments proposals that are likely to generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment that is proportionate to the nature and scale of the development. This is to ensure that the likely impacts of the proposal for transport can be assessed and monitored.
- 2.5. Paragraph 4 of TR6 goes on to state that *"development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion"*.
- 2.6. In the following sections of this report it has been demonstrated that the proposed development accords with the guidance set out in the NPPF, and that the transport impacts of developing the site will not be severe.



3. Baseline Conditions

Introduction

- 3.1. **Section 3** reviews the baseline conditions in the vicinity of the site, including local highway network, recent accident records, and the site's accessibility by sustainable modes of travel.

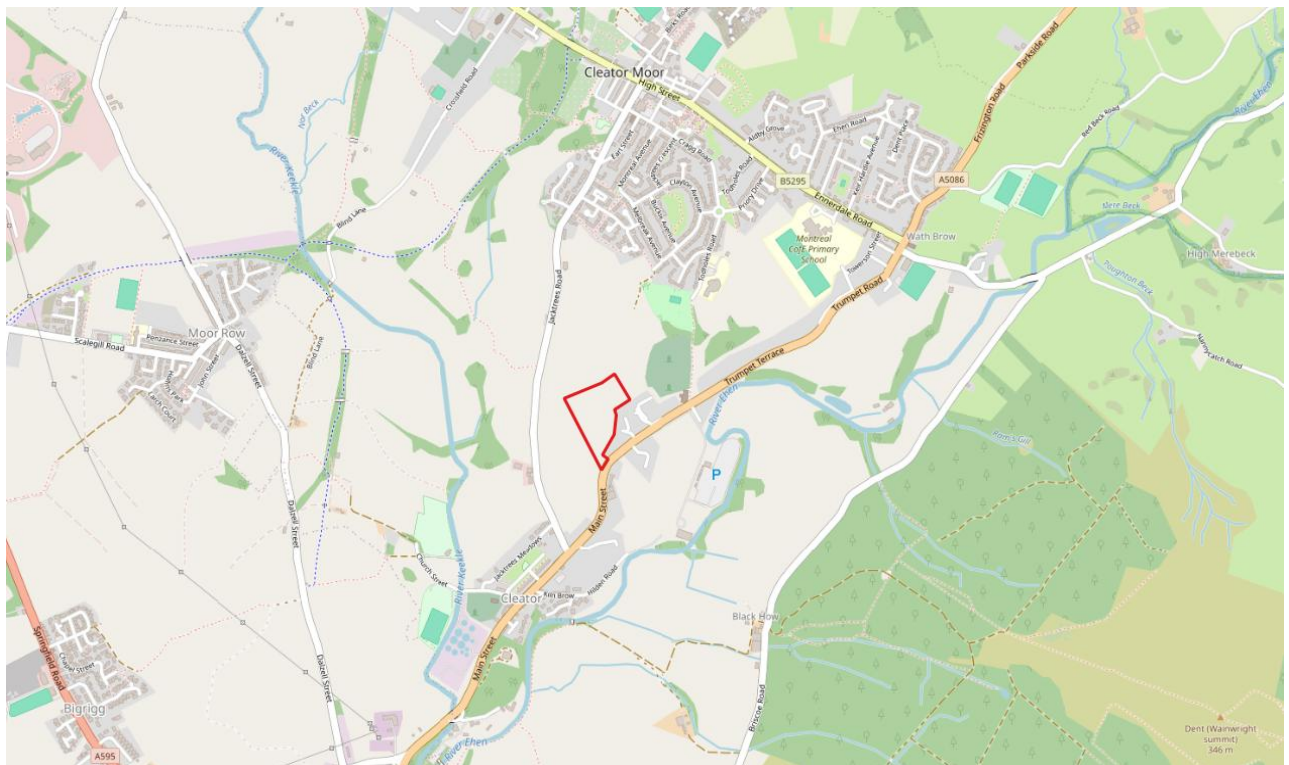
Existing Site and Its Location

- 3.2. The site is located to the north of the village of Cleator, around 1 kilometre south of the town of Cleator Moor, and approximately 2.5 kilometres north of Egremont. The land is currently undeveloped and is bordered by farmland to the north and west, a cemetery and residential properties to the east, and residential properties and Flosch Farm to the south.
- 3.3. The site benefits from two existing points of access, one from the A5086 at the south west corner of the site and one from the end of Flosch Meadows. Both take the form of gated field accesses.

Local Highway Network

- 3.4. The local highway network in the vicinity of the site is presented in **Figure 3.1**, with the site location identified by the red outline.

Figure 3.1: Local Highway Network



- 3.5. As previously outlined, Flosch Meadows directly abuts the site. It provides a 5.5 metre road, supported by footways on both sides of the carriageway, and serves a small number of residential properties.
- 3.6. At its southern end Flosch Meadows forms the minor arm of a simple priority controlled junction with the A5086 Main Street. In the vicinity of the site the A5086 provides a 5.5 - 6 metre carriageway width and is subject to a 30 mph speed restriction. **Figure 3.2** provides a street view image of the A5086/ Flosch Meadows junction.

Figure 3.2: A5086 Main Street/ Flosch Meadows Junction (Source: Google Earth)



- 3.7. To the north of the site the A5086 provides connections towards Cleator Moor and Frizington, while to the south it provides connections towards Egremont and the A595 which forms part of the Strategic Road Network (SRN).

Injury Accident Record

- 3.8. A review of accident records for the local highway network has been undertaken using data available on the Crashmap website. Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.9. The Crashmap analysis has been undertaken for the 5-year period between 2021 and 2025, which is the most recent period for which data is available. An extract from the Crashmap website is shown in **Figure 3.3** for the road network in the direct vicinity of the site.

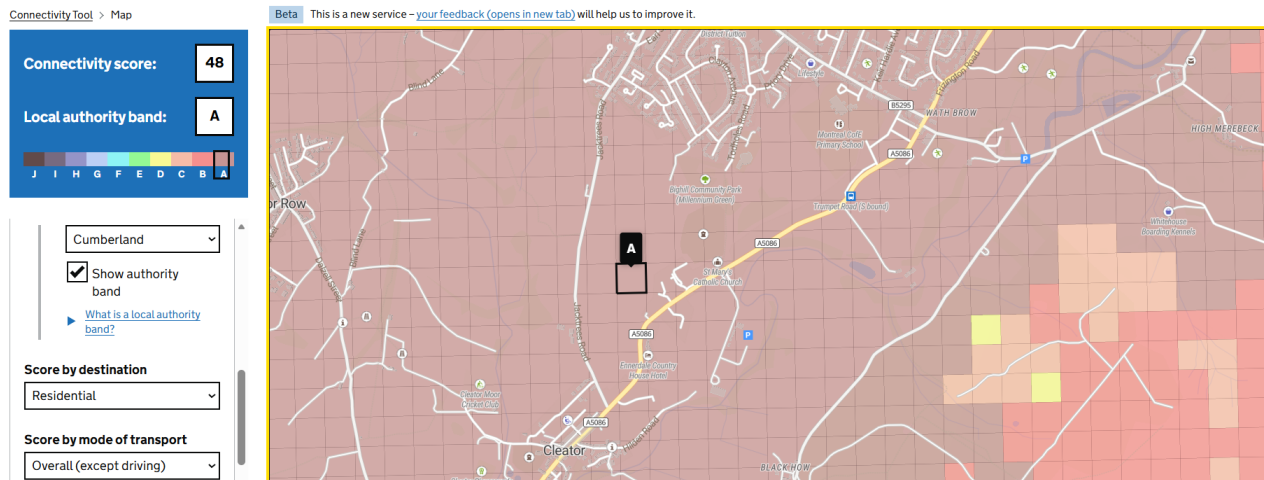
Figure 3.3: Injury Accident Data 2021-2025 (Source: Crashmap)

- 3.10. The accident data analysis confirms that no incidents have been recorded in the vicinity of the site in the last 5 years of data, including at the A5086/ Floss Meadows junction. As such there is no evidence of any safety issues with the design or operation of this junction or the surrounding road network.

Accessibility by Sustainable Travel Modes

- 3.11. As previously outlined, the site benefits from previous planning consents for the development of a total of 47 dwellings. On this basis, it has already been established that the site is suitably accessible by shared and active travel modes for residential development.
- 3.12. Notwithstanding this, in accordance with the latest version of the NPPF the DfT Connectivity Tool has been reviewed. This provides information on a site's level of accessibility by mode of transport and journey purpose.
- 3.13. The database has been accessed, and consideration has been given to the site's accessibility by non-car travel modes for residential journey purposes. This assessment compares the site's connectivity with all other areas within Cumberland. The output of this assessment is provided in **Figure 3.4**.

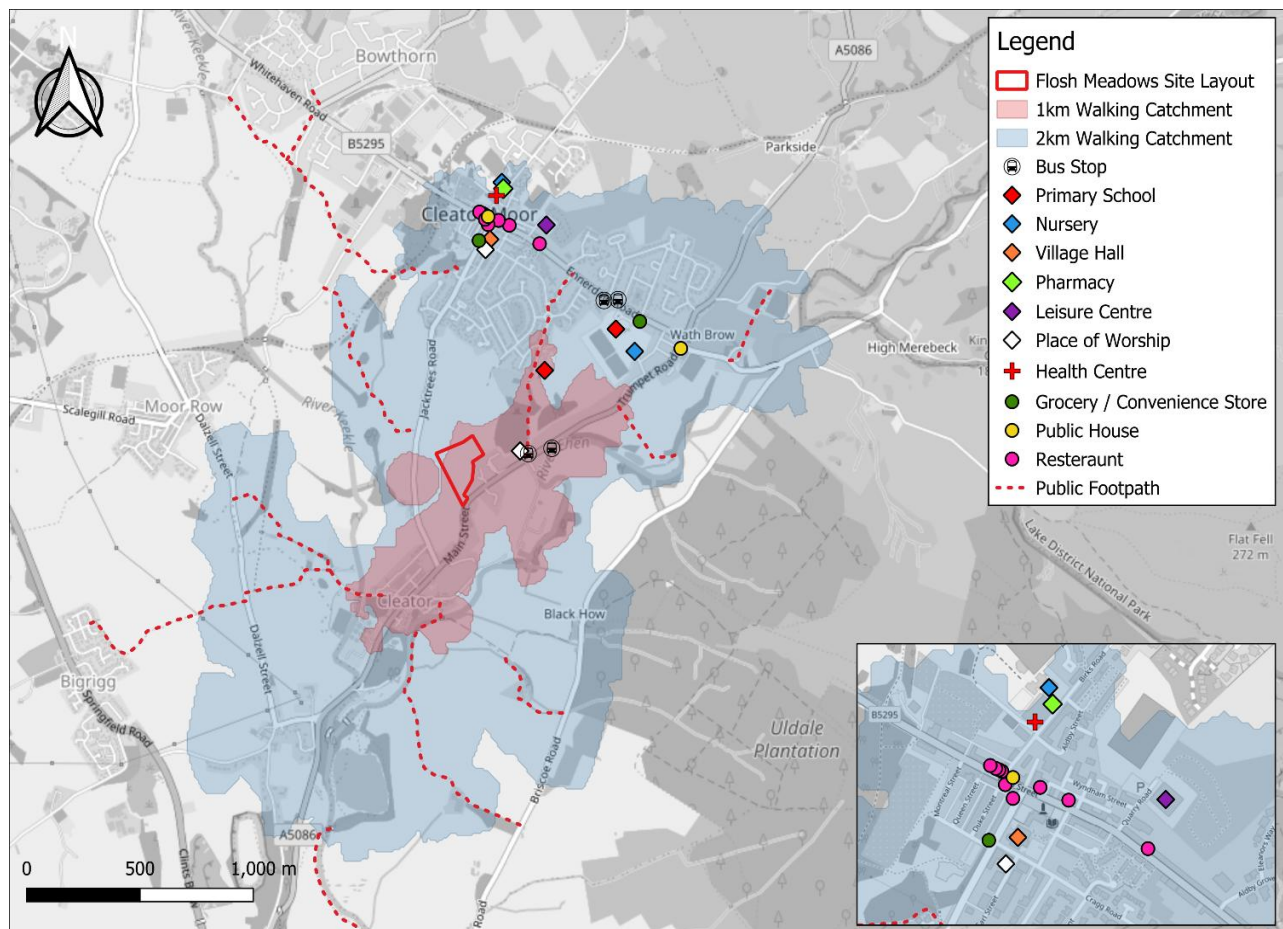
Figure 3.4: DfT Connectivity Tool Map for the Site (Source: connectivity-tool.dft.gov.uk/app)



- 3.14. The tool gives the site a connectivity score of 48 out of 100, which falls within Band A across Cumberland. This therefore confirms that the site is well connected for residential development within the context of the local planning authority.
- 3.15. The following paragraphs provide a brief summary of the sites accessibility by sustainable travel modes is provided.

Accessibility on Foot

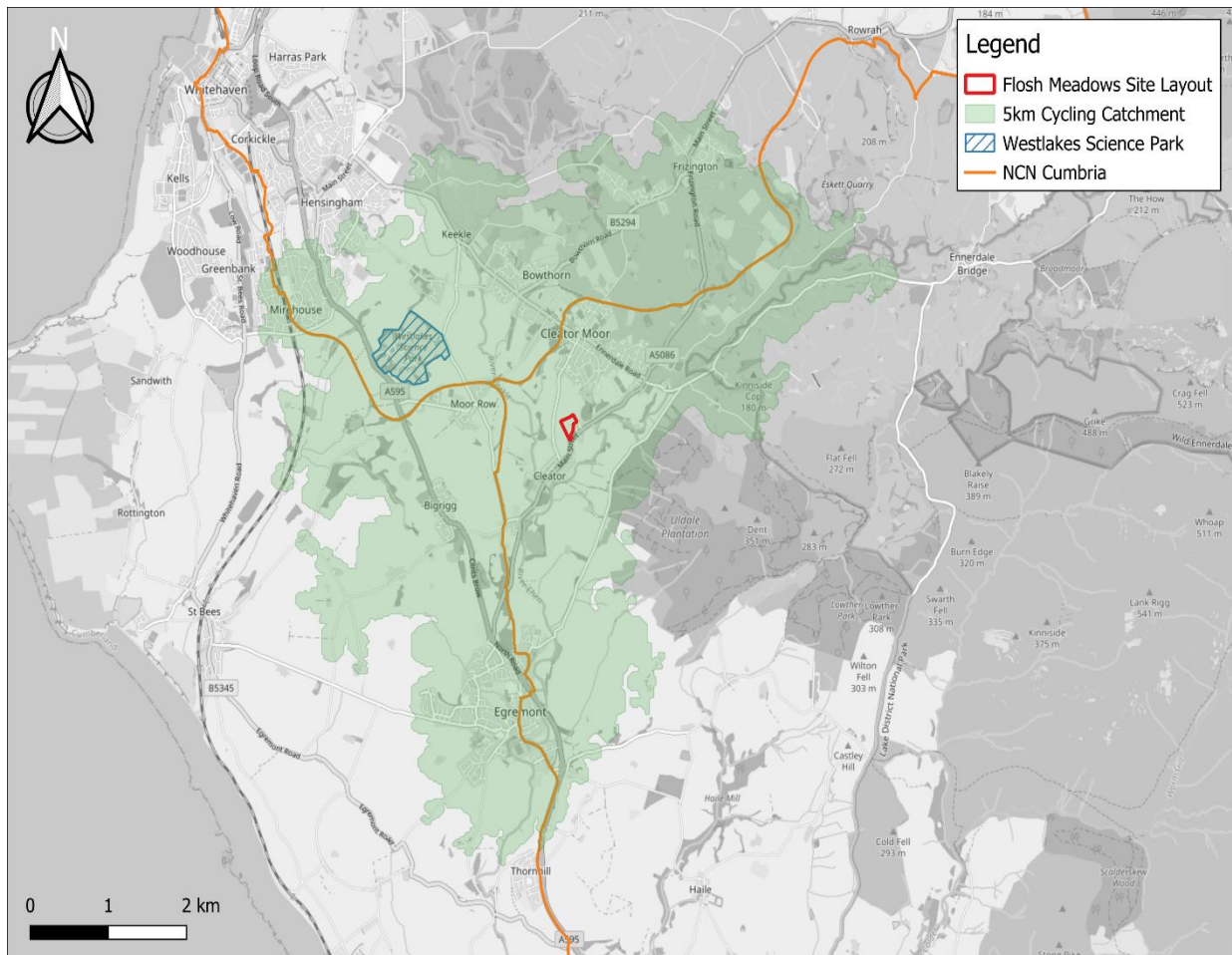
- 3.16. The site is located within an established pedestrian network. Street lit footways are provided on both sides of Floss Meadows, and these connect with a footway which runs along the northern side of the A5086. Pedestrian movements at the A5086/ Floss Meadows junction are supported by dropped kerbs and tactile paving.
- 3.17. The pedestrian infrastructure available in the vicinity of the site provides safe and convenient connections to the surrounding amenities. **Figure 3.5** provides the site's 1 and 2 kilometre walking catchments, which equate to approximately 12 and 25 minute walks respectively.

Figure 3.5: Proposed Development Walking Catchment

- 3.18. **Figure 3.5** demonstrates that there are a wide range of amenities available within walking distance of the site. This includes a primary school, nursery, grocery and convenience store, pharmacy, leisure centre, and restaurant.
- 3.19. The site is therefore considered accessible on foot.

Accessibility by Bicycle

- 3.20. The DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5 kilometres), which equates to a circa 25-minute journey. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 12 kph this would equate to a journey of around 25 minutes.
- 3.21. On this basis, **Figure 3.6** shows the extent of the 5 kilometre cycling catchment of the proposed site. This confirms that the catchment extends to include Westlakes Science Park, along with surrounding areas including Egremont, Frizington and Mirehouse.

Figure 3.6: Proposed Development Cycling Catchment Plan

- 3.22. National Cycle Network 7 (NCN) also runs within the vicinity of the site and provides a continuous northern route to Whitehaven and Corkickle Station.
- 3.23. The site is therefore considered accessible by bicycle.

Public Transport Accessibility

- 3.24. The closest bus stops to the site are located on the A5086 to the northeast of Brookside. The stops are located within 400 metres walk of the site, and are therefore considered accessible based upon the CIHT 'Guidelines for Planning for Public Transport in Development' (1999) document.
- 3.25. The stops serve the No.22 service, which operates Monday to Saturday between Egremont, Cleator, Cleator Moor, West Cumberland Hospital, Hensingham, and Whitehaven. The first service leaves Egremont at 06:09 and the final at 22:19.
- 3.26. In addition the stops serve the No. S32 and S46 school bus services, which provide connections to West Lakes Academy and St Benedicts School.

3.27. The site is therefore considered accessible by public transport.

Summary

3.28. This Section of the report has demonstrated that there are no existing highway safety issues in the vicinity of the site, and that in line with the extant planning consents the site is appropriately accessible by sustainable means of travel. In this regard the site accords with the pertinent national planning policy guidance.



4. Development Proposals

4.1. This Section of the report provides a description of the development proposals.

Proposed Development

4.2. The detailed planning application proposes the development of 51 residential dwellings. These will comprise:

- 2 x 2 bedroom dwellings.
- 18 x 3 bedroom dwellings.
- 22 x 4 bedroom dwellings.
- 9 x 5 bedroom dwellings.

Access Arrangements

4.3. Vehicle access to the site is proposed via a continuation of Flosch Meadows, which forms part of the adopted highway network. This is the access strategy which has previously been accepted in relation to planning applications 4/17/2391, 4/17/2214/001, and 4/22/2092/001.

Internal Site Layout

- 4.4. The internal layout has been developed with reference to Appendix 4 - Highway Design Guidance, issued by Cumbria County Council as part of their Development Design Guide. It is intended that the internal road space be adopted.
- 4.5. **Drawing A26127-ATP-HGN-ZZ-DR-CH-00001 P02** provides a review of the internal site layout. As this illustrates, a main spine road is proposed that runs north from the connection to Flosch Meadows. This will provide a 4.8 metre secondary road, supported by 2 metre footways on each side of the carriageway. While the development proposes slightly over 50 dwellings, discussions with the Council have confirmed that they are comfortable with a 4.8 metre carriageway width in this instance.
- 4.6. The applicant confirms that there is no intention to develop any additional land to the north of the site boundary. As there is no need to safeguard the development of future land through the provision of a wider spine road.
- 4.7. Extending from the main spine road are secondary roads which provide a single 2 metre footway, along with a 0.6 metre margin on the opposite side of the carriageway. These then lead to shared surface areas which serve Plots 24/25/33 and 34, and Plots 14 – 17.



- 4.8. All internal junctions provide visibility splays of 2.4 metres x 25 metres, which is suitable for roads with a 20 mph speed limit.

Car Parking

- 4.9. The Council's adopted parking standards are provided in Appendix 1 of the Development Design Guide. The Design Guide notes that developments should be considered on a site-by-site basis, and as such the parking standards are not provided as 'maximum' or 'minimum' values.
- 4.10. The document confirms that *"developments may prove acceptable without offering parking levels as indicated in the document, or prove unacceptable despite offering parking levels equal to or greater than those indicated."* The suggestion from this is that developments which provide a greater level of car parking than indicated by the standards would typically be acceptable to the Council.
- 4.11. For residential land uses the parking guidance suggests:
- 2 spaces/ per 2 bedroom property
 - 2.5 spaces / 3 and 4 bedroom properties; and
 - 3 spaces/ 5 bedroom property.
- 4.12. The development will provide a total of 146 resident's parking spaces. This is considered to be in accordance with the Council's standards, noting that these do not specify maximum or minimum parking requirements.
- 4.13. In addition the development will provide 7 visitor parking spaces. This equates to 1 space/ 7 dwellings, and is considered a suitable provision given the level of resident's parking that is proposed.

Servicing

- 4.14. Refuse collection can be undertaken in accordance with Manual for Streets guidance.
- 4.15. The proposed internal layout has been tracked using an 11.2 metre refuse vehicle. This assessment is presented in **Drawing A26127-ATP-HGN-ZZ-DR-CH-00002 P02** and confirms that all required vehicle movements can be safely undertaken.

Traffic Generation

- 4.16. As previously outlined the site has extant planning consent for the development of 47 residential dwellings. The traffic impact of this scale of development has therefore been deemed acceptable by the Council's highway officers.



- 4.17. The current planning application relates to the development of 51 residential dwellings, i.e. an increase of 4 dwellings over that previously accepted.
- 4.18. To understand the potential traffic generation of the additional 4 dwellings the TRICS database (version 8.26.6) has been interrogated for the 'Residential/ Houses Privately Owned' land use category. The analysis has selected sites that are analogous to the development, in line with good practice guidance.
- 4.19. The resultant trip rates and trip generations are presented in **Table 4.1** for typical weekday AM and PM peak hours, with the full TRICS output files included in **Appendix B**.

Table 4.1: Proposed Development Trip Rates and Trip Generations

Time	Trip Rate			Trip Generation - (4 dw)		
	Arr	Dep	Total	Arr	Dep	Total
08:00-09:00	0.156	0.336	0.492	1	1	2
17:00-18:00	0.333	0.153	0.486	1	1	2

- 4.20. **Table 4.1** confirms that the 4 additional dwellings would generate a total of 2 two-way trips during both the AM and PM peak hours
- 4.21. Therefore, when considered in the context of the planning consents which exist on the site, it can be robustly concluded that the 4 additional dwellings now proposed will have no material impact upon the safe and efficient operation of the surrounding road network. As such, the development will not have a severe adverse impact upon the operation of the transport network.

Construction Phase

- 4.22. The impact of the proposed development during the construction phase can be addressed through a Construction Environmental Management Plan (CEMP).
- 4.23. This document can be secured via an appropriately worded planning condition, and then agreed with the Council prior to work being undertaken on site.



5. Summary and Conclusions

- 5.1. Astute Transport Planning has been appointed by Thomas Armstrong (Construction) Ltd to provide highways and transportation advice in support of a detailed planning application for the development of 51 residential dwellings on land off Flosch Meadows, Cleator.
- 5.2. The Transport Statement has presented the following information.
- The site benefits from a number of existing planning consents which have established the principle of residential development on this land, and through this the traffic impact of the development of 47 dwellings has also been accepted by the Council's highway officers.
 - The current proposal therefore represents an increase of only four dwellings over the previously accepted level of development.
 - As established by the previous planning consents, the site is suitably located in terms of accessibility by sustainable modes of travel. It is located within an established pedestrian network, and is within acceptable walking distance of a range of day-to-day amenities.
 - The site's cycle catchment extends of a significant area around the site, including Westlakes Science Park, while the site is also accessible by public transport being within an acceptable walking distance of bus stops located on the A5086.
 - A review of recorded injury accident data has identified no existing highway safety issues that would be materially affected by the proposed development, noting that no incidents have been recorded at the A5086/ Flosch Meadows junction during the last five years of data.
 - The proposed development would be accessed via an extension of Flosch Meadows, which forms part of the adopted highway network. This access strategy has previously been accepted in connection with the existing planning permissions. The proposed internal highway network has been designed with reference to the Council's Highway Design Guidance, and also reflects discussions that have been held with Council officers.
 - The development provides an appropriate level of resident's and visitor parking, while an AutoTRACK assessment has demonstrated that the site can be safely and suitably serviced by an 11.2 metre refuse vehicle.



- A TRICS analysis has demonstrated that the development would generate 2 additional two-way vehicle trips in both the AM and PM peak hour, compared to that previously accepted by the highway authority. It was concluded that this level of trips would have no impact upon the safe and efficient operation of the surrounding road network, and certainly not an impact that could be quantified as severe.
- The impact of the proposed development during the construction phase can be addressed through a Construction Environmental Management Plan (CEMP). This can be secured via an appropriately worded planning condition, and then agreed with the Council prior to work being undertaken on site.

Transport Statement Conclusions

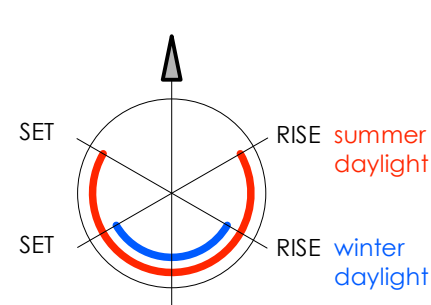
- 5.3. Paragraph 4 of TR6 of the NPPF states that, "*Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement.*"
- 5.4. This report has demonstrated that the proposed development would not have a severe adverse impact upon the transport network, nor would it have an unacceptable impact upon highway safety.
- 5.5. The site therefore accords with relevant planning policy guidance, and in accordance with the NPPF the planning application should not be refused on highway grounds.



Appendix A

Proposed Site Plan





St Mary's Church
Cemetery & 1927
Lourdes replica Grotto

HOUSE KEY

3 bed KINGCUP

2 bed CORNFLOWER

3 bed ALDER

4 bed BLUEBELL

4 bed CLOVER

5 bed SORRELL

3 bed BURNET

4 bed CAMPHOR

3 bed ALEXANDER

HOUSING SCHEDULE						SqM	SqFt	Units	Total SqM	Total SqFt
JJA	JJA(AFF)	2 Bed	Semi	77.2	831	2	154.4	1660		
ALD	ALDER	3 Bed	Semi	85.7	922	4	342.8	3685		
HAR	BURNET	3 Bed	Semi	98	1100	4	392	4395		
KING	KINGCUP	3 Bed	Det	102.2	1054.7	7	715.4	7518.8		
CAM	CAMPBOR	4 Bed	Det	128.4	1382	5	642	6901		
CLO	CLOVER	4 Bed	Det	143.7	1547	11	1580.7	17017		
BLUE	BLUEBELL	4 Bed	Det	152.7	1644	6	916.2	9849		
SOR	SORRELL	5 Bed	Det	175.4	1888	9	1578.6	16992		
ALEX	ALEXANDER	3 Bed	Det	104.2	1121	3	312.6	3360		
						51	6634.70	71377.8		

Rev : H 7/10/26 - Road ends extended to suit highway comments
Rev : G 30/9/26 - Red line boundary adjusted to include Swale
Rev : F 25/9/26 - Red line boundary, Burnet added to schedule
Issue -

PLANNING

Client - Washington Homes
Project -

Proposed Housing Development
Location / Postcode / what3words

Flosh Meadows, Cleator, Cumbria
media.others.logbook

Drawing Title - Proposed Site Plan

Job No - 1356	Dwg No - 05	Rev : H
DATE : 15 May 2026	SCALE : 1: 500	Paper A1

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Appendix B

TRICS Output Files





Audit Code: 6324f222-7c1b-4e96-821e-50db600a2bd4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL
Category: A - HOUSES PRIVATELY OWNED
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	SC	SURREY	1 day
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 day
	SD	SWINDON	1 day
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
09	NORTH		
	DH	DURHAM	1 day

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

Audit Code: 6324f222-7c1b-4e96-821e-50db600a2bd4

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:	DWELLS
Actual Range:	20 to 89 (units:DWELLS)
Range Selected by User:	20 to 90 (units:DWELLS)
Parking Spaces Range:	0 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	04/07/16 to 24/03/26

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	2 days
Tuesday	3 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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	4 days
Neighbourhood Centre	5 days

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

Selected Location Sub Categories:

Residential Zone	5 days
Village	4 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	6 days

Audit Code: 6324f222-7c1b-4e96-821e-50db600a2bd4

Secondary Filtering Selection:

Use Class:

C3

9 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

72 - 8064

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	2 surveys
5,001 to 10,000	1 surveys
10,001 to 15,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

25,001 to 50,000	2 surveys
75,001 to 100,000	3 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys

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 surveys
1.1 to 1.5	7 surveys

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.



Audit Code: 6324f222-7c1b-4e96-821e-50db600a2bd4

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 surveys
Yes	1 surveys

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	9 surveys
-----------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 6324f222-7c1b-4e96-821e-50db600a2bd4

1	DH-03-A-01	SEMI DETACHED	DURHAM
GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Number of dwellings: 50.00 DWELLS Survey date: Tuesday 28/03/2017			
			Survey Type: Manual
2	GS-03-A-03	PRIVATLEY OWNED HOUSES	GLOUCESTERSHIRE
GREEN LANE TEWKESBURY Suburban Area Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Thursday 10/10/2024			
			Survey Type: Manual
3	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
EASTFIELD ROAD PETERBOROUGH Suburban Area Residential Zone Number of dwellings: 28.00 DWELLS Survey date: Monday 17/10/2016			
			Survey Type: Manual
4	SC-03-A-10	MIXED HOUSES	SURREY
GUILDFORD ROAD ASH Neighbourhood Centre Village Number of dwellings: 32.00 DWELLS Survey date: Wednesday 14/09/2022			
			Survey Type: Manual
5	SD-03-A-01	SEMI DETACHED	SWINDON
HEADLANDS GROVE SWINDON Suburban Area Residential Zone Number of dwellings: 27.00 DWELLS Survey date: Thursday 22/09/2016			
			Survey Type: Manual
6	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
BURY ROAD KENTFORD Neighbourhood Centre Village Number of dwellings: 38.00 DWELLS Survey date: Friday 22/09/2017			
			Survey Type: Manual
7	SM-03-A-02	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre Village Number of dwellings: 42.00 DWELLS Survey date: Tuesday 25/09/2018			
			Survey Type: Manual

Audit Code: 6324f222-7c1b-4e96-821e-50db600a2bd4

8	SM-03-A-03	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre Village Number of dwellings: 41.00 DWELLS Survey date: Tuesday 25/09/2018			
			Survey Type: Manual
9	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre Residential Zone Number of dwellings: 39.00 DWELLS Survey date: Monday 21/11/2016			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-03	04-06-2019	Removed: Site re-surveyed by AC-03-A-05
AC-03-A-05	30-04-2021	Covid
AN-03-A-10	07-06-2024	Outside Mainland UK
BN-03-A-02	03-07-2018	Greater London
CA-03-A-07	27-05-2021	Covid
CL-03-A-01	24-10-2024	Outside Mainland UK
CL-03-A-02	25-10-2024	Outside Mainland UK
CS-03-A-04	27-10-2016	Outside Mainland UK
DL-03-A-12	29-05-2025	Outside Mainland UK
IM-03-A-04	20-05-2024	Outside Mainland UK
MG-03-A-01	12-10-2021	Covid

Audit Code: 6324f222-7c1b-4e96-821e-50db600a2bd4

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	36	0.075	0.268	0.343
08:00-09:00	9	36	0.156	0.336	0.492
09:00-10:00	9	36	0.146	0.206	0.352
10:00-11:00	9	36	0.156	0.171	0.327
11:00-12:00	9	36	0.146	0.153	0.299
12:00-13:00	9	36	0.156	0.165	0.321
13:00-14:00	9	36	0.181	0.174	0.355
14:00-15:00	9	36	0.202	0.224	0.426
15:00-16:00	9	36	0.249	0.231	0.480
16:00-17:00	9	36	0.252	0.196	0.448
17:00-18:00	9	36	0.333	0.153	0.486
18:00-19:00	9	36	0.246	0.150	0.396
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.298	2.427	4.725

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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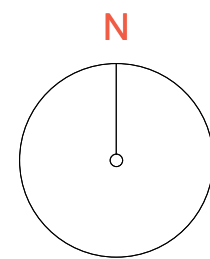
Parameter Summary:

Trip rate parameter range selected:	20 - 90 (units: DWELLS)
Survey date date range:	22/09/2016 - 10/10/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

Drawings





4/20/2218/OR1



- NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS, SPECIFICATIONS AND DOCUMENTS.
 2. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 3. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
 4. INTERNAL REVIEW AND SWEEPED PATH ANALYSIS UNDERTAKEN USING INTERNAL SITE LAYOUT PROVIDED.
 5. VISIBILITY PLAYS IN ACCORDANCE WITH DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB) AND MANUAL FOR STREETS (MFS).

- LEGEND**
- PROPOSED RAISED TABLE
 - INTERNAL JUNCTION VISIBILITY PLAYS
2.4m x 25m FOR 20mph ROAD SPEED IN ACCORDANCE WITH MANUAL FOR STREETS

P02	UPDATED SITE LAYOUT	09.10.26	JA	RW	RW
P01	FIRST ISSUE	06.10.26	JA	RW	RW
Rev	Amendments	Date	By	Chk	Auth

Drawing Status & Suitability Code

FOR INFORMATION	S2
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Client

THOMAS ARMSTRONG CONSTRUCTION LTD

Project

FLOSH MEADOWS, CLEATOR

Drawing Title

INTERNAL GEOMETRY REVIEW

Scale 1:500		@ A1	Project No. A26127	
Designed JA	Drawn JA	Checked RW	Authorised RW	
Date 06.10.26	Date 06.10.26	Date 06.10.26	Date 06.10.26	

Drawing Number

A26127-ATP-HGN-ZZ-DR-CH-00001

Rev

P02



1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS, SPECIFICATIONS AND DOCUMENTS.
2. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
3. DO NOT SCALE FROM THIS DRAWING, WORK FROM FIGURED DIMENSIONS ONLY.
4. INTERNAL REVIEW AND SWEEP PATH ANALYSIS UNDERTAKEN USING INTERNAL SITE LAYOUT PROVIDED.
5. VISIBILITY SPLAYS IN ACCORDANCE WITH DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB) AND MANUAL FOR STREETS (MFS),

 WASTE COLLECTION VEHICLE TO BE WITHIN 25m MAXIMUM OF WASTE STORAGE POINT IN ACCORDANCE WITH MANUAL FOR STREETS

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

P02	UPDATED SITE LAYOUT	09.10.26	JA	RW	RW
P01	FIRST ISSUE	06/10/26	JA	RW	RW
Rev	Amendments	Date	By	Chk	Auth

Drawing Status & Suitability Code

FOR INFORMATION	S2
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Project
FLOSH MEADOWS, CLEATOR

Drawing Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE

Scale 1:500	@ A1	Project No. A26127	
Designed JA	Drawn JA	Checked RW	Authorised RW
Date 06.10.26	Date 06.10.26	Date 06.10.26	Date 06.10.26

Drawing Number **A26127-ATP-HGN-ZZ-DR-CH-00002** Rev. **P02**

