

Transport Scoping Note

Title	Proposed Residential Development, Abbott Road, Mansfield
Client	Nottinghamshire County Council
Location	Land at Former Rosebrook Primary School and 223a Abbott Road, Mansfield, Nottinghamshire
Project number	22-0058
BIM reference	ARMF-BSP-ZZ-XX-RP-D-0001-P01_Transport_Scoping_Note
Date	February 2022

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Authorisation Sheet & Revisions Record

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Rev:	Issue Date:	Description:	Prepared:	Checked:	Authorised:
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Project Title: Proposed Residential Development, Abbott Road, Mansfield

Land at Former Rosebrook Primary School and 223a Abbott Road, Mansfield, Nottinghamshire

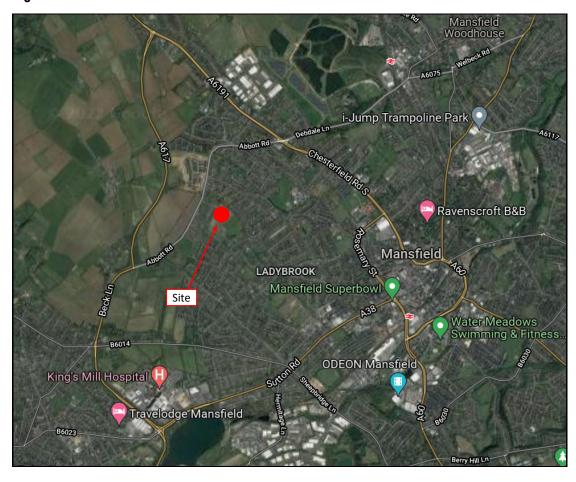
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1.0 Site Details

- 1.1 The following note refers to a proposed residential development at a site located off Abbott Road, Mansfield. The site was previously occupied by Rosebrook Primary School and 223a Abbott Road. The site is located approximately 2km west of Mansfield town centre.
- 1.2 The site consists of approximately 12.33 acres of open land, and it is proposed that the site will be developed to include approximately 134 residential dwellings. The proposals are allocated in the Mansfield and District Local Plan.
- 1.3 The site location is shown on Figure 1 below, and the indicative site boundary is then shown in Figure 2 overleaf.

Figure 1: Site Location



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Figure 2: Indicative Site Boundary



- 1.4 This scoping note has been prepared to outline the proposals for the site with regard to Transport and Highway matters, with the purpose of agreeing the principles of the Transport work to be completed with Nottinghamshire County Council (NCC).
- 1.5 For a development of this scale, a Transport Assessment (TA) and Travel Plan (TP) are considered appropriate, and the key elements to be included within these documents are outlined below.

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2.0 Site Access

2.1 It is proposed that vehicular access to the site will be from Abbott Road. The route of the proposed access road from Abbott Road to the site was shown in Figure 2 above. At present, there is an existing access track from Abbott Road at this location, as shown in Figure 3 below.

Figure 3: Existing Site Access Arrangements



- 2.2 The site includes land formerly occupied by a residential property at 223A Abbott Road, which NCC purchased in order to provide improved vehicular access to the site. As such, the land available for the new access to be achieved is shown in Appendix A.
- 2.3 It is proposed that the access from Abbott Road will be suitable for all modes of transport. The footways on Abbott Road will be continued into the site, in order to provide direct pedestrian access to the site.

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3.0 Sustainable Transport

3.1 Consideration will be given to pedestrian and cycle accessibility to the site. Accessibility to the site via public transport will also be investigated. Existing facilities will be assessed and the site access and site layout will be designed to encourage sustainable modes of transport. Sustainable Transport will be discussed in both the TA and TP.

4.0 Traffic Generation

- 4.1 The traffic generated by the proposed development will be determined using the TRICS database for the peak hours of the highway network (08:00 09:00 and 17:00 18:00).
- 4.2 Trip rates for the proposed development have been determined from the TRICS database, and the TRICS data is included for reference in Appendix A. The TRICS category "Residential Houses Privately Owned" was selected, and unsuitable survey sites were filtered out according to survey location and the size of the developments surveyed. The TRICS survey data is summarised in Table 1 below.

Table 1: Trip Rates and Trip Generation for Proposed Development

		8-9am		5-6pm			
	Arrive	Depart	Total	Arrive	Depart	Total	
Trip Rate (per dwellings	0.146	0.366	0.512	0.371	0.204	0.575	
Trip Generation (134 dwellings)	20	49	69	50	27	77	

4.3 The trip generation in Table 1 will be used to determine the highway impact in the TA, discussed further in sections 5 and 6 below.

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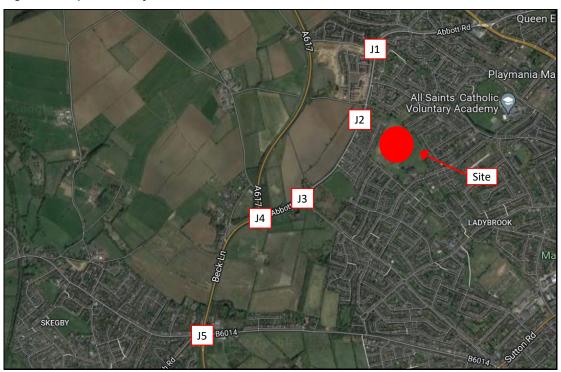
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5.0 Study Area

- 5.1 The impact of the proposed development on the surrounding highway network will be assessed. As discussed in section 2.0, it is proposed that vehicular access to the site will be via an improved point of access from Abbott Road.
- The traffic generated by the development, calculated in section 4.0 and summarised in Table 1, has been distributed onto the highway network using MSOA data, which is included for reference in Appendix C. The percentage splits of traffic are shown on Flow Diagram 1 in Appendix D. The resulting distribution of development traffic is then shown in Flow Diagram 2 in Appendix D.
- NCC typically request that the study area should include all junctions where there are 30 or more 2-way vehicle movements generated by a development, or an increase of 5% on any individual movement where NCC are aware of the potential for issues. Flow Diagram 2 in Appendix D shows the extent of the study area accordingly, and it is therefore proposed that the following junctions should be assessed for capacity;
 - J1: A6075 Abbott Road / Water Lane
 - J2: A6075 Abbott Road / Site Access
 - J3: A6075 Abbott Road / Brick Kiln Lane
 - J4: A6075 Abbott Road / A617 / Beck Lane
 - J5: Beck Lane / Kings Mill Road East / B6014

Figure 4: Proposed Study Area



5.4 The flow diagrams in Appendix D show that the junctions above would be a suitable study area, as no further junctions would experience 30 or more 2-way vehicle movements during a peak hour.

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6.0 Traffic Impact

6.1 Capacity assessments will be carried out for the study area junctions, using the Junctions 9 software for priority junctions and the LINSIG software for signal controlled junctions. The AM and PM peak periods will be assessed for an assumed opening year of 2024 and a design year of 10 years post planning application, ie. 2032. In order to growth the base traffic to the relevant design years, TEMPRO will be used to determine suitable growth factors.

7.0 Committed Developments

7.1 The capacity assessments will need to account for committed developments. This will include all sites in the vicinity with planning permission already granted. NCC and Mansfield District Council will be consulted in this regard.

8.0 Highway Safety Assessments

8.1 Accident data will be obtained for a recent 5 year period and a highway safety assessment will then be carried out for the junctions and links within a suitable study area.

9.0 Parking Provision

- 9.1 The proposed level of car parking will be assessed in the TA, to determine whether it is appropriate for the proposed site uses. Reference will be made to the Nottinghamshire Highway Design Guide in establishing appropriate levels of car parking.
- 9.2 Cycle parking will also be provided on the site, in accordance with the requirements set out in the Nottinghamshire Highway design guide. Although a site layout is yet to be finalised, it would be anticipated that each individual dwelling will have a private garden, and therefore opportunity for bicycles to be stored privately within the boundary of each property, in sheds or similar storage facilities.

10.0 Service Vehicles

10.1 The site access arrangements and internal site layout will be designed to be suitable for service vehicles to enter and depart the site safely. Vehicle tracking drawings will be included within the TA to demonstrate that the necessary vehicle movements can be achieved.

11.0 Travel Plan

11.1 A Travel Plan will be prepared, with the prime objective of encouraging residents and visitors to use sustainable modes of transport. The Travel Plan will include details of the existing local highway network and sustainable travel facilities and suggest measures to make residents and visitors aware of sustainable travel options. Methods will be proposed for establishing a baseline modal split upon occupation of the site, and SMART targets will be set for improving staff travel patterns. Methods for the implementation and management of the plan will be discussed and summarised in an Action Plan.

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Appendix A

Site Boundary / Extent of Land Ownership

01328 : 223a Abbott Rd (access New Rose Primary) Abbott Road, Mansfield, Nottinghamshire, NG19 6PH

Plan provided by: dlc





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Appendix B

TRICS Data

Monday 21/02/22 Page 1

Calculation Reference: AUDIT-724101-220221-0234

BSP Consulting Oxford Street Nottingham Licence No: 724101

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

SOUTH EAST **EAST SUSSEX** ES 1 days HERTFORDSHIRE HF 1 days KC **KENT** 1 days WS WEST SUSSEX 2 days 03 SOUTH WEST

DEVON DV

1 days

04 EAST ANGLIA

NF NORFOLK 4 days SF **SUFFOLK** 1 days

16 ULSTER (REPUBLIC OF IRELAND)

DONEGAL 1 days DN

ULSTER (NORTHERN I RELAND) 17

ΑN ANTRIM 1 days **TYRONE** TY 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings Actual Range: 100 to 160 (units:) Range Selected by User: 100 to 160 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

01/01/13 to 22/09/21 Date Range:

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 5 days Thursday 3 days 3 days Friday

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

Selected survey types:

Manual count 10 days Directional ATC Count 4 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2 Edge of Town 12

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.

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:

14 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.

T OP GIGHT WITH T TIME.	
1,000 or Less	2 days
1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	3 days
75,001 to 100,000	3 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	3 days
1.1 to 1.5	7 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	7 days
No	7 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

14 days

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

Covid-19 Restrictions

Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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BSP Consulting Oxford Street Nottingham Licence No: 724101

LIST OF SITES relevant to selection parameters

1 AN-03-A-09 DETACHED & SEMI-DETACHED ANTRIM

SLOEFIELD DRIVE CARRICKFERGUS

Edge of Town No Sub Category

Total No of Dwellings: 151

Survey date: WEDNESDAY 12/10/16 Survey Type: MANUAL

2 DN-03-A-05 DETACHED/SEMI-DETACHED DONEGAL

GORTLEE ROAD LETTERKENNY GORTLEE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 146

Survey date: WEDNESDAY 03/09/14 Survey Type: MANUAL

3 DV-03-A-02 HOUSES & BUNGALOWS DEVON

MILLHEAD ROAD HONITON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 116

Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

4 ES-03-A-04 MI XED HOUSES & FLATS EAST SUSSEX

NEW LYDD ROAD

CAMBER

Edge of Town Residential Zone

Total No of Dwellings: 134

Survey date: FRIDAY 15/07/16 Survey Type: MANUAL

HF-03-A-03 MI XED HOUSES HERTFORDSHIRE

HARE STREET ROAD BUNTINGFORD

Edge of Town Residential Zone

Total No of Dwellings: 160

Survey date: MONDAY 08/07/19 Survey Type: MANUAL

6 KC-03-A-04 SEMI-DETACHED & TERRACED KENT

KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone

Total No of Dwellings: 110

Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

7 NF-03-A-14 MI XED HOUSES NORFOLK

BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone

Total No of Dwellings: 150

Survey date: THURSDAY 05/10/17 Survey Type: DIRECTIONAL ATC COUNT

NF-03-A-16 MI XED HOUSES & FLATS NORFOLK

NORWICH COMMON WYMONDHAM

Edge of Town Residential Zone

Total No of Dwellings: 138

Survey date: TUESDAY 20/10/15 Survey Type: DIRECTIONAL ATC COUNT

9 NF-03-A-24 MI XED HOUSES & FLATS NORFOLK

HUNSTANTON ROAD

HUNSTANTON

Edge of Town Residential Zone

Total No of Dwellings: 127

Survey date: WEDNESDAY 22/09/21 Survey Type: DIRECTIONAL ATC COUNT

Monday 21/02/22 Page 4

BSP Consulting Oxford Street Nottingham Licence No: 724101

LIST OF SITES relevant to selection parameters (Cont.)

NORFOLK 10 NF-03-A-28 MI XED HOUSES

NORTH WALSHAM ROAD NORTH WALSHAM

Edge of Town Residential Zone

Total No of Dwellings: 100

Survey date: WEDNESDAY 22/09/21 Survey Type: DIRECTIONAL ATC COUNT

SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK

LOVETOFTS DRIVE **IPSWICH** WHITEHOUSE Edge of Town

Residential Zone

Total No of Dwellings: 149

Survey date: TUESDAY 22/06/21 Survey Type: MANUAL

12 TY-03-A-02 SEMI DETACHED & BUNGALOWS **TYRONE**

SANDHOLES ROAD COOKSTOWN **DERRYLORAN** Edge of Town Industrial Zone

Total No of Dwellings: 101

Survey date: THURSDAY 14/03/19 Survey Type: MANUAL

WS-03-A-04 MIXED HOUSES WEST SUSSEX

HILLS FARM LANE HORSHAM

BROADBRIDGE HEATH

Edge of Town Residential Zone

Total No of Dwellings: 151

Survey Type: MANUAL Survey date: THURSDAY 11/12/14 WEST SUSSEX

14 WS-03-A-12 MIXED HOUSES

MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village

Total No of Dwellings: 152

Survey date: WEDNESDAY 16/06/21 Survey Type: MANUAL

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

Licence No: 724101

BSP Consulting Oxford Street Nottingham

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	14	135	0.067	14	135	0.260	14	135	0.327
08:00 - 09:00	14	135	0.146	14	135	0.366	14	135	0.512
09:00 - 10:00	14	135	0.153	14	135	0.192	14	135	0.345
10:00 - 11:00	14	135	0.155	14	135	0.181	14	135	0.336
11:00 - 12:00	14	135	0.142	14	135	0.175	14	135	0.317
12:00 - 13:00	14	135	0.169	14	135	0.176	14	135	0.345
13:00 - 14:00	14	135	0.185	14	135	0.172	14	135	0.357
14:00 - 15:00	14	135	0.179	14	135	0.197	14	135	0.376
15:00 - 16:00	14	135	0.266	14	135	0.185	14	135	0.451
16:00 - 17:00	14	135	0.277	14	135	0.186	14	135	0.463
17:00 - 18:00	14	135	0.371	14	135	0.204	14	135	0.575
18:00 - 19:00	14	135	0.298	14	135	0.195	14	135	0.493
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.408			2.489			4.897

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: 100 - 160 (units:)
Survey date date range: 01/01/13 - 22/09/21

Number of weekdays (Monday-Friday): 14
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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Appendix C

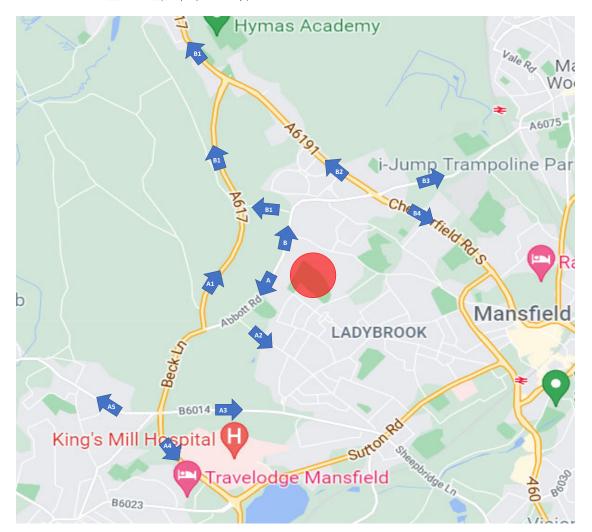
MSOA Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census

2011 E02005885 : Mansfield 006 (2011 super output area - middle layer) usual residence



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Code	Route	Totals	Distribution (%)	
Α	Abbott Road (south)	1182	57.07%	
A1	Route to A617 (north)	12	0.58%	
A2	Brick Kiln Lane	258	12.46%	
А3	A6014 Skegby Lane	0	0.00%	
A4	Kings Mill Road East	796	38.44%	
A5	A6014 Mansfield Road	116	5.60%	
В	Abbott Road (north)	889	42.93%	
B1	Route to A617 (north)	360	17.38%	
B2	Chesterfield Road North	0	0.00%	
В3	Debdale Lane	242	11.69%	
B4	Chesterfield Road South	287	13.86%	
Total	*	2071		

place of work : 2011 super output area - Driving a car or	Route	place of work : 2011 super output area -	Driving a car or	Route	place of work : 2011 super output area	Driving a car or	Route	place of work : 2011 super output	Driving a car or van	Route
middle layer van F02005819 : Ashfield 001 12	A1	middle layer E02002868 : Nottingham 001	van	A4	- middle layer E02005906 : Rushcliffe 001	van 3	A4	area - middle layer E02001615 : Sheffield 005	4	B1
E02005819 : Ashield 001 12 E02005889 : Mansfield 010 61	A1 A2	E02002868 : Nottingham 001 E02002869 : Nottingham 002	3	A4 A4	E02005906 : Rushcliffe 001 E02005908 : Rushcliffe 003	3	A4 A4	E02001615 : Sheffield 005 E02001627 : Sheffield 017	1	B1
E02005889 : Mansfield 010 61 E02005891 : Mansfield 012 62	A2 A2	E02002869 : Nottingnam 002 E02002871 : Nottingham 004	3	A4 A4	E02005908 : Rushcliffe 003 E02005909 : Rushcliffe 004	2	A4 A4	E02001627 : Snemeid 017 E02001628 : Sheffield 018	2	B1
E02005891 : Mansfield 012 02	A2	E02002877 : Nottingham 005	8	A4	E02005910 : Rushcliffe 005	7	A4	E02001632 : Sheffield 022	3	B1
E02000362 : Marished 013	A4	E02002873 : Nottingham 006	1	A4	E02005910 : Rushcliffe 007	1	A4	E02001632 : Sheffield 032	2	B1
E02000495 : Hillingdon 002 1	A4	E02002874 : Nottingham 007	7	A4	E02005912 : Rushcliffe 008	1	A4	E02001649 : Sheffield 039	1	B1
E02000602 : Kingston upon Thames 005 1	A4	E02002875 : Nottingham 008	5	A4	E02005914 : Rushcliffe 009	1	A4	E02001663 : Sheffield 053	2	B1
E02000842 : Sutton 003 1	A4	E02002876 : Nottingham 009	2	A4	E02005915 : Rushcliffe 010	3	A4	E02001669 : Sheffield 059	5	B1
E02000846 : Sutton 007 1	A4	E02002877 : Nottingham 010	2	A4	E02005917 : Rushcliffe 012	1	A4	E02001671 : Sheffield 061	1	B1
E02000891 : Tower Hamlets 028 1	A4	E02002879 : Nottingham 012	3	A4	E02005919 : Rushcliffe 014	3	A4	E02001675 : Sheffield 065	1	B1
E02000970 : Westminster 011 1	A4	E02002881 : Nottingham 014	6	A4	E02006161 : Newcastle-under-Lyme 004	1	A4	E02001705 : Gateshead 024	1	B1
E02000972 : Westminster 013 1	A4	E02002883 : Nottingham 016	1	A4	E02006213 : Staffordshire Moorlands 010	1	A4	E02002711 : East Riding of Yorkshire 02	ŧ 1	B1
E02001993 : Coventry 036 1	A4	E02002884 : Nottingham 017	2	A4	E02006473 : North Warwickshire 006	1	A4	E02004045 : Bolsover 001	9	B1
E02002124 : Walsall 015 1	A4	E02002886 : Nottingham 019	4	A4	E02006474 : North Warwickshire 007	4	A4	E02004046 : Bolsover 002	1	B1
E02002165 : Wolverhampton 017 1	A4	E02002887 : Nottingham 020	1	A4	E02006476: Nuneaton and Bedworth 002	1	A4	E02004047 : Bolsover 003	2	B1
E02004080 : Erewash 003 4	A4	E02002888 : Nottingham 021	1	A4	E02006496 : Rugby 005	1	A4	E02004048 : Bolsover 004	10	B1
E02004084 : Erewash 007 1	A4	E02002889 : Nottingham 022	3	A4	E02006592 : Horsham 005	1	A4	E02004049 : Bolsover 005	3	B1
E02004085 : Erewash 008 4	A4	E02002890 : Nottingham 023	2	A4	E02006643 : Wiltshire 041	1	A4	E02004050 : Bolsover 006	11	B1
E02004088 : Erewash 011 1	A4	E02002891 : Nottingham 024	1	A4	E02006661 : Wiltshire 045	1	A4	E02004051 : Bolsover 007	59	B1
E02004089 : Erewash 012 4	A4	E02002892 : Nottingham 025	1	A4	E02006818 : Oadby and Wigston 008	1	A4	E02004052 : Bolsover 008	9	B1
E02004118 : South Derbyshire 001 13	A4	E02002895 : Nottingham 028	4	A4	E02006827 : Amber Valley 017	2	A4	E02004053 : Bolsover 009	3	B1
E02004121 : South Derbyshire 004 1	A4	E02002896 : Nottingham 029	4	A4	E02006828 : Erewash 016	3	A4	E02004054 : Bolsover 010	44	B1
E02004122 : South Derbyshire 005 1	A4	E02002898 : Nottingham 031	16	A4	E02006834 : Nottingham 038	2	A4	E02004095 : High Peak 003	1	B1
E02004857 : Dacorum 002 2	A4	E02002899 : Nottingham 032	2	A4	E02006835 : Gedling 016	1	A4	E02004105 : North East Derbyshire 001	3	B1
E02004904 : Hertsmere 009 1	A4	E02002902 : Nottingham 035	1	A4	E02006851 : Leicester 041	2	A4	E02004111 : North East Derbyshire 007	5	B1
E02004972 : Watford 005 2	A4	E02002945 : Telford and Wrekin 018	1	A4	E02006867 : North Kesteven 014	1	A4	E02004113 : North East Derbyshire 009	13	B1
E02005050 : Dover 010 1	A4	E02003385 : West Berkshire 019	1	A4	E02006904 : Nottingham 039	27	A4	E02004114 : North East Derbyshire 010	1	B1
E02005346 : Charnwood 002 2	A4	E02003425: Windsor and Maidenhead 005	2	A4	E02006905 : Nottingham 040	7	A4	E02004115 : North East Derbyshire 011	1	B1
E02005347 : Charnwood 003 2	A4	E02003815 : Cheshire East 026	1	A4	E02006906 : Broxtowe 016	2	A4	E02004116 : North East Derbyshire 012	7	B1
E02005365 : Charnwood 021 1	A4	E02003922 : Cornwall 051	1	A4	W02000420 : Wrexham 020	2	A4	E02004117 : North East Derbyshire 013	3	B1
E02005391 : Melton 001 2	A4	E02004029 : Amber Valley 001	7	A4	E02005820 : Ashfield 002	6	A5	E02005274 : Ribble Valley 005	1	B1
E02005397 : North West Leicestershire 001 2	A4	E02004031 : Amber Valley 003	15	A4	E02005821 : Ashfield 003	46	A5	E02005785 : Richmondshire 004	1	B1
E02005398 : North West Leicestershire 002 1	A4	E02004032 : Amber Valley 004	3	A4	E02005823 : Ashfield 005	35	A5	E02005818 : Selby 010	1	B1
E02005402 : North West Leicestershire 006 1	A4	E02004033 : Amber Valley 005	5	A4	E02005824 : Ashfield 006	29	A5	E02005885 : Mansfield 006	65	B1
E02005455 : North Kesteven 003 3	A4	E02004034 : Amber Valley 006	3	A4	E02002729 : North East Lincolnshire 004	1	B1	E02006804 : North East Derbyshire 014	1	B1
E02005456 : North Kesteven 004 1	A4	E02004035 : Amber Valley 007	1	A4	E02002760 : North Lincolnshire 012	1	B1	E02006843 : Sheffield 073	1	B1
E02005460 : North Kesteven 008 2	A4	E02004036 : Amber Valley 008	1	A4	E02004055 : Chesterfield 001	8	B1	E02006844 : Sheffield 074	1	B1
E02005477 : South Kesteven 002 2	A4	E02004040 : Amber Valley 012	2	A4	E02004056 : Chesterfield 002	4	B1	E02006868 : Sheffield 075	1	B1
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E02005564 : King's Lynn and West Norfolk 1	A4	E02005850 : Broxtowe 001	3	A4	E02004059 : Chesterfield 005	2	B1	E02005444 : Lincoln 003	3	B3
E02005607 : South Norfolk 011 1	A4	E02005851 : Broxtowe 002	1	A4	E02004061 : Chesterfield 007	2	B1	E02005446 : Lincoln 005	1	B3
E02005645 : Kettering 007 1	A4	E02005852 : Broxtowe 003	8	A4	E02004062 : Chesterfield 008	1	B1	E02005447 : Lincoln 006	1	B3
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E02005825 : Ashfield 007 61	A4	E02005859 : Broxtowe 010	1	A4	E02004064 : Chesterfield 010	21	B1	E02005499 : West Lindsey 008	1	B3
E02005826 : Ashfield 008 21	A4	E02005860 : Broxtowe 011	2	A4	E02004066 : Chesterfield 012	2	B1	E02005500 : West Lindsey 009	1	B3
E02005827 : Ashfield 009 13	A4	E02005863 : Broxtowe 014	1	A4	E02004072 : Derbyshire Dales 005	1	B1	E02005501 : West Lindsey 010	1	B3
E02005828 : Ashfield 010 28	A4	E02005864 : Broxtowe 015	1	A4	E02004073 : Derbyshire Dales 006	6	B1	E02005835 : Bassetlaw 001	2	B3
E02005829 : Ashfield 011 1	A4	E02005865 : Gedling 001	23	A4	E02004075 : Derbyshire Dales 008	2	B1	E02005836 : Bassetlaw 002	2	B3
E02005831 : Ashfield 013 2	A4	E02005866 : Gedling 002	3	A4	E02001074 : Manchester 030	1	B1	E02005837 : Bassetlaw 003	2	B3
E02005832 : Ashfield 014 4	A4	E02005869 : Gedling 005	1	A4	E02001093 : Manchester 049	1	B1	E02005838 : Bassetlaw 004	1	B3
E02005833 : Ashfield 015 1	A4	E02005870 : Gedling 006	6	A4	E02001145 : Rochdale 014	1	B1	E02005839 : Bassetlaw 005	1	В3
E02005834 : Ashfield 016 5	A4	E02005871 : Gedling 007	2	A4	E02001320 : Wigan 034	1	B1	E02005840 : Bassetlaw 006	1	В3
E02002799 : Derby 004 1	A4	E02005872 : Gedling 008	1	A4	E02001404 : Liverpool 058	1	B1	E02005842 : Bassetlaw 008	3	В3
E02002800 : Derby 005 1	A4	E02005873 : Gedling 009	1	A4	E02001417 : St. Helens 012	1	B1	E02005843 : Bassetlaw 009	1	В3
E02002802 : Derby 007 1	A4	E02005876 : Gedling 012	2	A4	E02001518 : Barnsley 010	1	B1	E02005846 : Bassetlaw 012	4	В3
E02002808 : Derby 013 4	A4	E02005878 : Gedling 014	1	A4	E02001521 : Barnsley 013	1	B1	E02005847 : Bassetlaw 013	8	В3
E02002809 : Derby 014 3	A4	E02005879 : Gedling 015	6	A4	E02001524 : Barnsley 016	1	B1	E02005848 : Bassetlaw 014	8	В3
E02002811 : Derby 016 1	A4	E02005895 : Newark and Sherwood 003	6	A4	E02001547 : Doncaster 009	1	B1	E02005849 : Bassetlaw 015	13	В3
E02002812 : Derby 017 1	A4	E02005897 : Newark and Sherwood 005	39	A4	E02001552 : Doncaster 014	1	B1	E02005880 : Mansfield 001	3	B3
E02002813 : Derby 018 1	A4	E02005898 : Newark and Sherwood 006	28	A4	E02001560 : Doncaster 022	1	B1	E02005881 : Mansfield 002	12	B3
E02002816 : Derby 021 1	A4	E02005899 : Newark and Sherwood 007	15	A4	E02001566 : Doncaster 028	2	B1	E02005882 : Mansfield 003	9	B3
E02002819 : Derby 024 6	A4	E02005900 : Newark and Sherwood 008	6	A4	E02001578 : Rotherham 001	1	B1	E02005883 : Mansfield 004	46	B3
E02002824 : Derby 029 1	A4 A4	E02005902 : Newark and Sherwood 010	1	A4 A4	E02001585 : Rotherham 008	1	B1 B1	E02005884 : Mansfield 005	31 16	B3 B3
E02002828 : Leicester 002 1 E02002843 : Leicester 017 1	A4 A4	E02005903: Newark and Sherwood 011 E02005904: Newark and Sherwood 012		A4 A4	E02001594 : Rotherham 017 E02001597 : Rotherham 020	1	B1	E02005893 : Newark and Sherwood 001 E02005894 : Newark and Sherwood 002	16 35	B3
E02002843 : Leicester 017 1 F02002863 : Rutland 001 1	A4 A4	E02005904 : Newark and Sherwood 012 E02005905 : Newark and Sherwood 013	5 7	A4 A4	E02001597 : Rotherham 020 E02001600 : Rotherham 023	1	B1 B1	E02005894 : Newark and Sherwood 002 E02005886 : Mansfield 007	35 32	B3 B3
E02002863 : Rutland 001 1 E02002865 : Rutland 003 1	A4 A4	E02005905 : Newark and Sherwood 013 E02006268 : Mid Suffolk 008	,	A4 A4	E02001600 : Rotherham 023 E02002184 : Bradford 002	1	B1 B1	E02005886 : Mansfield 007 E02005887 : Mansfield 008	32 235	B3 B4
E02002865 : Rutland 003 1 E02003271 : Luton 014 1	A4 A4	E02006268 : Mid Suffolk 008 E02006270 : Mid Suffolk 010	1	A4 A4	E02002184 : Bradford 002 E02002213 : Bradford 031	1	B1	E02005887 : Mansfield 008 E02005888 : Mansfield 009	235 41	B4 B4
E02003271 : Luton 014 1 E02003275 : Luton 018 1	A4 A4	E02006270 : Mid Surrolk 010 E02006141 : East Staffordshire 011	2	A4 A4	E02002213 : Bradford 031 E02002433 : Leeds 104	1	B1 B1	E02005890 : Mansfield 019	41	B4 B4
E02003275 : Luton 018 1 E02003278 : Luton 021 2	A4 A4	E02006141 : East Staffordshire 011 E02006143 : East Staffordshire 013	4	A4 A4	E02002433 : Leeds 104 E02002460 : Wakefield 023	1	B1 B1	EUZUUSIGU : Mansheid UT1	11	54
E02003278 : Luton 021 2 E02003240 : Peterborough 004 2	A4 A4	E02006143 : East Staffordshire 013 E02006145 : East Staffordshire 015	1	A4 A4	E02002460 : Wakefield 023 E02002466 : Wakefield 029	1	B1			
E02003240 : Peterborough 010 2 E02003246 : Peterborough 010 1	A4 A4	E02006080 : South Somerset 006	1	A4 A4	E02002480 : Wakefield 043	1	B1 B1			
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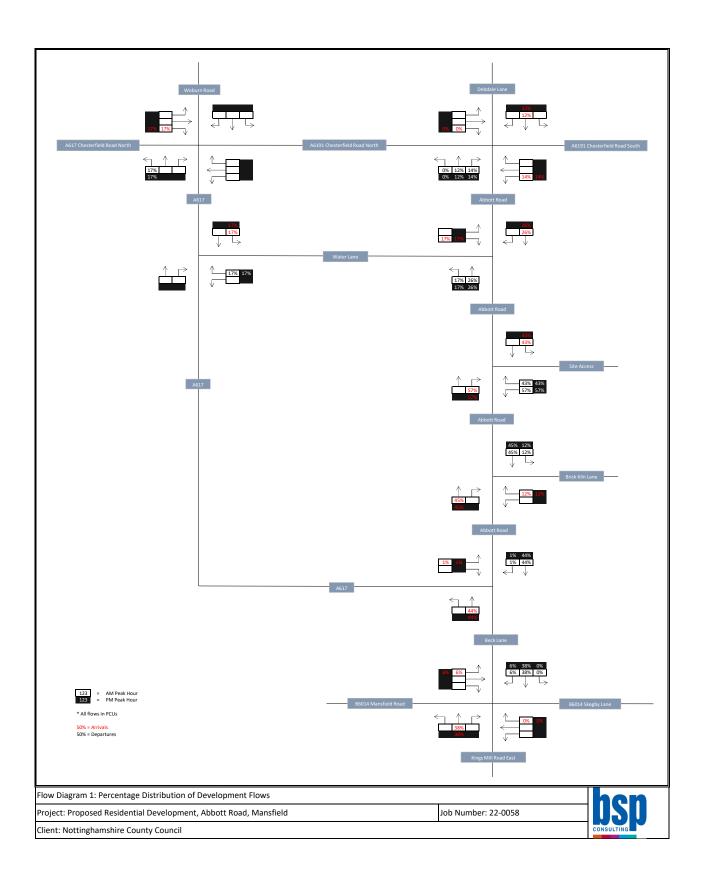
Proposed Residential Development, Abbott Road, Mansfield

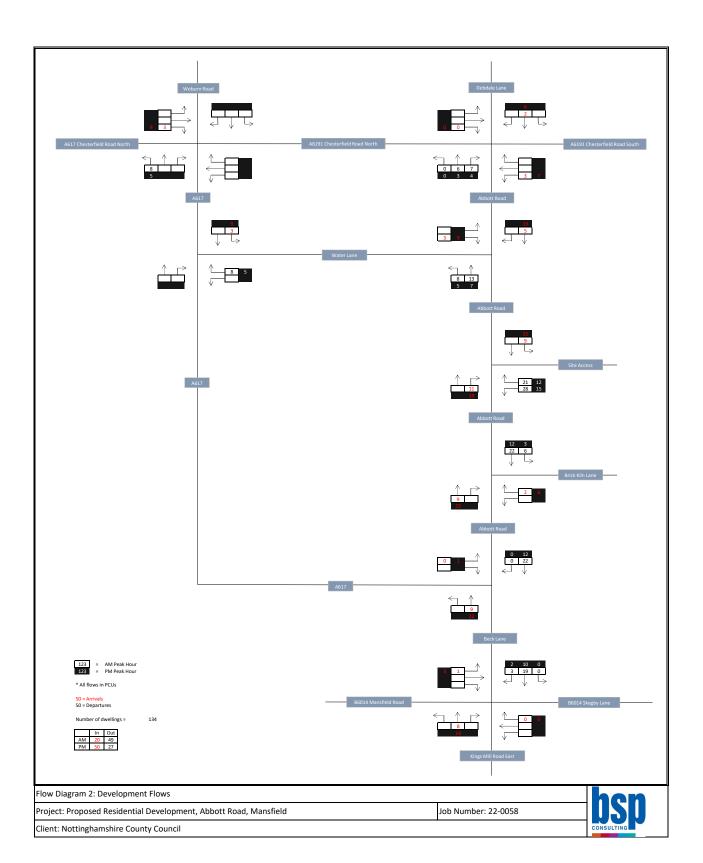
Location: Land at Former Rosebrook Primary School and 223a Abbott Road, Mansfield, Nottinghamshire BSP Document Ref: ARMF-BSP-ZZ-XX-RP-D-0001-P01_Transport_Scoping_Note



Appendix D

Flow Diagrams – Distribution of Development Flows







Nottingham

12 Oxford Street Nottingham NG1 5BG

0115 704 3300

Derby

5 Pride Point Drive Pride Park Derby DE24 8BX

01332 374 880

Leicester

Floor 4 24 De Montfort St Leicester LE17GB

0116 204 7766

Sheffield

Smithy Wood House Smithy Wood Cres Sheffield **S8 0NU**

0114 272 1589

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