

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

Authorisation Sheet & Revisions Record

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Rev:	Issue Date:	Description:	Prepared:	Checked:	Authorised:
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Contents

1.0	SITE DETAILS.....	1
2.0	SITE ACCESS	3
3.0	SUSTAINABLE TRANSPORT.....	4
4.0	TRAFFIC GENERATION.....	4
5.0	STUDY AREA.....	5
6.0	TRAFFIC IMPACT.....	6
7.0	COMMITTED DEVELOPMENTS.....	6
8.0	HIGHWAY SAFETY ASSESSMENTS.....	6
9.0	PARKING PROVISION.....	6
10.0	SERVICE VEHICLES.....	6
11.0	TRAVEL PLAN.....	6

Appendix A – Site Boundary / Extent of Land Ownership

Appendix B – TRICS Data

Appendix C – MSOA Data

Appendix D – Flow Diagrams – Distribution of Development Flows

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

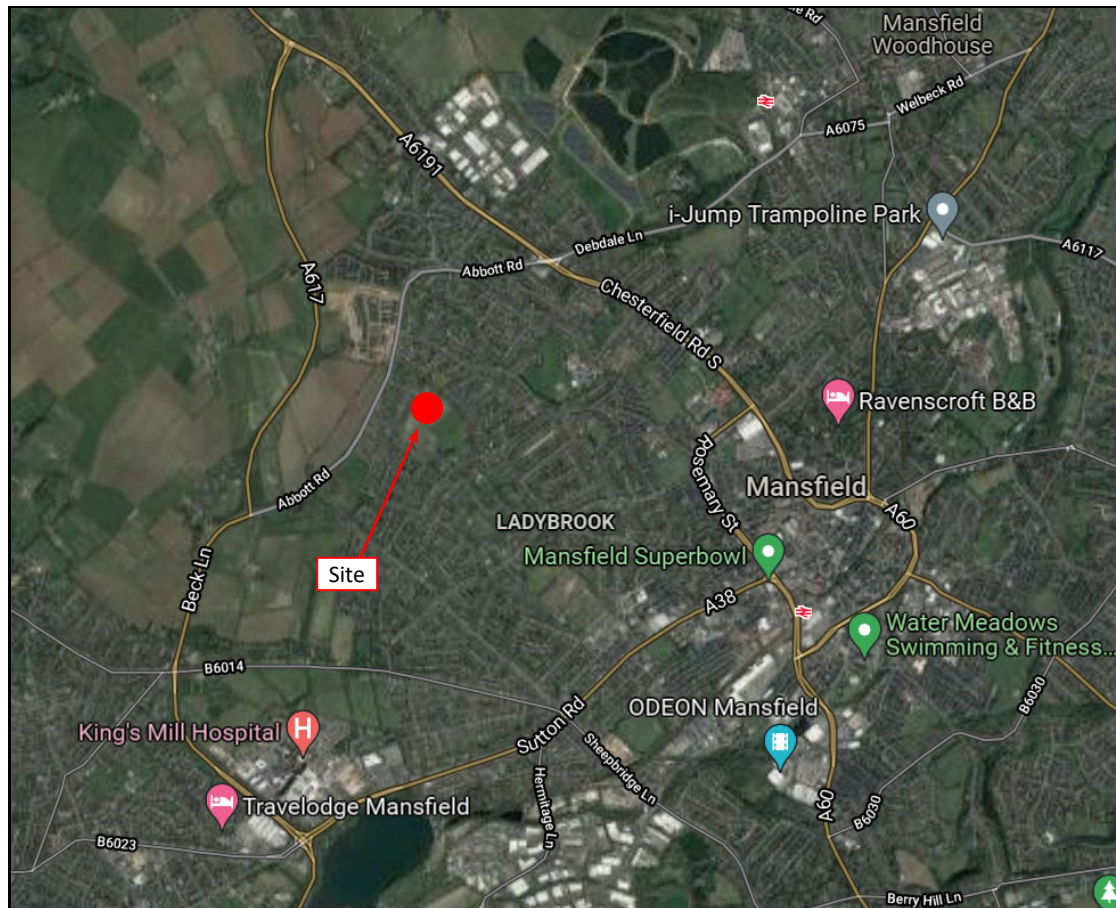


Figure 2: Indicative Site Boundary



- 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.

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.

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

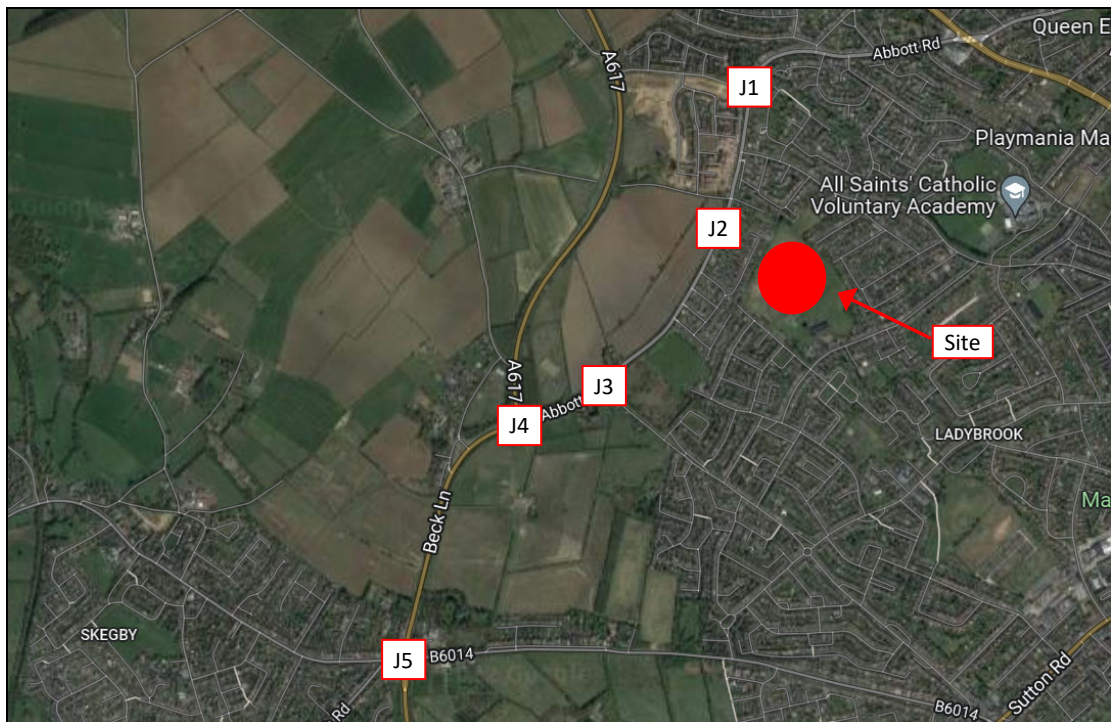
4.3 The trip generation in Table 1 will be used to determine the highway impact in the TA, discussed further in sections 5 and 6 below.

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.
- 5.2 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.
- 5.3 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.

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

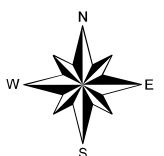
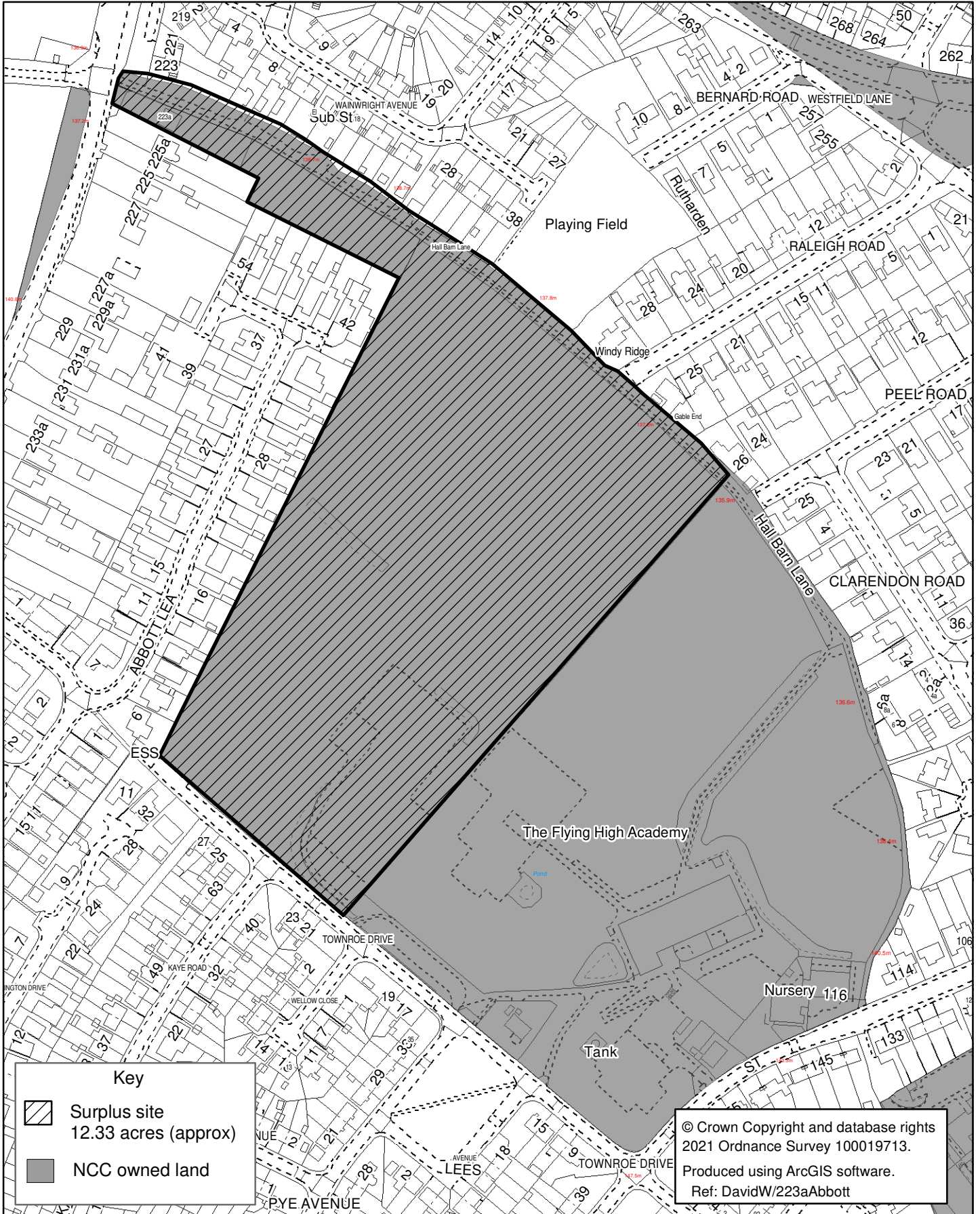
11.1 A Travel Plan will be prepared, with the prime objective of encouraging residents and visitors to use sustainable modes of transport. The Travel Plan will include details of the existing local highway network and sustainable travel facilities and suggest measures to make residents and visitors aware 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



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Appendix B

TRICS Data

Calculation Reference: AUDIT-724101-220221-0234

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
	SF SUFFOLK	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days
	TY TYRONE	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

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

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
Friday	3 days

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 undertaken 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:

C3 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:

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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LIST OF SITES relevant to selection parameters

1	AN-03-A-09 SLOEFIELD DRIVE CARRICKFERGUS	DETACHED & SEMI -DETACHED	ANTRIM
	Edge of Town No Sub Category Total No of Dwellings: 151 <i>Survey date: WEDNESDAY 12/10/16</i>		<i>Survey Type: MANUAL</i>
2	DN-03-A-05 GORTLEE ROAD LETTERKENNY GORTLEE	DETACHED/SEMI -DETACHED	DONEGAL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 146 <i>Survey date: WEDNESDAY 03/09/14</i>		<i>Survey Type: MANUAL</i>
3	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>		<i>Survey Type: MANUAL</i>
4	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>		<i>Survey Type: MANUAL</i>
5	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>		<i>Survey Type: MANUAL</i>
6	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI -DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>		<i>Survey Type: MANUAL</i>
7	NF-03-A-14 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 150 <i>Survey date: THURSDAY 05/10/17</i>		<i>Survey Type: DIRECTIONAL ATC COUNT</i>
8	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 138 <i>Survey date: TUESDAY 20/10/15</i>		<i>Survey Type: DIRECTIONAL ATC COUNT</i>
9	NF-03-A-24 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 127 <i>Survey date: WEDNESDAY 22/09/21</i>		<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-03-A-28	MIXED HOUSES	NORFOLK
	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
11	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
13	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 date: THURSDAY	11/12/14	Survey Type: MANUAL
14	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	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.

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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 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 shown. 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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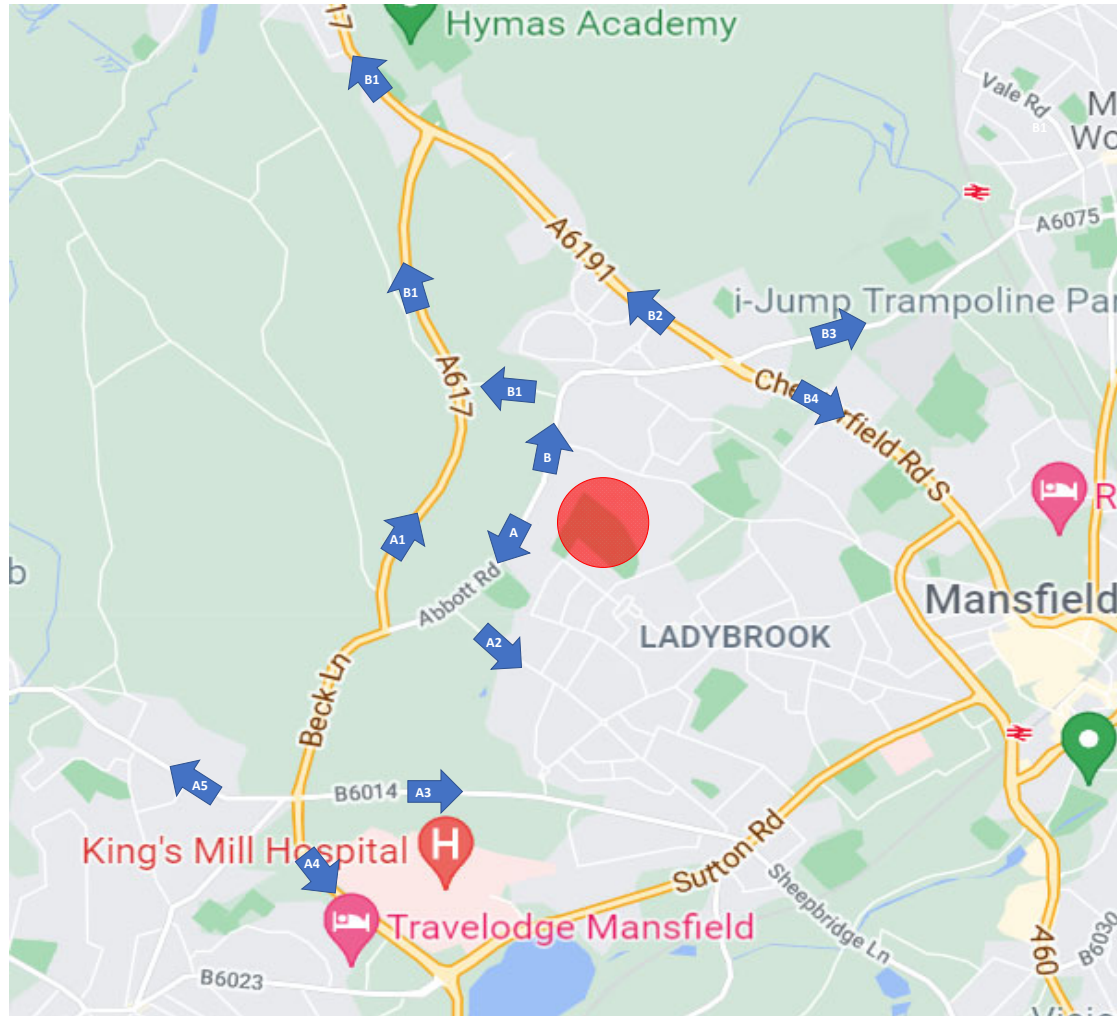


Appendix C

MSOA Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
 ONS Crown Copyright Reserved (from Nomis on 21 February 2022)

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02005885 : Mansfield 006 (2011 super output area - middle layer)



Summary

Code	Route	Totals	Distribution (%)
A	Abbott Road (south)	1182	57.07%
A1	Route to A617 (north)	12	0.58%
A2	Brick Kiln Lane	258	12.46%
A3	A6014 Skagby Lane	0	0.00%
A4	Kings Mill Road East	796	38.44%
A5	A6014 Mansfield Road	116	5.60%
B	Abbott Road (north)	889	42.93%
B1	Route to A617 (north)	360	17.38%
B2	Chesterfield Road North	0	0.00%
B3	Debdale Lane	242	11.69%
B4	Chesterfield Road South	287	13.86%
Total		2071	

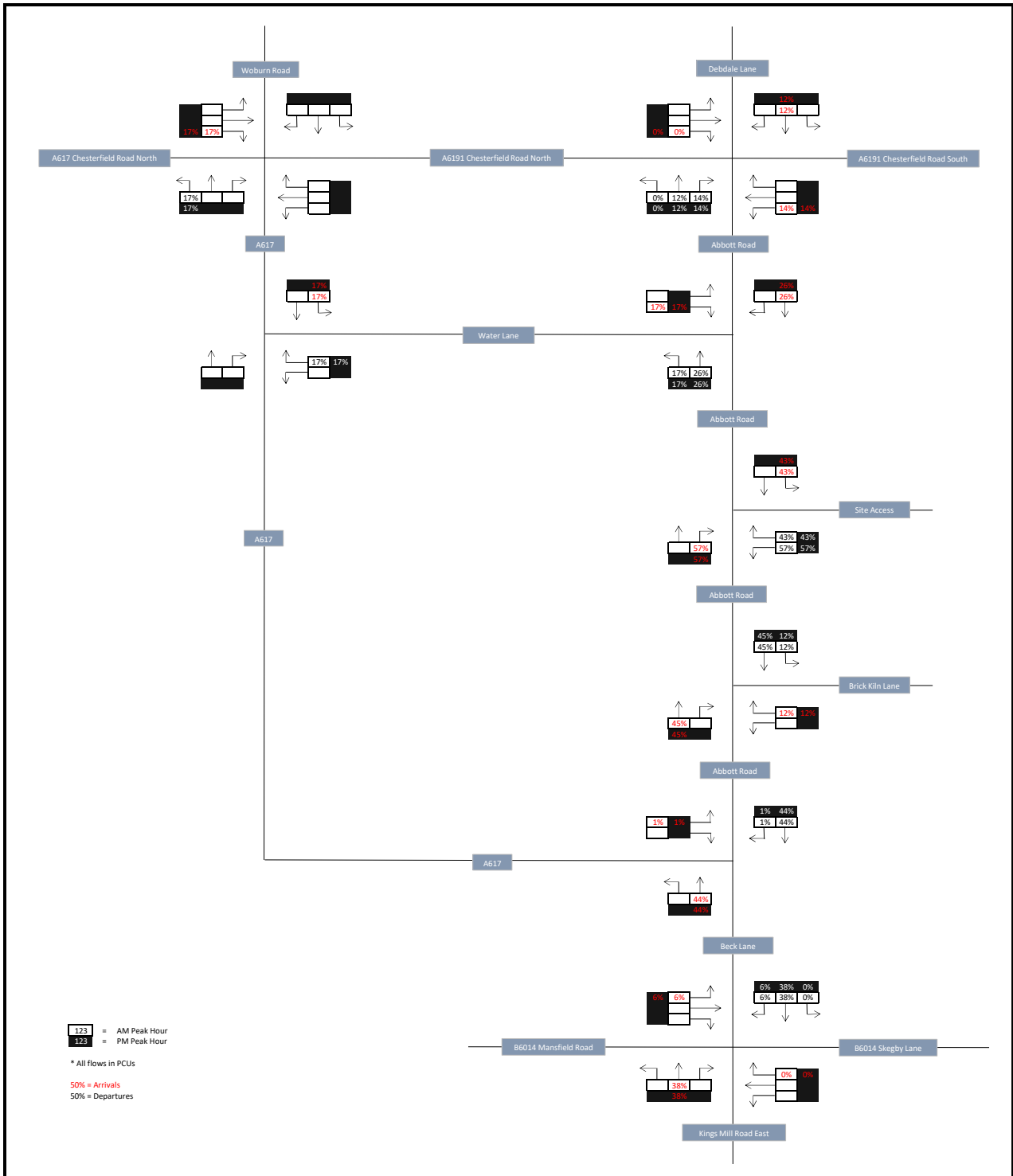
place of work : 2011 super output area - Driving a car or middle layer				place of work : 2011 super output area - Driving a car or middle layer				place of work : 2011 super output area - Driving a car or middle layer				place of work : 2011 super output area - middle layer			
van	Route	van	Route	van	Route	van	Route	van	Route	van	Route	van	Route		
12	A1	1	A4	1	A4	1	A4	1	A4	1	A4	1	B1		
61	A2	3	A4	3	A4	3	A4	3	A4	3	A4	3	B1		
82	A2	1	A4	1	A4	2	A4	2	A4	1	A4	2	B1		
135	A2	8	A4	8	A4	7	A4	7	A4	2	A4	3	B1		
1	A4	1	A4	1	A4	1	A4	1	A4	1	A4	2	B1		
1	A4	7	A4	7	A4	1	A4	1	A4	1	A4	1	B1		
1	A4	5	A4	5	A4	1	A4	1	A4	2	B1	2	B1		
1	A4	2	A4	2	A4	3	A4	3	A4	5	B1	5	B1		
1	A4	2	A4	2	A4	1	A4	1	A4	1	B1	1	B1		
1	A4	3	A4	3	A4	3	A4	3	A4	1	B1	1	B1		
1	A4	6	A4	6	A4	1	A4	1	A4	1	B1	1	B1		
1	A4	1	A4	1	A4	1	A4	1	A4	1	B1	1	B1		
1	A4	2	A4	2	A4	1	A4	1	A4	9	B1	9	B1		
1	A4	4	A4	4	A4	4	A4	4	A4	1	B1	1	B1		
1	A4	1	A4	1	A4	1	A4	1	A4	2	B1	2	B1		
4	A4	1	A4	1	A4	1	A4	1	A4	10	B1	10	B1		
1	A4	3	A4	3	A4	1	A4	1	A4	3	B1	3	B1		
4	A4	2	A4	2	A4	1	A4	1	A4	11	B1	11	B1		
1	A4	1	A4	1	A4	1	A4	1	A4	59	B1	59	B1		
4	A4	1	A4	1	A4	1	A4	1	A4	9	B1	9	B1		
13	A4	4	A4	4	A4	2	A4	2	A4	3	B1	3	B1		
1	A4	4	A4	4	A4	4	A4	4	A4	4	B1	4	B1		
1	A4	16	A4	16	A4	2	A4	2	A4	1	B1	1	B1		
2	A4	2	A4	2	A4	1	A4	1	A4	3	B1	3	B1		
1	A4	1	A4	1	A4	2	A4	2	A4	5	B1	5	B1		
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2	A4	1	A4	1	A4	1	B1	1	B1						
1	A4	1	A4	1	A4	1	B1	1	B1						

Project Number: 22-0058
Project Title: 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



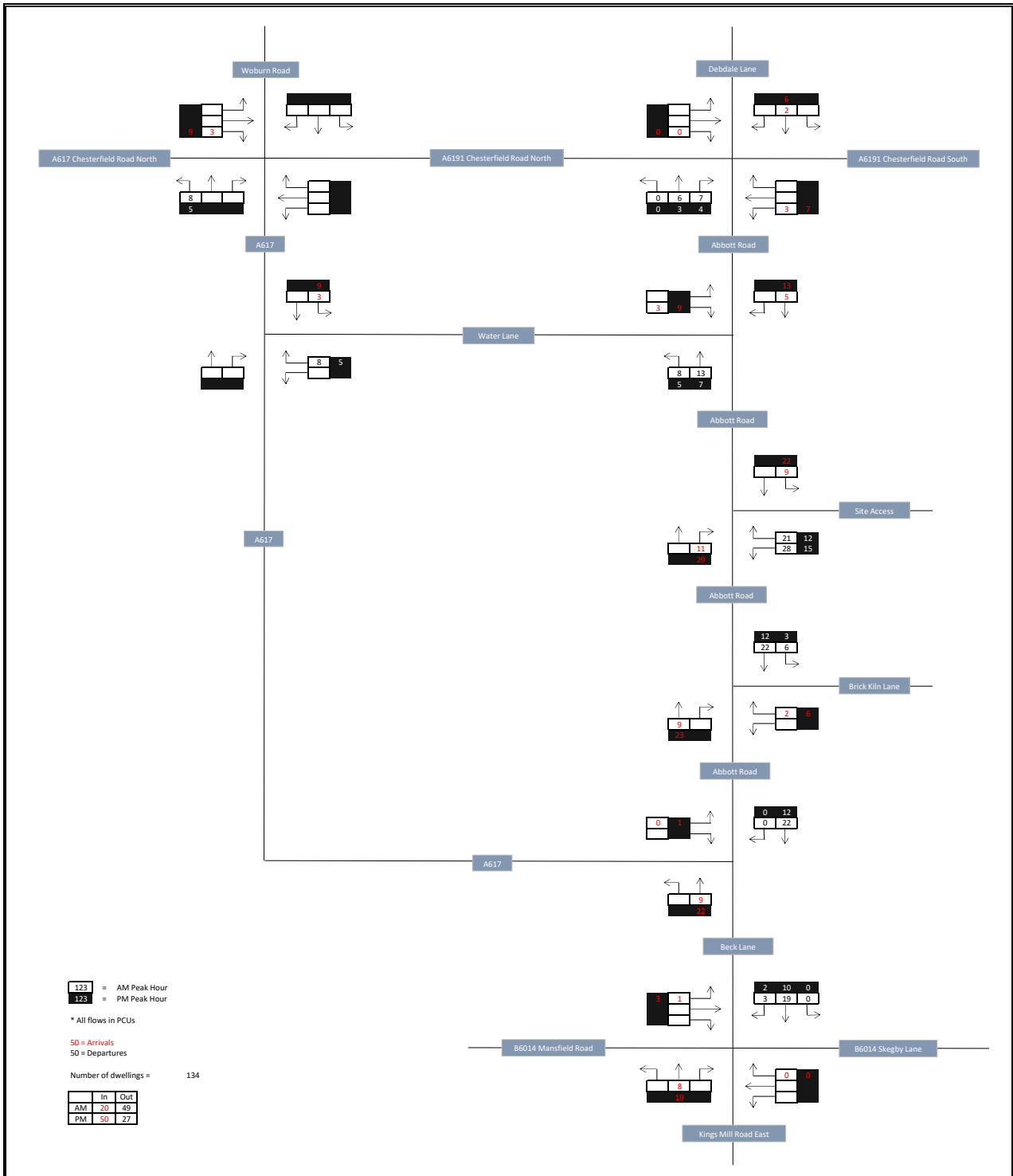
Flow Diagram 1: Percentage Distribution of Development Flows

Project: Proposed Residential Development, Abbott Road, Mansfield

Job Number: 22-0058

Client: Nottinghamshire County Council





Flow Diagram 2: Development Flows

Project: Proposed Residential Development, Abbott Road, Mansfield

Job Number: 22-0058

Client: Nottinghamshire County Council





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