



J000540-TS01b
August 2025

Construction of 30 dwellings
(Use Class C3), including 24
apartments and 6 houses

Waterfold Lane, Heap Bridge

Transport Statement

Prepared on behalf of:

Franstep Ltd

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning (Focus TP) on behalf of Franstep Ltd to consider relevant highways and transport matters associated with proposals for the development of 30 dwellings (Use Class C3), including a mix of apartments and houses, creation of a new access points and provision of landscaping at of land off Waterflow Lane, Heap Bridge, Rochdale.

1.1.2 The scope and nature of matters considered within this TS report reflects the extent of highways issues that are anticipated as being of material interest to officers of the local planning & highway authority, Rochdale Borough Council (RBC), based on a review of prevailing highway conditions and the experience of the preparation of technical statements to support similar small residential schemes. The TS report therefore includes a review of existing / anticipated future highway operational conditions including the accessibility of the site to alternative travel modes to the private car, a technical audit of the site proposals in terms of site access arrangements & internal layout (including parking provision), and the consideration of future anticipated development related traffic levels.

1.2 Report Structure

1.2.1 The structure of the remainder of this TS is therefore as follows:

- Section 2 considers the location and historical use of the site, including a review of existing local baseline highway network conditions.
- Section 3 sets out an audit of the site's accessibility by alterative travel modes to the private car and the nature of local shops and services available within a local travel catchment.

- Section 4 provides a review of the key elements of the application scheme, including the proposed vehicle access arrangements and site layout, including parking provision.
- Section 5 provides an estimate of the traffic levels anticipated to be generated by the proposals.
- Section 6 outlines the key conclusions drawn from the assessment.

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND HIGHWAY CONDITIONS

2.1 Site Location & Existing Access

2.1.1 The application site represents a parcel of land to the northern side of Waterfold Lane, sited between the M66 and River Roch. The location of the site is illustrated in **Figure TS1** to this report. This plan shows the site within the context of the surrounding area, with existing residential properties of Waterfold Lane to the east. Waterfold Lane ultimately connects to the A58 to the northeast, which in turn connects to Junction 2 of the M66.

2.1.2 The immediate context of the application site is provided in **Figure TS2** which identifies the site as triangle shaped land parcel. The application site is bounded Waterfold Lane to the south, beyond which lies open fields, the M66 to the east and River Roch to the north/east. The section of Waterfold Lane off which the site is access is an unadopted narrow access track.

2.1.3 The application site was formerly occupied by Water Fold Mill, a woollen mill dating back to the mid-1800s. The mill was demolished in the 1960s/70s, following which it was utilised as a construction compound for the construction of the M66 motorway and has since remained vacant.

2.2 Existing Land Use & Planning History

2.2.1 The site has been subject to the following recent planning application:

- 22/01085: Outline application (including access, layout and scale) for 2 no. three storey apartment blocks comprising total 36 units (refused)

2.2.2 Whilst this planning application was refused, no highways reasons for refusal were cited.

2.3 Relevant Planning Policy

National Planning Policy

- 2.3.1 The National Planning Policy Framework (NPPF - last update February 2025) seeks to encourage development which accords with the sustainable transport objectives of minimising the need for travel, particularly road journeys, and promoting the efficient delivery of goods and supplies. Key policy objectives stated in the NPPF are as follows:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage - for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.” (Para 109)

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health... (para 110)

“...Applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles...”(Para 117)

- 2.3.2 Paragraph 118 of NPPF also provides guidance on the nature and detail of transport appraisal to be carried out to support development and those key matters to be considered when determining the suitability of development proposals:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”(Para 118)

- 2.3.3 Ultimately NPPF concludes the following with respect to the technical consideration of highways and transport related effects:

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”
(Para 116)*

- 2.3.4 The above is typically understood to mean situations where development is likely to result in a material detrimental ‘step change’ in circumstances when compared to predicted Baseline ‘Do-Nothing’ conditions. Should the operational effects as a consequence of development traffic be marginal in nature, then highway

authorities are directed not to seek to prohibit development on highways and traffic grounds.

- 2.3.5 Whilst the NPPF does not seek to define the nature of what is considered to represent a ‘severe’ impact, thereby allowing for some flexibility to reflect site specific circumstances, it is clear that the guidance has the effect of setting a ‘high-bar’ for planning & highway authorities in terms of their ability to identify and successfully sustain objections to planning applications on highways grounds. The very nature of the wording of NPPF paragraph 116 inherently suggests that some measure of highways impact must be viewed as being ‘acceptable’ and that it is only when a ‘severe’ detrimental highways position is identified that a refusal of planning permission on such grounds is appropriate.

Regional Policy: Greater Manchester Places for Everyone Joint Development Plan 2022 to 2037

- 2.3.6 Places for Everyone (PfE), adopted March 2024 and edited December 2024, is a long-term plan of nine Greater Manchester districts including Manchester, for jobs, new homes, and sustainable growth. Policy JP-Strat14: A Sustainable and Integrated Transport Network strives to ensure that “*half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods*”. The delivery of residential development in highly sustainable locations in close proximity to excellent walking, cycling and public transport opportunities, such as the Waterfold Lane site, will be key to achieving this. The scheme can also be considered to be in accordance with Policy JP-C8: Transport Requirements of New Development, which seeks to prioritise “*the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability*”.

Regional Planning Policy: Greater Manchester Transport Strategy 2040

- 2.3.7 The Greater Manchester Transport Strategy 2040 has been developed by TfGM on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP). This document sets out a plan to

establish a fully integrated, high-capacity transport system across Greater Manchester, including both short-term and long-term infrastructure objectives and to achieve a 'Right Mix Target' of a minimum of 50% of all journeys across Greater Manchester being undertaken by walking, cycling & public transport. The vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. The Transport Vision aims are as follows:

- Supporting Sustainable Economic Growth.
- Protecting Our Environment.
- Improving Quality of Life for All.
- Developing an Innovative City Region.

2.3.8 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.

2.3.9 Chapter 3 to this TS report sets out that the site is in an accessible location, close to existing residential areas and with access to a range of education, employment, retail, leisure and public transport / active travel options.

Local Planning Policy: Local Plan Core Strategy & Retained UDP Policy

2.3.10 The Rochdale Local Plan Core Strategy was adopted by the Council in October 2016. At present the planning policy framework for Rochdale is made up of a combination of Core Strategy policies and a limited number of saved policies from the previous Rochdale Council Unitary Development Plan.

2.3.11 Key transport and accessibility policies set out in the Local Plan Core Strategy are Policies T1 and T2. These policies concentrate on ensuring accessibility across Rochdale Borough and the promotion of sustainable travel, with key objectives being to:

- Deliver transport improvements at strategic, borough-wide and local levels to support development proposals;
- Ensure that development is in the most appropriate and accessible locations;
- Minimise trips, especially single occupancy car journeys, and trip length;
- Promote wider travel choice and increase trips made by sustainable forms of travel, including public transport, cycling and walking;
- Support measures that enhance safety and access for people with impaired mobility;
- Protect traffic-sensitive town centres and residential communities; and,
- Reduce emissions from traffic (particularly NO_x gases, PM₁₀ particulate and CO₂ levels) by encouraging more sustainable travel choices and forms of travel, more active and healthier travel behaviour and taking advantage of technological innovations.

2.4 Description of Local Highway Network Conditions

- 2.4.1 As noted in section 2.1 of this report, access to the application site is via the unadopted, narrow length of Waterfold Lane (3.4m width). Waterfold Lane becomes a two-way route to the frontage of properties 65-79 Waterfold Lane (this section also being unadopted), at which point the route is of 12.5m total width, with part of the carriageway utilised for perpendicular parking associated with properties 65-89. This section of route is lit, and no footways are available.
- 2.4.2 The adopted section of Waterfold Lane commences at property 63 Waterfold Lane, to the front of which a footway is available (eastern side). All on-street parking is controlled by resident parking scheme - with the resident parking zone covering the entire length of Waterfold Lane and surrounding routes up to its junction with the A58.
- 2.4.3 The section of Waterfold Lane between the commencement of the narrow track and its junction with the A58 is characterised by continuous frontage residential development (predominantly terraced properties) along its southern/eastern side, with the River Roch lying to the north/west. Close to its junction with the A58 lies the Heap Bridge Social Club and small industrial premises.

2.4.4 Waterfold Lane forms a priority-controlled give-way junction with the A58 Bury New Road approximately 330m northeast of the application site. Keep Clear markings are available across the junction to protect right turn movements into Waterfold Lane, noting that the A58 forms a roundabout junction with the M66 (J2 - 'Heap Bridge Interchange'), just 170m to the west of Waterfold Lane. A further circa 1.5km to the west of M66 J2, the A58 provides access to Bury Town Centre. To the east the A58 Bury New Road continues through Heywood and Rochdale Town Centre (8km to the east).

2.5 Road Safety: Review of Personal Injury Accidents

2.5.1 An appraisal of the operational safety of Waterfold Lane, comprising the length of Waterfold Lane, including the application site frontage up to and including its junction with the A58, has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the 5-year search period, 2019 - 2023 inclusive. This database includes for all accident incidents as recorded by the police & emergency services and therefore represents 'industry standard' data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a 5-year search period is in accordance with the search criteria required by the national Planning Practice Guidance (PPG).

2.5.2 This highway safety review exercise identifies that no accidents have been recorded along the entire length of Waterfold Lane (See **Figure TS3**).

2.5.3 Based on the above review, which demonstrates an excellent prevailing accident record for key sections of the local highway network, it is not considered that that there are any substantive prevailing local road safety issues that would call the application scheme into question or require the implementation of specific highway safety related improvement measures.

3.0 SITE ACCESSIBILTY AUDIT

3.1 Introduction

3.1.1 Development of the application site for residential land use would need to satisfy the key planning and transport related sustainability objectives of:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

3.1.2 The nature of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

3.2 Access to Public Transport

Bus Links

3.2.1 Formal bus stops to the application site are located at the A58 Bury New Road, within a 450m walking distance from the application site and therefore lie within the preferred maximum walk catchments to a local public transport stop from new residential development. Both bus stops feature on-carriageway yellow bus cage markings, local raised bus boarder style kerbs, bus shelter with seating and information board. Although the application site does not presently have direct access to these bus stops via formal footways, a new footway link is proposed from the application site to connect with existing footway provision available to the frontage of 63 Waterfold Lane, and accordingly should the development scheme come forward, continuous pedestrian connection would be available to these bus stops (see section 4).

3.2.2 The local bus stops on the A58 Bury New Road corridor are served by a range of regular frequency bus routes, as identified in **Table TS4.1** below. A plan of these available local bus route connections is also illustrated in **Figure TS4** to this report.

Table TS4.1: Bus Services Available from Local Stops Bury New Road

Service	Route	Mon-Fri / Sat / Sun Frequency
163	Bury - Darn Hall - Heywood - Langley - Middleton - Manchester	Every 12mins / 12mins / 15mins
471	Rochdale - Sudden - Heywood - Bury - Brightmet - Bolton	Every 12mins / 12mins / 20mins
475	Heywood - Captain Fold - Heywood - Back o' th' Moss - Heap Bridge - Bury	Every 60mins / 60mins / no service

(single direction frequency quoted, buses also run at same frequency in opposite direction)

- 3.2.3 Review of this bus service information identifies that the A58 Bury New Road stops offer high frequency connections to local destinations such as Bury Town Centre & Heywood (11 per hour, respectively), Bolton (5 per hour) and Manchester City Centre (5 per hour).

Tram / Train links

- 3.2.4 The above available local bus services also allow the potential for access to Bury Interchange, which is a stop used by all of the above identified bus routes. Two Metrolink services (Piccadilly - Bury & Altrincham - Bury) run every 12-minutes from Bury Interchange, resulting in a 6-minute daily service between Bury and Manchester at peak times.
- 3.2.5 Additionally, bus service 471 provides access to Rochdale Interchange, which is located on the Rochdale Town Centre to East Didsbury (via Manchester City Centre) line. Trams run every 12 minutes during the day on weekdays and Saturdays and 15 minutes on Sundays. The Interchange also represents Rochdale Railway Station, which provides five trains per hour to Manchester Victoria (Mon-Sat), one of which continues to Wigan Wallgate, one to Chester, one to Headbolt Lane and one to Clitheroe. There are also two trains per hour to Blackburn and three trains per hour to Leeds (Mon-Sat).

3.3 Accessibility to Local Facilities (Walking and Cycling)

- 3.3.1 In addition to the above identified local public transport connections, the location of the application site also provides the opportunity for access to a wide range of

local shops, services and employment destinations by foot or cycle. National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1.2km representing a 'preferred maximum'. 2km has been identified as a suitable walk distance for regular commuting trips and journeys to / from school.

3.3.2 **Figure TS5** to this report illustrates suitable walking catchments from the site and **Figure TS6** demonstrates the location of 'everyday' type destinations that lie within a convenient and practical walking distance, including:

- Food retail (including ASDA Superstore, Aldi, Morrisons Daily) and other local shops;
- Moorgate Primary Care Centre;
- Primary schools;
- Dentist & pharmacies;
- Veterinary surgery;
- Community Facilities (community centre / library / places of worship);
- Leisure facilities, parks & children play areas.

3.3.3 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those journeys of 5km or less or which could form part of a longer journey by public transport. The location of the application site allows for practical cycling access to a range of local areas, including all of the built-up areas of Bury and Heywood, stretching to Walmersley to the north, Hopwood to the east, Unsworth to the south and Elton to the west (**Figure TS7**).

3.3.4 **Figure TS8** to this report illustrates existing key formal active travel connections in the immediate vicinity of the application site. The availability of these recognised good standard walking and cycling routes can be expected to encourage active travel journeys to / from the site.

3.4 Accessibility Summary

- 3.4.1 Overall, it is considered that the application site represents a suitable location for residential development, being surrounded by established residential & commercial areas and within a practical walking distance of high frequency public transport services and a wide range of everyday local shops, services & facilities.
- 3.4.2 Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet the core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

4.0 REVIEW OF THE PROPOSAL SCHEME

4.1 Scheme Principles

4.1.1 The application scheme comprises the development of land off Waterfold Lane, Heap Bridge, Rochdale, for the delivery of 30 new residential dwellings. The proposed site plan included at **Appendix TS1** to this report, with the scheme delivering the following schedule of development (all affordable dwellings):

- 12 * 1-bedroom apartments;
- 12 * 2-bedroom apartments;
- 6 * 3-bedroom houses (terraced).

4.2 Proposed Highway Access Arrangements

4.2.1 The proposed development would be served by two priority-controlled junctions off the existing Waterfold Lane track, the eastern most serving the 40 space parking area for the houses, and western access serving the 5 space parking area for the apartments. The western access / termination of the upgraded Waterfold Lane would serve as a turning head. Visibility splays from both accesses are available at 2.4m x 43m (**see Appendix TS2**). Internally, access roads are provided at 5.5m minimum width, with 6m available to the rear of all parking spaces.

4.2.2 It is proposed that the existing track would be widened to 5.5m from 24m west of the proposed apartments car park access to the eastern edge of the site frontage, with 2.0m footway to the northern side. Between the eastern edge of the site frontage and Waterfold Lane carriageway, the route would be provided at 3.2m 'quiet lane' width (for a circa 40m length), with the 2.0m footway continuing to its northern side. Further widening is not possible due to third party land constraints. It is proposed that the quiet lane would operate with shuttle working arrangement, with priority-controlled give-way provided at either end of the restricted width section, with vehicles travelling eastbound from the site giving way to vehicles travelling towards the site from the west. Intervisibility between the give-way lines is excellent. A sketch of the proposed shuttle working access,

which the LHA have confirmed is acceptable in principle, is attached at **Appendix TS2**. The LHA have also confirmed that they would be willing to adopt the access route between the application and existing adopted section of Waterfold Lane than commenced at 63 Waterfold Lane.

- 4.2.3 It is proposed that the footway would continue along the northern section of Waterfold Lane (opposite properties 65-79 Waterfold Lane), terminating at 63 Waterfold Lane, at which point a dropped kerb and tactile paving would be provided to cross pedestrians to the southern side of the route where an existing footway is available.

4.3 Cycle Parking

- 4.3.1 Covered cycle parking would be provided for 24 cycles (i.e. 1 per unit) in a cycle store within the ground floor of the apartment building. Cycle parking for the houses would be provided within individual stores adjacent to each property.

4.4 Car Parking

- 4.4.1 As noted above, the proposed development would provide 5 parking spaces off the eastern access and 40 off the western access (i.e. 45 total spaces across the site). 6% of spaces (3) would be provided to mobility standards, with 25% of spaces fitted with electric vehicle charging.
- 4.4.2 Such level of parking falls just below RBC parking standards, which requires a maximum of 1.25 spaces for 1-beds and 2 spaces per 2-bed+ (i.e. a requirement of a maximum of 51 spaces for the proposal scheme).
- 4.4.3 It is considered that this level of off-street parking is appropriate for new residential development in this location, given the excellent opportunities for sustainable travel modes for a range of everyday journeys, including access to high quality footway and cycle routes and high frequency public transport connections.

- 4.4.4 Additionally, local census data indicates that car ownership amongst residents locally to the application site is low. **Table TS4.1** provides car or van availability for the super output area - mid layer (reference: E02001065, Manchester 021) within which the application site lies. Nomis has been interrogated for tenure by car or van availability by number of usual residents aged 17 or over in households for all tenure type and for rented properties only.

Table TS4.1: Census Statistics: Car/Van Availability (Rented & All Tenure)

Car or van availability	Rented	All Tenure
No cars or vans in household	770 (47%)	1,035 (28%)
1 car or van in household	698 (42%)	1,625 (44%)
2 cars or vans in household	187 (11%)	1,037 (28%)

- 4.4.5 Review of **Table TS4.1** identifies that 56% of households (for rented tenure) and 42% (for all tenure type) within the local area do not own a car or van.
- 4.4.6 If the percentage car ownership statistics (rented tenure) is applied to the proposed development, comprising 30 dwellings, this would give rise to a maximum parking demand of some 20 spaces (assuming those households with '2 or more cars or vans in household' each have 2 vehicles).
- 4.4.7 The proposed 45 on-site parking spaces is therefore considered to be entirely appropriate in recognition of the application site's excellent locational sustainability and local car ownership levels. Furthermore, no overspill on-street parking could occur on the two-way section of Waterfold Lane which provides frontage to existing residential properties noting that this and surrounding routes are controlled by a resident parking zone where parking is restricted to permit holders. It is expected that residents of the proposed new dwellings would not be eligible to apply for resident parking permits for the sections of Waterfold Lane and surrounding routes currently covered by the parking zone.

4.5 Site Servicing

- 4.5.1 Given the residential nature of the application scheme, it is anticipated that the majority of deliveries generated by residents would be undertaken via private car / van or cycle, with very limited requirements for large service vehicle access. Such temporary van / car-based movements could be accommodated within the site utilising the 6m parking area aisle width. A swept path assessment of the key manoeuvres is provided **Appendix TS2**.
- 4.5.2 Waste servicing of the site can be expected to be undertaken utilising either the internal car parking area, either via reversing into the site (bin storage area sited to the front of terraced properties) or by utilising the turning head created by the internal parking arrangement (apartment car park - bin store provided adjacent to the apartment building close to the car park manoeuvring area).

5.0 REVIEW OF TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME

5.1 This section of the report seeks to identify the levels of traffic demand anticipated to be generated by the application scheme. Estimates have been calculated based on example trip rates extracted from the TRICS database, a nationally regarded source of historical trip demand data containing observed traffic data for a large number of development-type sites. Data was extracted based on mixed affordable (flats and houses) residential sites selected with similar locational factors to the application site locality and development design, viz:

- Not including sites in Greater London or the Republic of Ireland.
- Small development sites; and
- No town centre location.

5.2 A copy of the TRICS database output is included as **Appendix TS5** to this report for reference.

5.3 Average trip rates per dwelling for the traditional weekday AM & PM ‘rush hour’ time periods are illustrated in **Table TS5.1** below. These trip rates have been applied to the total new residential development size proposed at the application site (30 dwellings), with the results also set out in **Table TS5.1**.

Table TS5.1 - Residential Development Traffic (Average Trip Rates)

	Trip Rates (per dwelling)			Trip Demand for 30 dwellings		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	0.163	0.272	0.435	5	8	13
PM Peak (17:00-18:00)	0.254	0.183	0.437	8	5	13

5.4 The above analysis demonstrates that the application scheme is not anticipated to generate a substantive level of travel demand at peak times, with maximum rush hour two-way (in + out) vehicle demand associated with the application scheme not typically anticipated to exceed 13 vehicles, or less than one vehicle trip every 4 minutes. Given the low level of local car ownership locally, especially amongst rented dwellings, one would expect vehicle demand levels to be lower still.

- 5.5 Such predicted traffic demand levels demonstrate the general low intensity nature of the proposals and would not be expected to result in a material change in existing baseline highway network operational conditions.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Focus Transport Planning (Focus TP) on behalf of Franstep Ltd to consider relevant highways and transport matters associated with proposals for the construction of 30 dwellings (Use Class C3), including a mix of apartments and houses, creation of a new access points and provision of landscaping at land off Waterfold Lane, Heap Bridge, Rochdale. for the delivery of 30 new residential properties including a mix of apartments and houses.

Existing Site Conditions & Land Use

- 6.2 The application site represents a parcel of land to the northern side of Waterfold Lane, sited between the M66 and River Roch. The site is vacant, having formerly occupied by Water Fold Mill, a woollen mill, now demolished, and most recently been utilised as a construction compound for the construction of the M66 motorway.

Local Highway Network Conditions & Safety Records

- 6.3 The application site is bounded Waterfold Lane to the south, beyond which lies open fields, the M66 to the east and River Roch to the north/east.
- 6.4 Access to the application site is via the unadopted, narrow length of Waterfold Lane (3.4m width). Waterfold Lane becomes a two-way route to the frontage of properties 65-79 Waterfold Lane, with the route forming a priority-controlled give-way junction with the A58 Bury New Road approximately 330m northeast of the application site. A resident parking zone covers the entire length of Waterfold Lane and surrounding routes up to its junction with Waterfold Lane, with no parking permitted by vehicles without a resident permit.
- 6.5 The A58 forms a roundabout junction with the M66 (J2 - 'Heap Bridge Interchange') 170m to the west of Waterfold Lane, with the A58 continuing westwards to Bury

Town Centre. To the east the A58 Bury New Road continues through Heywood and Rochdale Town Centre (8km to the east).

- 6.6 An appraisal of the operational safety of immediate streets, comprising length of Waterfold Lane from the application site frontage up to and including its junction with the A58, highlights that no accidents have been recorded within a 5-year search period.
- 6.7 Based on the above review, which demonstrates an excellent prevailing accident record for key sections of the local highway network, it is not considered that that there are any substantive prevailing local road safety issues that would call the application scheme into question or require the implementation of specific highway safety related improvement measures.

Site Accessibility

- 6.8 It is considered that the application site represents a suitable location for residential development, being surrounded by established residential & commercial areas and within a practical walking distance of high frequency public transport services and a wide range of everyday local shops, services & facilities.
- 6.9 Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet the core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development

Development Proposals

- 6.10 The application scheme comprises the development of land off Waterfold Lane, Heap Bridge, Rochdale, for the delivery of 30 new residential dwellings (12 * 1-bed apartments, 12 * 2-bed apartments and 6 * 3-bed terraced houses).

Site Access

- 6.11 The proposed development would be served by two priority-controlled junctions off the existing Waterfold Lane track, both of which would be provided with 2.4m x 43m visibility splays. Appropriate radii are proposed at the accesses, and internally access roads are provided at 5.5m minimum width, with 6m available to the rear of all parking spaces.
- 6.12 It is proposed that the existing track would be widened to 5.5m from 24m west of the proposed apartments car park access to the eastern edge of the site frontage. Between the eastern edge of the site frontage and Waterfold Lane carriageway, the route would be provided at 3.2m 'quiet lane' width (for a circa 40m length). It is proposed that the quiet lane would operate with shuttle working arrangement, the principles of which have been agreed with the LHA.
- 6.13 A 2.0m footway would be provided to the northern side of the access route. It is proposed that the footway would continue along the northern section of Waterfold Lane, to connect with the existing footway provision available on the southern side of the route to the frontage of 63 Waterfold Lane.

Cycle Parking

- 6.14 Covered cycle parking would be provided for 24 cycles in a cycle store within the ground floor of the apartment building, with cycle parking for the houses provided within individual stores adjacent to each property.

Car Parking

- 6.15 Car parking for 45 vehicles would be provided across the site. This level of parking is considered to be appropriate for the proposed residential development, noting the accessible location of the site, and low car ownership amongst local rented properties. Furthermore, no overspill on-street parking could occur on the two-way section of Waterfold Lane which provides frontage to existing residential

properties noting that this and surrounding routes are controlled by a resident parking zone where parking is restricted to permit holders.

Site Servicing

- 6.16 Given the low intensity residential nature of the application scheme, it is anticipated that the majority of deliveries generated by residents would be undertaken via private car / van or cycle, with very limited requirements for large service vehicle access. Such temporary van / car-based movements could be accommodated within the site utilising the 6m parking area aisle width.
- 6.17 Waste servicing can be expected to be undertaken utilising either the internal car parking area, either via reversing into the site or by utilising the turning head created by the internal parking arrangement.

Development Traffic Demand

- 6.18 It is not anticipated that the proposed residential scheme would generate a significant level of traffic demand, with maximum rush hour two-way (in + out) operation of no more than 13 vehicles per hour, or less than one vehicle trip every 4 minutes.
- 6.19 Such predicted traffic demand levels demonstrate the general low intensity nature of the proposals and would not be expected to result in a material change in existing baseline highway network operational conditions.

Summary

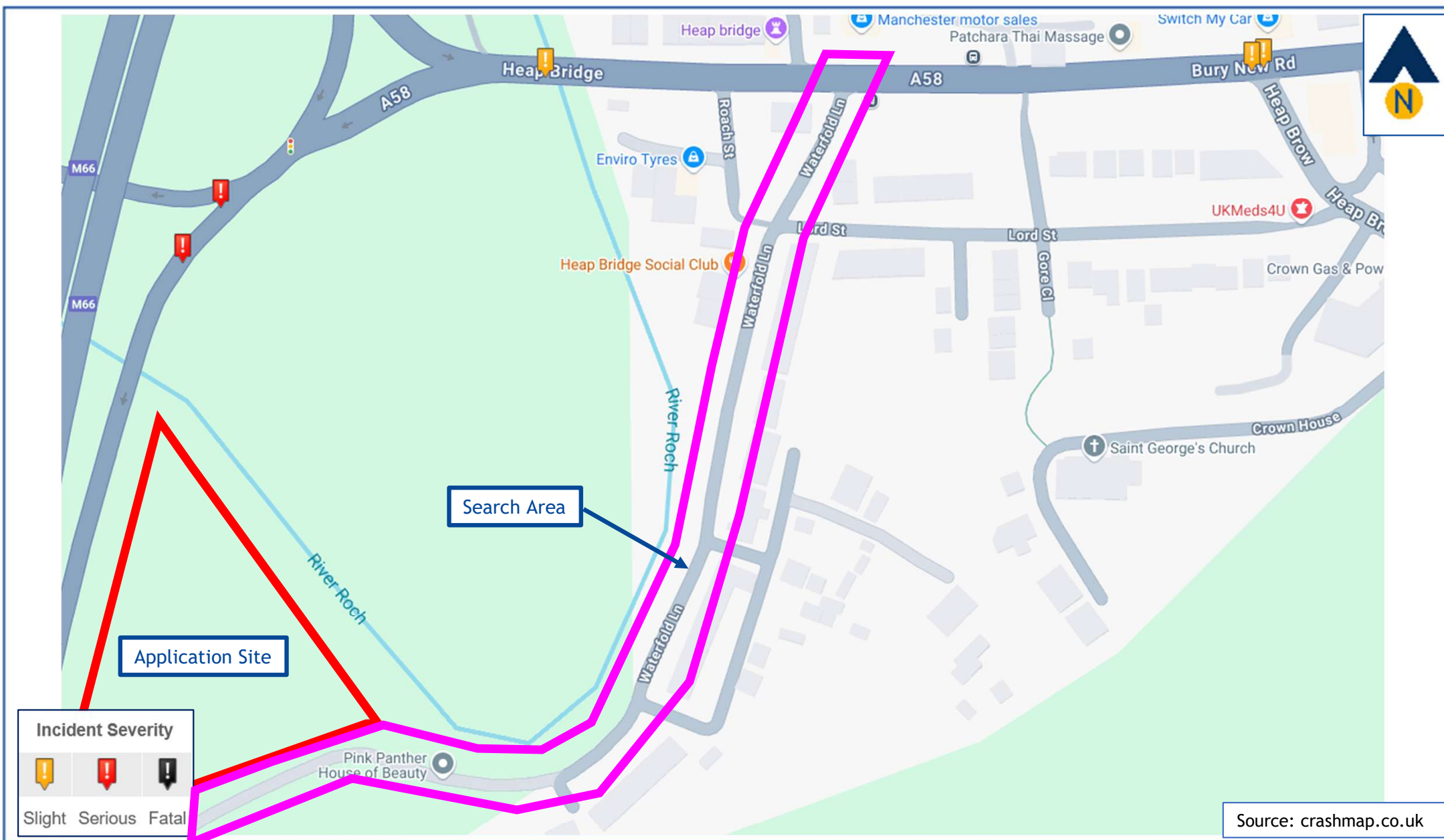
- 6.20 Based on the above review of issues, which demonstrates that the application site can be accessed safely by vehicles, and which would result in only limited development related traffic levels over the immediate local highway network, Focus TP would commend the scheme to the Council, when considered with respect to highways and transport matters.





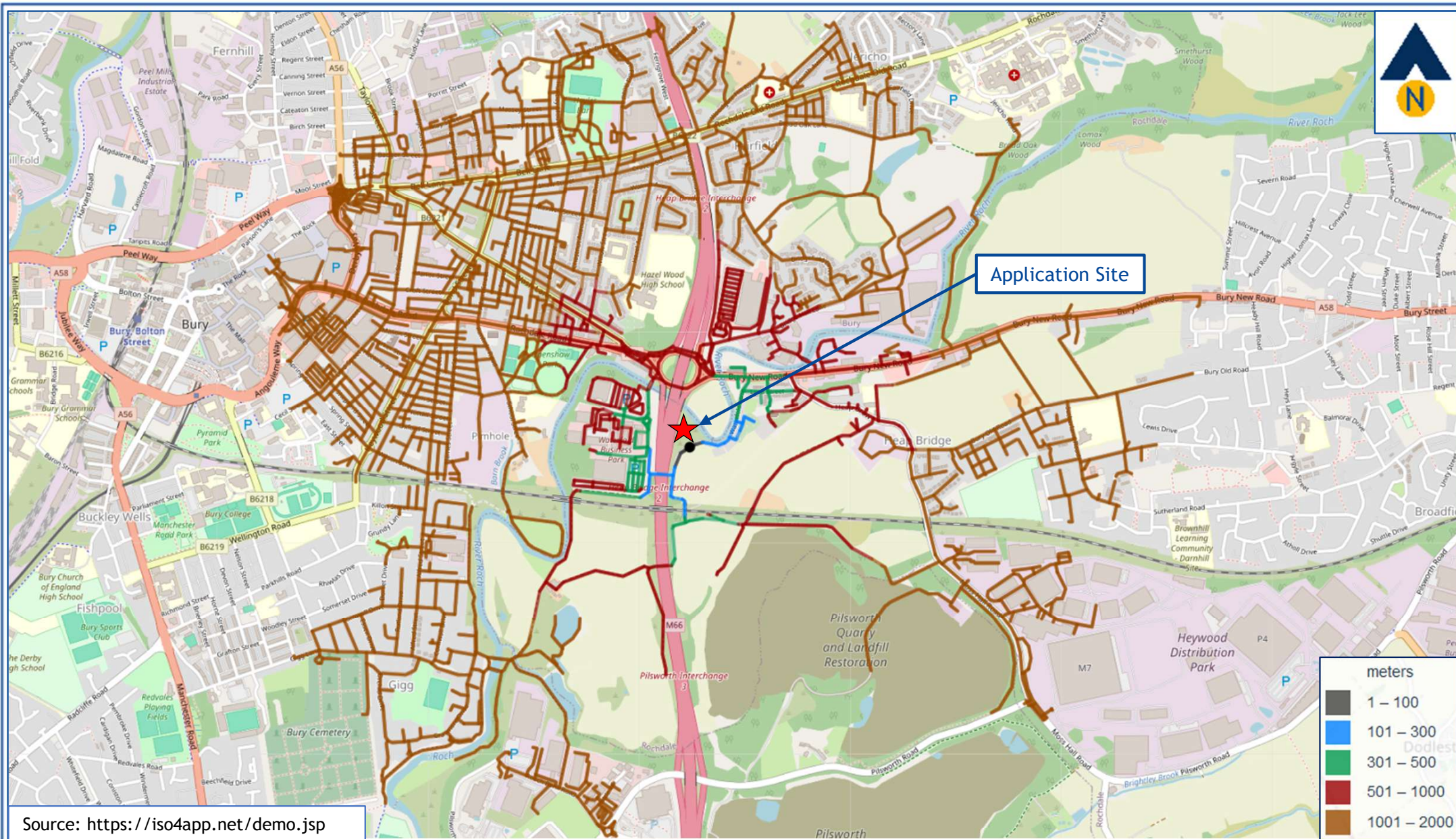
Map Extract from: Google Earth Pro

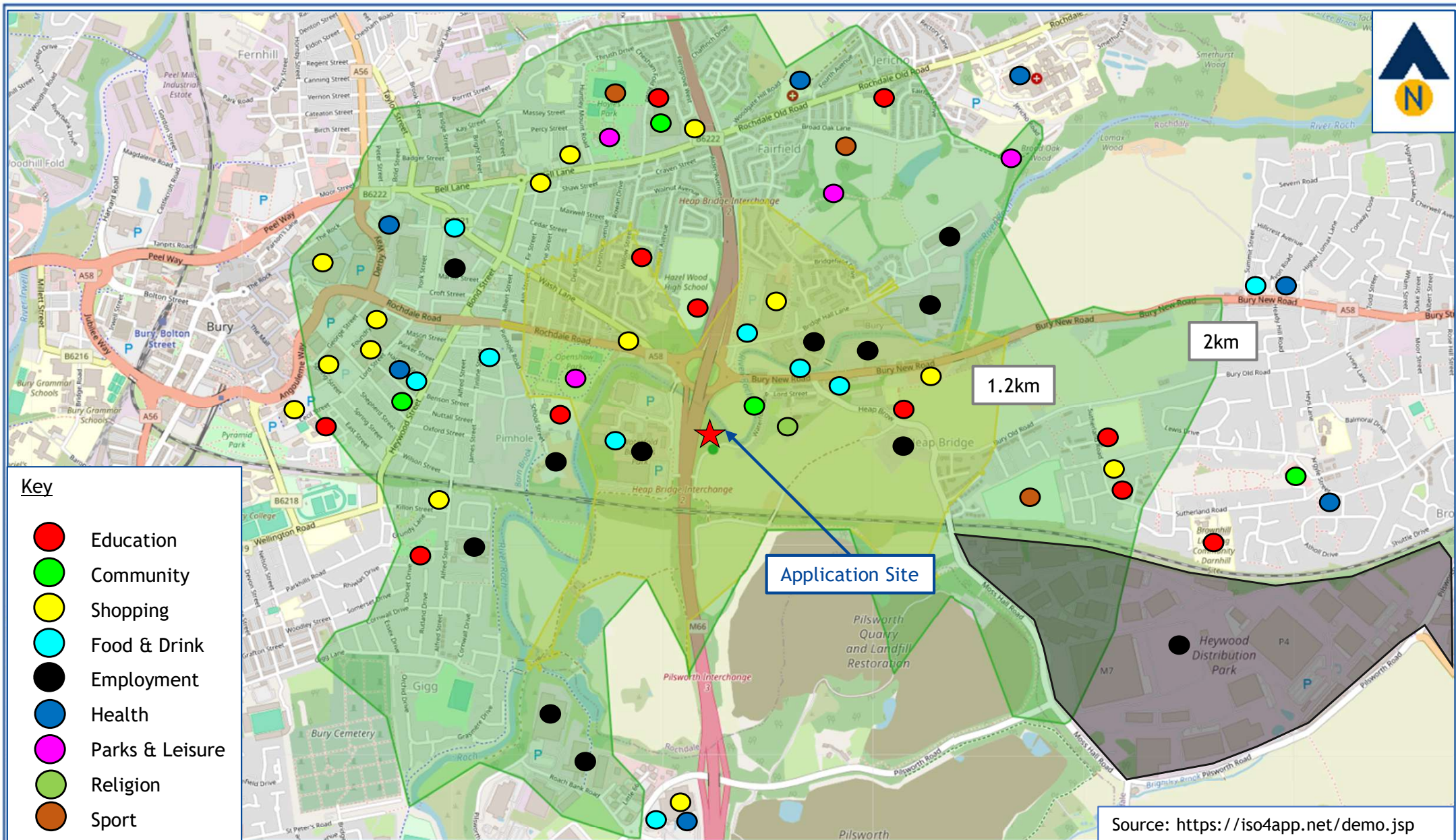






Source: TfGM





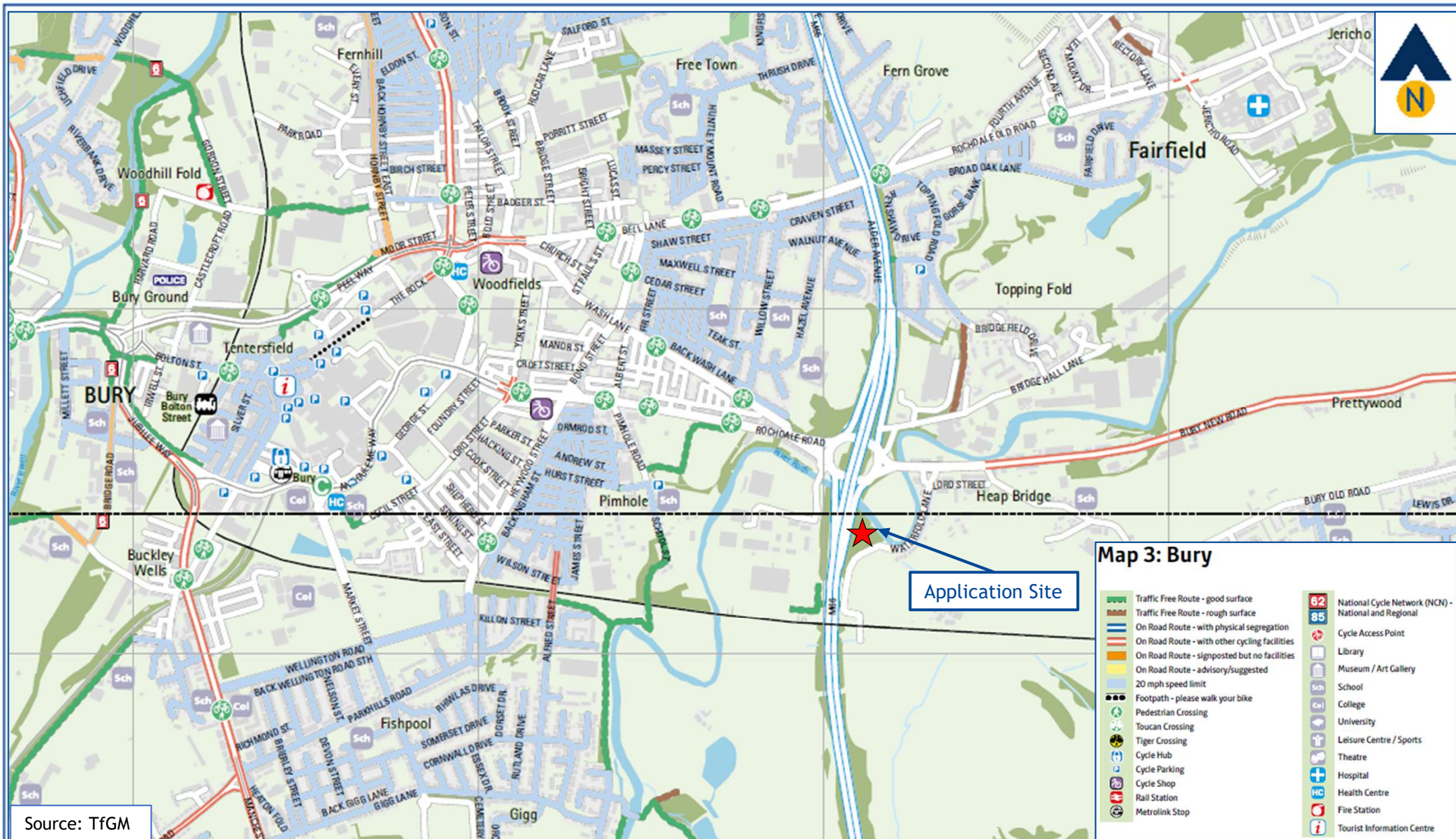


Figure TS8

Identified Local Active Travel Routes in the immediate vicinity to the Application Site

J000540

Waterfold Lane, Heap Bridge, Heywood

July 2025





SPECIFICATION

GROUND PREPARATION - GENERAL

Preparing for topsoiling
Grading and cultivation shall be in accordance with BS:4428;1989 section 4.
Subsoil that is to receive topsoil shall, whether obviously over compacted or not, be thoroughly broken up by hand, by heavy rotovator, by subsoiler or tined equipment with adequate passes made to thoroughly break up the surface to a depth of 150mm, cleared of all large stones, bricks, perennial weeds, tree roots (excluding living tree roots), coarse vegetation and other extraneous matter.

Subsoil grading
Subsoil shall only be graded after loosening as above, and this shall be undertaken by the use of a tractor and blade grader on large areas and by a small mechanical grader or by hand on small areas. Ground shall at no time be traversed by heavy machinery, for grading or any other purpose after sub soiling and/or top soiling has taken place.

Making up levels
When subsoil is deposited in low lying areas to raise formation levels, it shall be lightly consolidated and left broken up ready to receive topsoil. Imported fill material shall be natural subsoil free from metal, concrete or organic material with any one dimension greater than 100mm. All imported fill material shall be approved by the Landscape Architect prior to spreading on site.

Supply of topsoil
Topsoil to be supplied shall be approved by the Landscape Architect and details of the source of supply shall be provided in order that inspection may be made before delivery commences. Topsoil shall conform to BS 3882: 2007. Recommendations and classification for topsoil, clause 4.1a. The soil shall be free of weeds, roots or perennial weeds, pests, diseases, debris, tree roots, sticks, subsoil and foreign matter and shall be capable of being broken down to a fine tilth.

Temporary topsoil heaps
The depositing of temporary heaps of topsoil shall be so arranged that possible damage to existing grass, plants, tarmacadam, paving etc, is avoided. Unless otherwise agreed by the Landscape Architect, temporary soil heaps shall be on protected ground. Such protection shall take the form of tarpaulins, plastic sheets, boards or similar covering. If damage does occur, it shall be made good at the contractor's own expense. Areas excavated to receive topsoil but have not had the base loosened shall not be used as temporary off loading areas. If the bottom of the excavation has been loosened off, loading on these areas is permissible.

Spreading topsoil
Prior to topsoil replacement the formation level shall be cleared of all stones, rubbish, debris with any one dimension greater than 75mm. Areas to be seeded or turfed shall be covered by topsoil 100mm thick and areas to be planted shall be covered by topsoil 400mm thick. Topsoil shall be spread in an evenly consolidated layer and shall be left cleared of all roots, stones and debris with any one dimension greater than 50mm throughout its depth. Unless otherwise stated the finished level shall be 25mm above adjacent hard areas. No topsoil shall be spread until the subsoil grade has been inspected by a Landscape Architect.

PLANTING

Mulching
A 75mm compacted layer of medium grade pulverised bark, with a particle size of not more than 100mm and containing no more than 10% fines, shall be spread to form a continuous layer covering the whole of the bed, or in the case of standard trees shall be in the form of a circle of 600mm diameter around the base of the tree. Whips and transplants shall be mulched in the form of a 300mm diameter circle around the base of the tree. This is to be maintained up until the sale of the house.

Rejection of plants
Any plant material, which in the opinion of the Landscape Architect, does not meet the requirements of the Specification, or is unsuitable, or defective in any other way, will be rejected. The minimum specified sizes in the plant schedule will be strictly enforced. The contractor shall replace all plants rejected at his own cost.

Planting
All plant material shall generally be planted between November and March in open cool weather. Planting shall not take place in frosty, snowy or waterlogged conditions. Where approved, pot or container grown plants may be planted outside the described season, but adequate watering shall be supplied. Torn or damaged roots and branches shall be cleanly pruned prior to planting.

Planting of whips, transplants and shrubs
The nature of the material to be planted is variable and the contractor shall allow for planting to be properly carried out in all cases as described in BS 4428: 1989 5.8 Woodland, 5.9 Shrubs. All plants shall be planted at same depth, or very slightly deeper, as they were grown. Roots shall not be bent, broken or forced into inadequate pits or notches. Plants shall be upright, firmed in and weed resistant, with no air pockets around roots. All pots and root wrappings shall be carefully removed prior to planting. All pots and wrappings arising shall immediately be picked up and stored ready for removal to tip. Plants shall be planted at the specified centres. On steep slopes this shall be in the horizontal measure.

Planting of trees
The tree shall be set upright and at the same depth as grown in the nursery. Ideally the planting hole should be at least 1.5 times the diameter of the root ball and no deeper than the root ball, to give the plant a perfect start in the new and final location. The roots shall be spread out and the topsoil, or compost/topsoil mixture, backfilled. Backfilling should be done to ensure close contact between roots and by firming in layers. The soil shall be left level and tidy, any subsoil clods, bricks or stones over 50mm arising, collected and carted off site.

Tree planting
Trees shall conform to BS 3936 and be planted in tree pits of the following sizes unless directed otherwise:
Feathered trees 900 x 900 x 450 up to 3 metres high (0.36m)
Selected standards 1000 x 1000 x 600 up to 4.25 metres high (0.60m)
Extra heavy standards 1200 x 1200 x 600
Excavated subsoil or stone shall be carted off site to tip. The bottom 250mm of the pit shall be dug and broken up. Backfill shall be imported topsoil as specified unless directed otherwise.

Compost for planting pits
Compost shall be a proprietary product, bark based incorporating fertilisers and improving additives. The type of compost shall be approved before its delivery on site, and the details of the product shall be supplied. Cambark planting compost is approved. Where directed compost shall be added to and mixed with topsoil backfill at the following rates:
Feathered trees - 1 bag: 80 litres
Selected standards - 1.5 bags: 120 litres
Extra heavy standards - 2 bags: 160 litres

Stakes for trees
Stakes shall be peeled round pressure treated softwood, pointed or minimum diameter 75mm. The stakes shall be driven into the base of the tree pit prior to placing the tree and backfilling.
Stakes shall in general have a clear height above the finished ground level as follows unless directed otherwise:
Feathered trees - 750mm (one tie)
Selected standards - 900mm (2 stakes, one tie each)
Heavy standard/Extra heavy standards - 1200mm (2 stakes, one tie each)
The stake shall be long enough to drive until they hold the tree firmly without rocking.
Alternatively, for the larger root balled trees, weighted underground guying or anchoring could be used.
All ties must be loosened or removed as the tree grows.

Tree ties
Ties shall be approved nail-on type with cushioned spacer such as Toms, or other equal and approved. Nails shall be flat headed galvanised and shall hold the ties securely into the stake. Ties shall not be over tight on the tree stems. Ties available from J Toms Limited, Wheeler Street, Headcorn, Ashford, Kent, TN27 9SH.
Feathered Type 04
Selected standards Type L1
Extra heavy standards Type L3

TURFING
Soil preparation and Cultivation
All areas to be turfed shall be cultivated to a depth of at least 100mm, all weeds, stones and refuse larger than 50mm shall be removed to Contractor's tip, and shall be brought to a fine tilth. Allow for hand cultivation where machine work is not possible.

Laying around trees
Turf shall not be laid to within 300mm of any tree trunk.

Watering
The Contractor shall be responsible for the replacement of any scorched turf. All necessary watering shall be carried out with sprinklers or oscillating sprays so as not to wash soil out if joints. If shrinkage occurs and the joints open, fine top soil shall be brushed in and well watered.

MAINTENANCE
All maintenance to be carried out up to handover to the adopting authority/householder from the date of planting and turing to ensure successful establishment. All dead, diseased, damaged plants must be replaced during this time unless the Local Planning Authority states, in writing, any variation to this.

Weeding
All beds to be kept weed free by cultivating and by using approved herbicides. Beds to be forked over as necessary to keep soil loose to approved cambers with no hollows.

Pruning
At appropriate time, prune plants to remove dead, dying or diseased wood and suckers to promote healthy growth and natural shape.

Watering
The Contractor shall ensure that sufficient water is applied to maintain healthy growth.

Litter
Site to be kept free of litter.

Grass Cutting
The initial cut shall be carried out when first growth is apparent, blades set 20mm above ground. The Contractor shall continue cutting at appropriate intervals during the growing season and maintain 40mm high sward until grass areas are handed over. Watering, weeding, cutting, repair of all erosion and settlement and re-seeding as necessary to establish a uniform and healthy stand of grass shall continue until handover to the householder.

PROTECTION TO EXISTING TREES
The recommendations in BS 5837 (2012), Trees in Relation to Design, Demolition & Construction must be complied with at all times. No pruning, lopping, felling or severance of roots is to take place without prior consent of the local authority.
Any work to the existing trees is to be carried out by a qualified tree surgeon.
The position and construction of protective fencing shall be agreed with the local authority prior to any site works commencing.
Under no circumstances must any materials be stored under the canopy of the existing trees, and no cement, diesel, or oil stored near them.
No vehicles should be lit in close proximity to existing trees.
Under no circumstances should the levels around existing trees.
No fires should be lit in close proximity to existing trees.
No ropes, cables, services or notice boards shall be fixed to existing trees.
No ropes, cables, services or notice boards shall be fixed to existing trees.
Under no circumstances should the levels around existing trees be either raised or reduced.
Scaffolding may only be erected within protected areas if it is done so in accordance with BS 5837.
Any excavation under existing tree canopy spreads shall be done by hand.

Landscaping proposals

wildflower meadow to comprise equal mix of the following



Botanical Name	Common Name	Form	Girth	Root
A Prunus Padus	Bird Cherry	Extra Heavy Standards	14 - 16cm	B
B Betula Pendula	Silver Birch	Heavy Standards	12 - 14cm	RB
C Crataegus Monogyna	Hawthorn	Extra Heavy Standards	14 - 16cm	B
D Malus Domestica	Apple	Extra Heavy Standards	14 - 16cm	B
E Prunus Avium	Wild Cherry	Extra Heavy Standards	14 - 16cm	B
F Prunus Cisterna Chanticleer	Pear	Extra Heavy Standards	14 - 16cm	RB
G Sorbus Aucuparia	Rowan	Extra Heavy Standards	14 - 16cm	B
H Fagus Sylvatica	Common Beech	Extra Heavy Standards	14 - 16cm	B
I Prunus communis 'Bridal'	Beth	Select Standards	10 - 12cm	B
J Betula utilis var. jacquemonti	Himalayan Birch	Standard	8 - 10cm	B
K Carpinus betulus 'Fastigiata'	Hornbeam	Extra Heavy Standards	14 - 16cm	B

Botanical Name	Common Name	Min Height	Root condition/Pot Size	Density
a Ilex Aquifolium	Holly	60 - 80cm	B	4/m²
b Ribes Speciosum	Current	60 - 80cm	B	4/m²
c Crataegus Monogyna	Hawthorn	60 - 80cm	B	4/m²
d Cornus Sanguinea	Dogwood	60 - 80cm	B	4/m²
e Cornus Avelana	Hazel	60 - 80cm	B	4/m²
f Mahonia Aquifolium	Cornish Grape	60 - 80cm	B	4/m²
g Potentilla Fruticosa	Abbot's Wood	60 - 80cm	B	4/m²
h Cytisus scoparius	Common Broom	30 - 40cm	B	4/m²
i Eucyrtus europaeus	Spondia	30 - 40cm	B	4/m²
j Hedera helix 'Cascadia'	IVY	30 - 40cm	B	4/m²
k Senecio cineraria 'Citrus'	Silver Ragwort	30 - 40cm	B	4/m²
l Viburnum opulus	Goulden Rose	30 - 40cm	B	4/m²
m Lavandula angustifolia 'Hidcote'	English Lavender	30 - 40cm	B	4/m²
n Hebe Rakalensis	Rakai Hebe	30 - 40cm	B	4/m²
o Hypericum 'Hidcote'	Saint John's Wort	30 - 40cm	B	4/m²
p Viburnum tinus 'Eve Price'	laurestinus	30 - 40cm	B	4/m²

H.H. Mix of	Common Name	Min Height	Root condition/Pot Size	Density
Crataegus Monogyna	35% Hawthorn	60 - 80cm	B	4/m²
Prunus Spondia	25% Blackthorn	60 - 80cm	B	4/m²
Ligustrum Vulgare	10% Wild Privet	60 - 80cm	3i	3/m²
Corn Avelana	20% Hazel	60 - 80cm	B	4/m²
Ilex Aquifolium	10% Holly	60 - 80cm	3i	4/m²

Botanical Name	Common Name
B1 Adonis annua	Pheasants Eye
B2 Crocus longiflorus	Long Flowered Crocus
B3 Galanthusivalis pleniflorus	Double Snowdrop
B4 Trifolium pratense	Clover
B5 Trillium erectum	Bethroot
B6 Narcissus	Daffodil
B7 Allium caeruleum AGM	Blue Flowered Garlic

Specification	Tree Girth
Light Standard (LS)	6-8cm
Standard (S)	8-10cm
Select Standard (SS)	10-12cm
Heavy Standard (HS)	12-14cm
Extra Heavy Standard (EHS)	14-16cm
Advanced Heavy Standard (AHS)	16-18cm
Semi mature	18-20cm

Girth (cm)	Height (metres)
8-10	2.0-3.0m
10-12	2.5-3.5m
12-14	3.00-4.0m
16-18	4.0-4.5m
18-20	4.0-5.0m
20-25	4.5-5.5m
25-30	5.0-6.0m
30-35	5.5-6.5m
35-40	6.0-7.0m
40-45	6.5-7.5m
45-50	7.0-8.0m



NJL Consulting
Planning+Development

Drawing Status: PLANNING

REV DESCRIPTION CHECK DATE

CLIENT
FRANSTEP LIMITED

PROJECT
Proposed Residential Development
Waterfold Lane, Heywood, BURY, BL9 7JY

DRAWINGS
Landscaping Proposals

SCALE	DATE	DRAWN	CHECKED
1:200 @ A1	07.2025	RF	
DRAWING NO.	CAD REFERENCE NO.	REVISION	
R-0832	17		

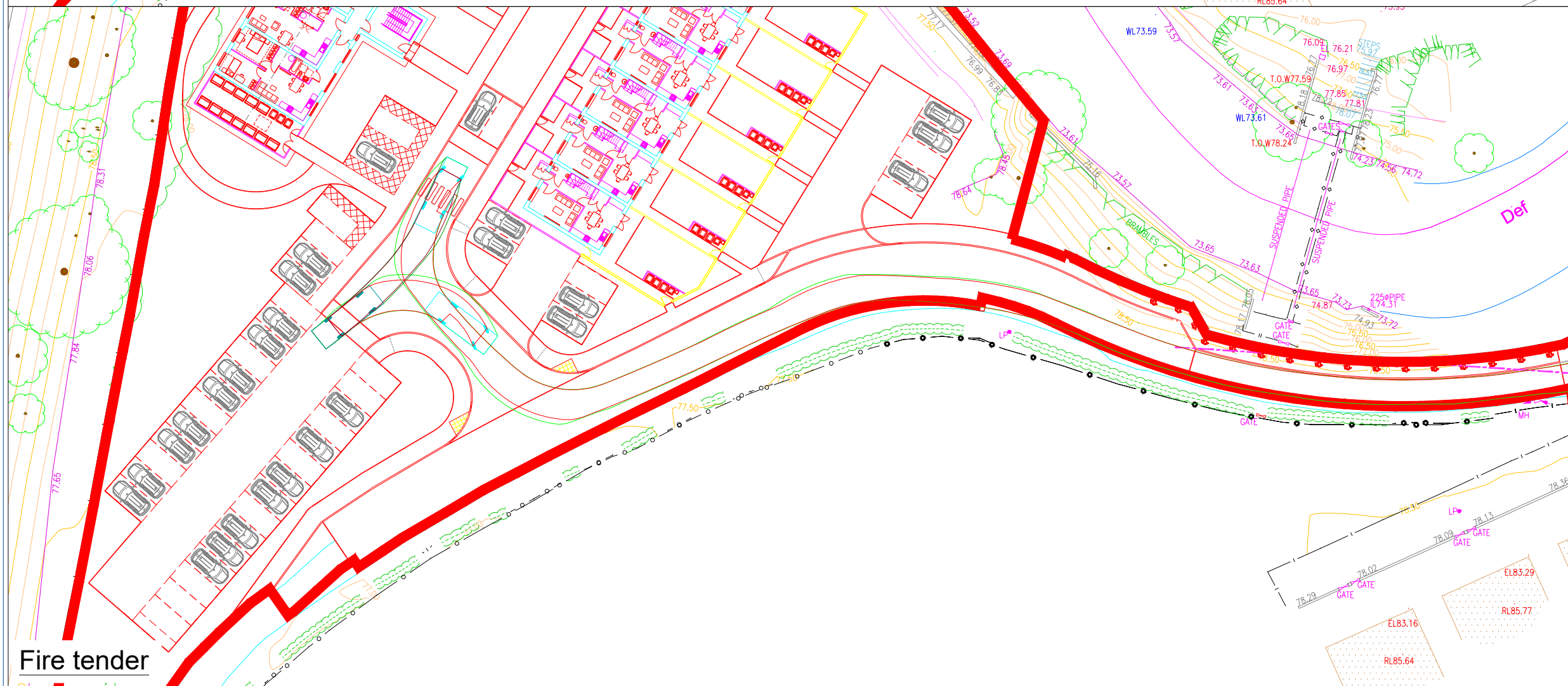
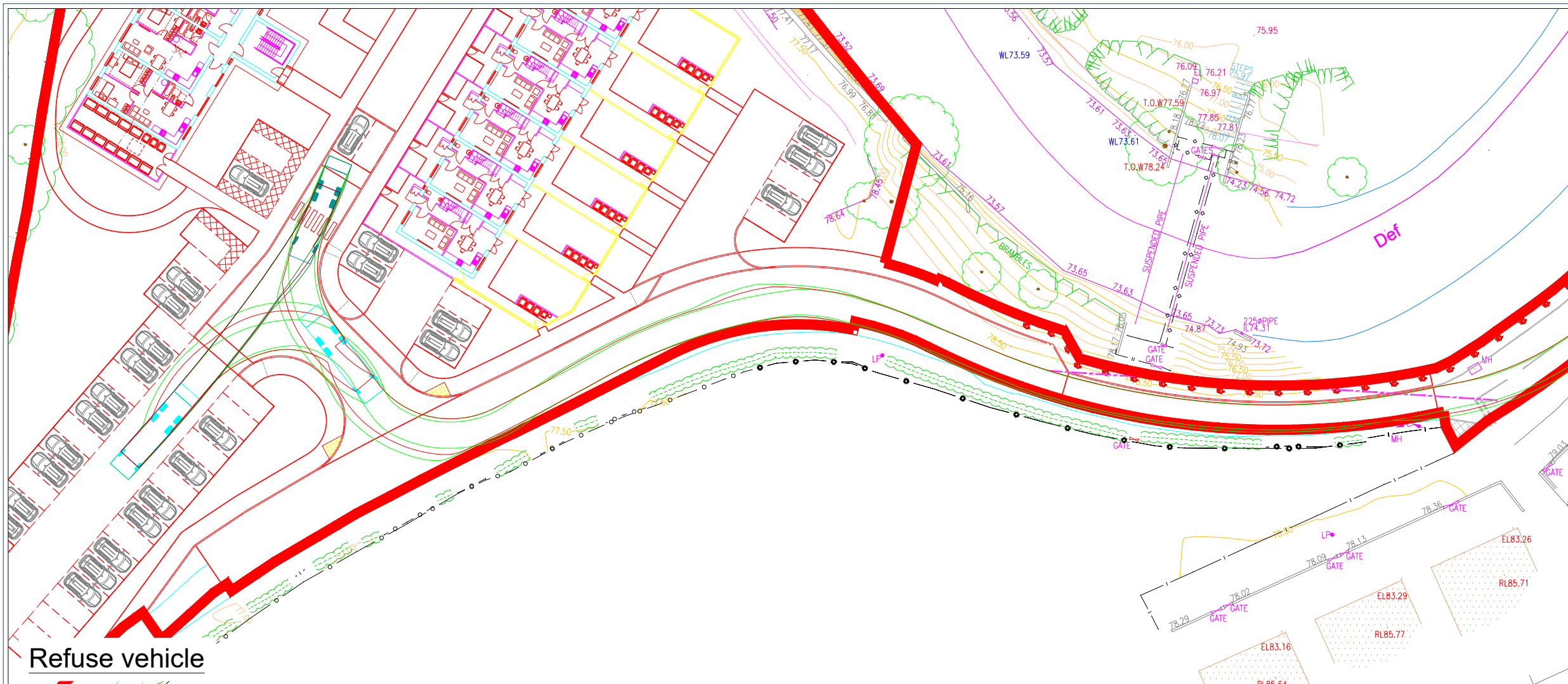
equilibrium
ARCHITECTS

Bank Chambers, 2A Bank Street, Bury, BL9 0DL. T: 0161 797 2077 F: 0161 797 2088
info@equilibriumarchitects.co.uk www.equilibriumarchitects.co.uk

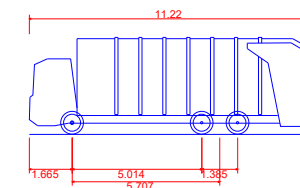
Proposed site layout
scale 1:200







Revision:





Calculation Reference: AUDIT-506501-250716-0737

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	1 days
17	ULSTER (NORTHERN IRELAND)	
	TY TYRONE	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 21 to 99 (units:)
Range Selected by User: 18 to 100 (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: 01/01/16 to 25/03/24

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	3

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

Secondary Filtering selection (Cont.):

Travel Plan:

Yes	2 days
No	5 days

PTAL Rating:

No PTAL Present	7 days
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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	ES-03-L-03	HOUSES & FLATS	EAST SUSSEX
	HUGHENDEN ROAD		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
2	EX-03-L-02	MIXED HOUSES & FLATS	ESSEX
	FIRST AVENUE		
	CHELMSFORD		
	PATCHING HALL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: MONDAY	25/03/24	Survey Type: MANUAL
3	HC-03-L-04	MIXED FLATS & HOUSES	HAMPSHIRE
	WOODSIDE AVENUE		
	EASTLEIGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	94	
	Survey date: THURSDAY	16/11/23	Survey Type: MANUAL
4	LS-03-L-01	FLATS & HOUSES	LEEDS
	STATION ROAD		
	LEEDS		
	HORSFORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	78	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
5	SW-03-L-03	TERRACED HOUSES AND FLATS	SWANSEA
	CROWN STREET		
	SWANSEA		
	MORRISTON		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	21	
	Survey date: FRIDAY	14/05/21	Survey Type: MANUAL
6	TW-03-L-02	MIXED HOUSES & FLATS	TYNE & WEAR
	HOGARTH DRIVE		
	WASHINGTON		
	COLUMBIA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	99	
	Survey date: TUESDAY	12/09/23	Survey Type: MANUAL
7	TY-03-L-01	MIXED HOUSES & FLATS	TYRONE
	BURN ROAD		
	COOKSTOWN		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	30	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

Focus Transport Planning Village Way Wilmslow

Licence No: 506501

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

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	7	65	0.084	7	65	0.236	7	65	0.320
08:00 - 09:00	7	65	0.163	7	65	0.272	7	65	0.435
09:00 - 10:00	7	65	0.174	7	65	0.161	7	65	0.335
10:00 - 11:00	7	65	0.146	7	65	0.139	7	65	0.285
11:00 - 12:00	7	65	0.157	7	65	0.166	7	65	0.323
12:00 - 13:00	7	65	0.139	7	65	0.139	7	65	0.278
13:00 - 14:00	7	65	0.170	7	65	0.183	7	65	0.353
14:00 - 15:00	7	65	0.177	7	65	0.135	7	65	0.312
15:00 - 16:00	7	65	0.238	7	65	0.194	7	65	0.432
16:00 - 17:00	7	65	0.247	7	65	0.196	7	65	0.443
17:00 - 18:00	7	65	0.254	7	65	0.183	7	65	0.437
18:00 - 19:00	7	65	0.219	7	65	0.130	7	65	0.349
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.168			2.134			4.302

Parameter summary

Trip rate parameter range selected: 21 - 99 (units:)
Survey date range: 01/01/16 - 25/03/24
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 2
Surveys manually removed from selection: 0