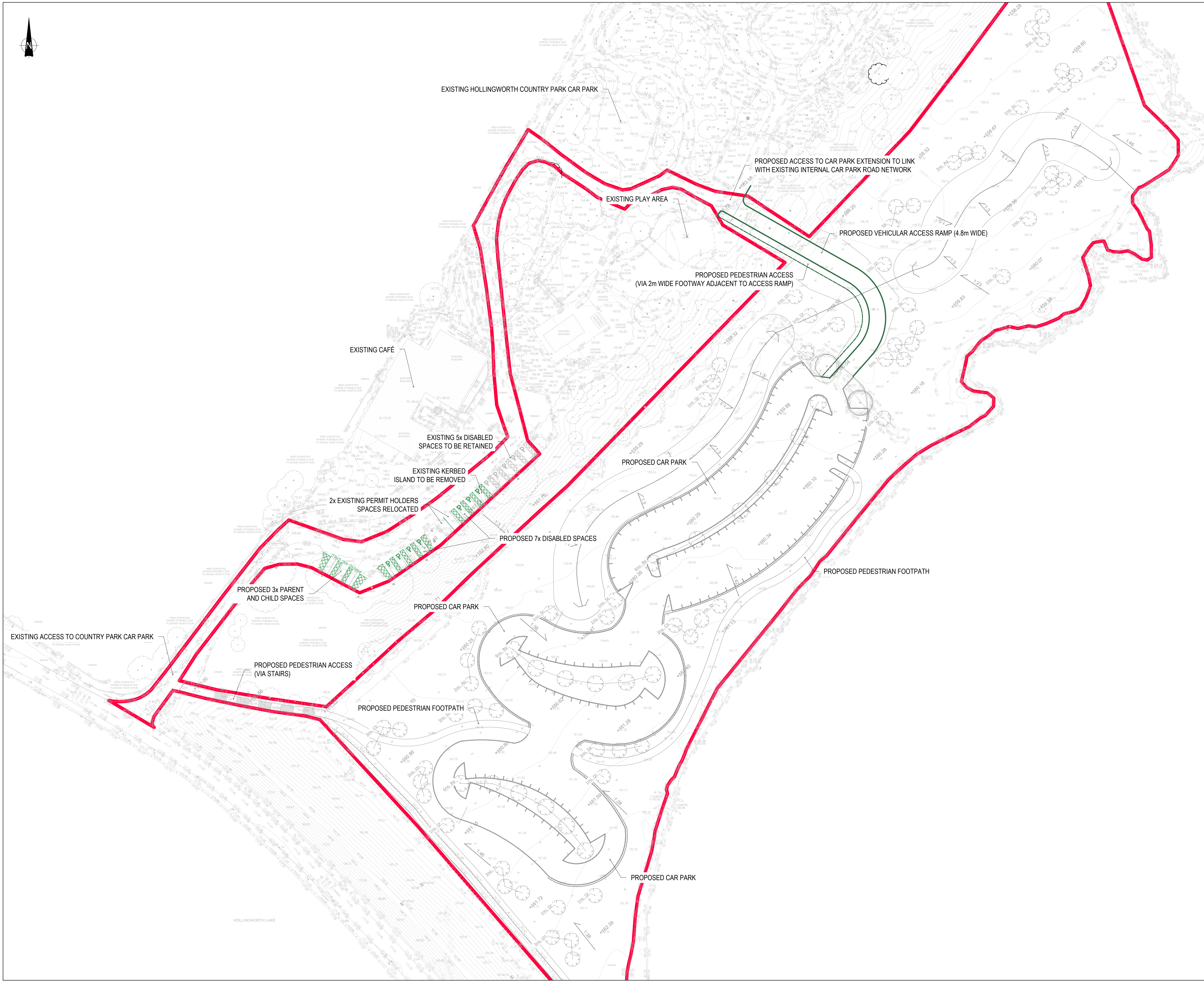




GENERAL NOTES:

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2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
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6. BASED ON LAND SURVEY WHERE AVAILABLE
7. BASED ON STANTEC'S LAYOUT: '35025-RG-LD-01 LANDSCAPE GA'

- KEY:
- RED LINE BOUNDARY
 - PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 - PROPOSED ROAD MARKINGS

P02	Red Line updated	21/12/23	DD	DD
Rev:	Description:	Date:	By:	Chkd:

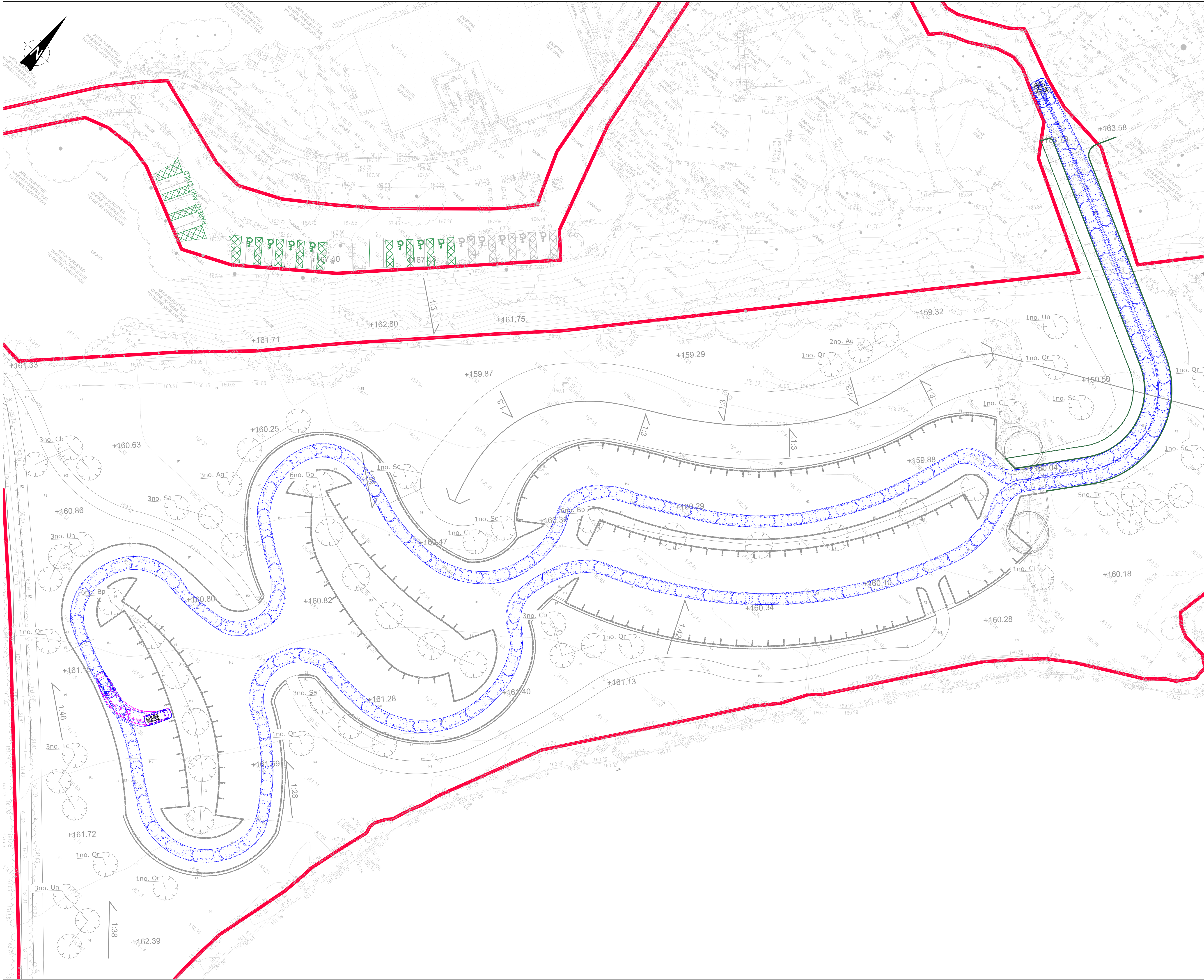
Curtins

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Status: PRELIMINARY				
Project: LAND TO THE NORTH OF SMITHY BRIDGE, LITTLEBOROUGH				
Orig Title: HOLLINGWORTH COUNTRY PARK PROPOSED CAR PARK EXTENSION AND IMPROVEMENTS				
Drawn By DD		Designed By DD		Checked By AV
		Date 12/12/23	Scales @ A1 1:500	
Project No - Originator - Function - Spatial - Form - Discipline - Number				Revision
79716 - CUR - XX - 00 - D -TP- 75014				P02

Time & Projects 0797001 - 080000079716 - Land north of Smithy Bridge, Littleborough 04-Production 04-Master Drawings 04-CAD 075



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- BASED ON LAND SURVEY WHERE AVAILABLE
- BASED ON STANTEC'S LAYOUT: '35025-RG-LD-01 LANDSCAPE GA'

KEY:

- RED LINE BOUNDARY
- PROPOSED RAISED KERB
- PROPOSED FLUSH KERB / BACK OF FOOTWAY
- PROPOSED ROAD MARKINGS

VEHICLE PROFILE:

Aut A6 (2019)
Overall Length: 4.59m
Overall Width: 2.14m
Overall Body Height: 1.45m
Max Body Overlap Clearance: 0.35m
Max Wheel Width: 1.52m
Look to Look Time: 4.00s
Kerb to Kerb Turning Radius: 5.90m

P02	Red Line updated	21/12/23	DD	DD
Rev:	Description:	Date:	By:	Chkd:

Curtins

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Status: PRELIMINARY

Project: LAND TO THE NORTH OF SMITHY BRIDGE, LITTLEBOROUGH

Dwg Title: HOLLINGWORTH COUNTRY PARK
PROPOSED CAR PARK EXTENSION
LARGE CAR - SWEEP PATH ANALYSIS

Drawn By	DD	Designed By	DD	Checked By	AV
Date			12/12/23		
Scales @ A1			1:300		

Project No - Originator - Function - Spatial - Form - Discipline - Number				Revision
79716 - CUR - XX - 00 - D - TP- 05001				P02

\\ms-b-1\Projects\797001 - 08000079716 - Land north of Smithy Bridge, Littleborough\04-Production\44-Model Drawings\TP CAD\005

Appendix A – Proposed Masterplan for Hollingworth Road Land Parcel

Appendix B – Highways Scope Agreed with Rochdale Borough Council

Lynnie Ler

From: John Gilligan WN <john.gilligan@rochdale.gov.uk>
Sent: 22 August 2022 11:47
To: Alex Vogt; Chris Woods
Cc: Kate.McClean@bloorhomes.com; Lynnie Ler; Frederick Frempong
Subject: RE: Land to the North of Smithy Bridge and West of Hollingworth Road - Highways Scoping

Alex,

Your best bet to meet is 10:30am on Monday the 5th of September.

I trust this ok.

Regards,

John Gilligan WN
Senior Engineer (Highways)
Network Improvement/Development/Flooding



☎ 01706 924607
✉ john.gilligan@rochdale.gov.uk

Rochdale Borough Council
Floor 2, Number One Riverside
Smith Street, Rochdale, OL16 1XU

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From: Alex Vogt <Alex.Vogt@curtins.com>
Sent: 22 August 2022 11:20
To: John Gilligan WN <john.gilligan@rochdale.gov.uk>
Cc: Kate.McClean@bloorhomes.com; Lynnie Ler <Lynnie.Ler@curtins.com>; Frederick Frempong <Frederick.Frempong@curtins.com>
Subject: RE: Land to the North of Smithy Bridge and West of Hollingworth Road - Highways Scoping

Morning John,

I trust all is well.

We have made some good progress with our transport analysis on this site and we would welcome an opportunity to discuss our findings with you.

We are also interested in some of the junction improvements or sustainable initiatives that you may be looking at in the area.

Are you able to confirm availability for a short teams meet on the:

25th August
29th August
30th August
5th September

Many thanks
Alex

Alex Vogt Board Director
Curtins
T. 0161 236 2394 | alex.vogt@curtins.com

From: John Gilligan WN <john.gilligan@rochdale.gov.uk>
Sent: 08 October 2021 10:22
To: Alex Vogt <Alex.Vogt@curtins.com>; Chris Woods <chris.woods@rochdale.gov.uk>
Subject: RE: Land to the North of Smithy Bridge and West of Hollingworth Road - Highways Scoping

Alex,

I can confirm the proposed is acceptable.

Many thanks,

John Gilligan WN
Senior Engineer (Highways)
Network Improvement/Development/Flooding



 01706 924607
 john.gilligan@rochdale.gov.uk

Rochdale Borough Council
Floor 2, Number One Riverside
Smith Street, Rochdale, OL16 1XU

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From: Alex Vogt <Alex.Vogt@curtins.com>
Sent: 21 September 2021 17:33
To: John Gilligan WN <john.gilligan@rochdale.gov.uk>; Chris Woods <chris.woods@rochdale.gov.uk>
Subject: RE: Land to the North of Smithy Bridge and West of Hollingworth Road - Highways Scoping

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Afternoon John,

I trust all is well.

Did you have any feedback on the below note and scope of assessment?

Kind regards
Alex

Alex Vogt Director of Transport Planning
Curtins
T. 0161 236 2394 | alex.vogt@curtins.com

From: Alex Vogt
Sent: 06 September 2021 16:11
To: John Gillighan WN <john.gillighan@rochdale.gov.uk>; Chris Woods <chris.woods@rochdale.gov.uk>
Cc: Kate.McClean@bloorhomes.com
Subject: Land to the North of Smithy Bridge and West of Hollingworth Road - Highways Scoping

Afternoon Chris/John,

Many thanks for meeting us this morning, it was a very useful discussion. I have set out the key points and a broad scope below as discussed:

Introduction and Background

- AV explained that Bloor had an option agreement for land to the north of Smithy Bridge. The site is located to the south of the Akzo Nobel site and is bordered to the east by Hollingworth Road, to the south by Lake Bank and to the west by existing residential properties that form part of Smithy Bridge. The site had a draft allocation in the GMSF that has been carried through to the PfE. Circa 300 dwellings and a new primary school are envisaged. Bloor are seeking to promote the site as part of the PfE consultation, but if that goes well would like to move to an application relatively soon thereafter.

Access

- It was agreed by all that access from Hollingworth Road via a priority controlled junction with GIRT appeared a sensible option subject to capacity testing and design work. The access spine should have a width of circa 6.5m to 6.75m with 2m footways on both sides. There is no requirement for LTN 1/20 cycle infrastructure within the site. Once off the spine road all estate roads should be 5.5m traditional residential roads in compliance with MfS.
- Secondary access from Brown Lodge Drive/Bridge Bank Road for a small number of dwellings would be useful. Pedestrian/cycle/emergency access from these locations and Heald Lane should be provided.

Sustainability

- Agreement that site has potential to be very accessible due to location of Smithy Bridge and Littleborough railway stations. Bus access is also reasonable from lake Bank Road, Hollingworth Road and A58. Existing PROW and pedestrian infrastructure is good but Rochdale Highways would like to see enhanced pedestrian/cycle connections through the site to connect to railway stations/canal.

Highways Safety

- Agreement that the accident record and local knowledge does not suggest any unusual safety issues.

Capacity

- Rochdale Highways stressed that the site is not coming forward in isolation and residential development is proposed to the north at the Azko Nobel site, to the north west at the Russel Homes site and to the west at the Taylor Wimpey site. As a result, residents are highly interested in traffic and transport impacts and mitigation will be expected. Rochdale Highways are therefore keen to ensure that any applications provide

appropriate contributions towards strategic highways mitigation, if necessary. At the time of writing it is understood that Rochdale Highways are considering strategic improvements at:

- Wildhouse Lane/Kiln Lane;
 - The A58 Canal Street/A58/Todmorden Road; and
 - The Smithy Bridge Relief Road.
- The extent to which the developments contribute towards the above and/or other mitigation should be determined via a detailed Transport Assessment and not the conclusions of the GMSF Locality Assessments.
 - In addition to the above mitigation, Rochdale Highways also suggested consideration of the A58/Wardle Road junction and Hollingworth Road/Lake Bank junction. Mitigation may not be necessary, but the location should be considered to see if any works are necessary.

Scope of TA

Based on the above it is suggested that a Transport Assessment and Travel Plan should be prepared and this should include:

- A summary of the existing situation in the vicinity of the site including highway infrastructure, pedestrian and cycle facilities, highway safety and public transport options;
- A summary of the development proposals;
- A 1:500 drawing of the site access arrangements;
- A summary of accessibility by sustainable modes of travel including TRACC catchment plans;
- A summary of the planning policy position;
- A summary of the trip generation based on average TRICS trip rates;
- A summary of the distribution of development traffic based on the GMSF Locality Assessment and Journey to Work data;
- A summary of the traffic generated by the committed developments listed above and any others that Rochdale Highways consider necessary. No growth is considered to be necessary as this is likely to result in double counting;
- Modelling of the existing operation and with development operation, using traditional stand alone junction modelling packages, at the following junctions, using 2021 or later traffic data:
 - All site access points;
 - A58/Canal Street;
 - A58/Todmorden Road;
 - A58/ Smithy Bridge Road;
 - A58/Birch Road
 - A58/Wardle Road;
 - Hollingworth Road/Lake Bank;
 - Smithy Bridge Road/Milnrow Road;
 - Wildhouse Lane/Kiln Lane;
 - Kiln Lane/Bridge Street; and
 - Bridge Street/Rochdale Road.

I trust this is a useful record of our discussion and a scope that you can agree to.

If you wish to discuss I am on 07793 726 486.

Kind regards
Alex

Alex Vogt
Director of Transport Planning
T. 0161 236 2394
alex.vogt@curtins.com



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Land North of Smithy Bridge – Highways Discussion – 28.02.23

- Chris Woods – Senior Highway Officer @ RBC
- Tony Newton – Senior Land Director @ Bloor
- Tom Loomes – @ Bloor
- Spencer Claye – Senior Planning & Dev @ Bloor
- WLC – Senior Engineer @ UTC TfGM
- Frederick Frempong – Principal TP @ Curtins
- Claire Smallman – Infrastructure Development Officer @ TfGM
- Danielle Ripa – Interim Head of Planning @ RBC
- Lynnier Ler – Curtins
- AV – Curtins

AV provided an overview of the project stating that the site was a PFE allocation (circa 320 dwellings plus a primary school), had been subject to some highway testing as part of the locality assessment, had been subject to a scoping discussion with Officers at RBC in 2021/2022 and had been the subject of a Curtins feasibility study.

AV stated that the above analysis and discussion had identified that there were 2 key junctions (A58/Canal Street and Kiln Lane/Wildhouse Lane) that were already experiencing some peak hour congestion and this was likely to be exacerbated by the proposed development.

AV stated that Curtins were aware of two mitigation schemes that had been prepared by RBC for these junctions. CW stated that the schemes were relatively rough sketches and no further detail had been developed in terms of design, funding, delivery or programme. Some initial modelling had been done for the PFE but this was high level.

CW stated that he was expecting a scheme promoter to progress the mitigation further and there was no budget allocation from RBC to consider the mitigation any further.

AV stated that in previous meetings there was an understanding that any developer would be expected to provide a contribution rather than deliver a scheme. CW acknowledged that if third party land was required a contribution may be more appropriate and the Council would lead on this.

CW mentioned the residential relief road connecting Smithy Bridge Road to Riverside Drive may also offer benefits in the area. As such, the Bloor scheme could potentially contribute to that instead. But this is dependent on what the results of the TA demonstrate.

AV asked if RBC have a preference on either relief road or Canal Street. CW confirmed no preference and the results of the TA would inform this.

AV stated that the traffic strategy for the Bloor site could vary depending on the mitigation (i.e. there would be a reassignment of traffic depending on what's improved – Kiln Lane, Canal Street or the relief road), traffic figures for the scheme could therefore be quite fluid and if mitigation at any one of those came forward then that may become the preferred route. CW stated that a 50-50 north/south split for development traffic was a reasonable starting place for any assessments.

AV asked if RBC would be comfortable for the development to come forward, without any restrictions, if Bloor provided a contribution towards the mitigation that had been discussed. CW said the key point is would the contribution be enough to make a valuable start to the improvement and could the council accept a short term impact knowing that mitigation would come forward.

AV stated that this was fundamental to Bloor. If Bloor were to agree to make a full contribution to one or more of the schemes, it would have to be on the basis that it unlocks the development and they do not need to wait x years for the Council to implement the scheme. AV again asked is this an approach that is acceptable to CW?

CW stated that this would be acceptable if it's fully funded.

CW also stated that they would need to consider the full build-out rate and impacts on traffic in the future year so they can see when the full impacts are seen. CW confirmed they would be fair in this regard.

AV enquired if sustainable transport improvements + partial contribution would be feasible instead as mitigation? CW stated any sustainable mitigation must be truly transformational.

AV suggested improvements could include footways within the site which connect to the canal and onwards to the railway stations plus bus service enhancements (1 hour to 20-30 minutes? Change services / destinations)?

CW stated that the Bee Network has set design standards to be very high, so just walking improvements for this site would be a little bit light. So walking + cycling + bus intervention would be preferable.

AV asked TfGM for their input as they're looking into the TW site. WLC stated that Curtins need to look at demand flows too (queue before and after the peak periods) as per the Carrington site. AV pushed back and said this would imply they want Bloor to solve existing issues at the junction, when planning policy says nil detriment is the key test.

CW said this is required to get a true sense at the junction. AV said that this is new and not something that CW asked before but CW clarified that this doesn't mean mitigating existing issues, rather just getting an understanding of conditions.

FF clarified does this just mean adding queues on top of the peak hour. WLC said yes.

AV asked if TfGM have any information of the corridor or if they are content with our modelling approach (standalone junctions). WLC will check with HFAS but not aware of anything. CW stated he has a model to test interventions although this only goes to Smithy Bridge Road, they can look at it and they know there's information along the A58 though but nothing on the Canal Street junction.

AV reiterated that certain parameters had already been agreed with CW. This included no growth, average trip rates, distribution based on 2011 Census data. AV asked if all were ok with that and CW confirmed he was. TfGM said they would check internally.

CW said we can discuss interim results before drafting the TA. AV and Curtins to rediscuss and come back in due course.

Appendix C – Active Travel England Planning Application Assessment Toolkit

Active Travel England Planning Application Assessment Tool

ATE Scheme Reference	Land North of Smithy Bridge
Site address	Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ
Local authority reference	Rochdale
Above ATE Statutory Threshold?	Yes
Local Planning Authority	Rochdale
Local Highway Authority	Rochdale Borough Council
Completed by - name	Lynnie Ler
Date (DD/MM/YY)	31 May 2024
Application stage	Application
Application type	Detailed
No of Residential units / GFA / Area	330 residential units (full application), primary school with c. 420 pupils (outline application)
Is the development allocated or part of an emerging local plan / Has ATE commented on it previously / does it relate to an ATF scheme or other bid for govt funding / does it relate to neighbouring sites	Yes, proposed allocation (Policy JP Allocation 20) as part of the adopted Places for Everyone (Pfe) plan
Planning policy background (Local plan, LCWIP, site allocations, AAP, spatial framework, SPDs, neighbourhood plans, infrastructure delivery plans) other relevant planning docs)	1. National Planning Policy Framework (NPPF) 2023: https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf 2. Planning Practice Guidance (PPG), 2014: https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements 3. Greater Manchester Transport Strategy 2040, 2021: https://tfgm.com/2040-transport-strategy 4. Rochdale Core Strategy, 2016: https://www.rochdale.gov.uk/local-planning-policy/core-strategy-local-plan 5. Places for Everyone (Pfe) Plan: https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/adoption
Recommended assessment	Checklist
Model version	1.5
Outcome	FAIL

About this tool and how to use it

> This tool helps appraise development proposals based on existing national and local active travel policy requirements

> For detailed instructions, please refer to the User Manual.

Additional guidance notes are provided throughout the tool, as indicated by red triangles in the top right corner of the cell. Hover over the cell to read the notes

Assessment guide

> Complete all the cells above, to ensure the assessment is tailored to the site characteristics

> Once the "Cover & Triage" sheet is complete, please move to the "User input" sheet, completing the unlocked cells

> Once the "User input" sheet is complete, please move to the "Appraiser report" sheet, completing the unlocked cells and (for the checklist assessment) selecting a decision

> Where row heights do not auto-adjust, you can do so manually by selecting the cells in question and using the toolbar command:

Format>AutoFit Row Height

ID	Criterion	Description	0 (FAIL)	1 (PASS)	Rating	Appraiser Comments	Relevant policy / guidance
ATEPAF_101	TRANSPORT ASSESSMENT: Quantitative analysis	Transport Assessments should forecast the multi-modal movements generated by a development, quantifying the additional trip generation and the distribution and assignment	No Transport Assessment submitted; or the submitted Transport Assessment has failed to provide a suitable analysis upon which to consider movement to and from the site by active modes	Transport Assessment provides a quantitative analysis of the multi-modal trip generation of the development, considering the routing of those trips to inform further considerations about the impacts and quality of existing routes within and outside of the development	More info needed	The TA includes analysis based on vehicular trip rates, trip generation, and traffic distribution, as is the agreed approach with Rochdale Borough Council during scoping discussions.	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_102	TRANSPORT ASSESSMENT: Qualitative analysis	Transport Assessments must provide a qualitative analysis of the current infrastructure of the surrounding area, taking into account how additional movements across all modes of transport will impact upon the capacity of public transport, walking wheeling & cycling networks.	The submitted Transport Assessment has failed to provide a sufficient evaluation the quality of the walking, wheeling and cycling infrastructure of the surrounding area which will be impacted by the development	The Transport Assessment provides a qualitative analysis of the accessibility of the site and highlights deficiencies in surrounding infrastructure in line with policy and guidance provided in LTN 1/20	More info needed	The TA includes a comprehensive description of the local highway network and accessibility by sustainable modes of travel, but does not have a detailed qualitative analysis such as that included in Appendix A of LTN 1/20 (Cycling Level of Service Tool). Speed surveys have been undertaken in the vicinity of the proposed site	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_103	Local Amenities	A mix of local amenities is provided within an 800m walking distance of all properties (either within the site or outside but accessed via an accessible walking network). Examples of local amenities include: - A food shop which sells fresh fruit and vegetables - A park or green space - An indoor meeting place (pub, café, community centre, place of worship) - A primary school - A post office or bank - A GP surgery	There are few or no useful amenities (i.e. such as those listed in the description) within an 800m (10 minute) walking distance of the whole site via an accessible walking route.	There are a sufficient number and range of essential local facilities (as listed in the description) within an 800m (10 minute) walking distance all areas of the site via an accessible walking route.	1	The TA includes a plan and description of areas accessible within a 500m, 1,000m, and 2,000m walking distance from the centre of the site, and lists the local amenities that are accessible within this walking distance. These include public houses, restaurants, hot food takeaways, and small retail opportunities.	Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places
ATEPAF_104	Walking routes to a primary school	A high-quality walking connection should be provided (or already exist) from the site to a primary school. Refer to Manual for Streets and CIHT Designing for Walking for details but, as a minimum, routes must be: - 2m wide (with limited pinch points of 1.5m due to street furniture) and localised widening to accommodate peak usage. - step-free - has a smooth, even surface - has street lighting - includes appropriate crossings in compliance with LTN 1/20 Table 10-2 N/A for sites which do not include residential land uses	A section of the route does not meet the minimum criteria	100% of the route meets the minimum criteria along its entire length	More info needed	As existing, the nearest primary schools from the site are located c. 1.2-1.6km to the north and west of the site respectively, and would require walking along multiple roads and occasionally crossing busy roads. Notwithstanding, the proposed development aims to deliver a primary school on-site, which would be fully accessible via the internal residential streets and footpaths across the estate.	Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places
ATEPAF_105	Walking routes to a food shop	A high-quality walking connection should be provided from the site to a food shop selling fresh fruit & veg or services which benefit the community e.g. medical services. Refer to Manual for Streets and CIHT Designing for Walking for details but, as a minimum, routes must be: - 2m wide (with limited pinch points of 1.5m due to street furniture) - step-free - has a smooth, even surface - has street lighting - includes appropriate crossings in compliance with LTN 1/20 Table 10-2	A section of the route does not meet the minimum criteria	100% of the route meets the minimum criteria along its entire length	1	The nearest food shop to the site is Lake Convenience Store, located c. 1.3km to the west of the site. Future residents can access this via the PROW connections within the site onto B ridge Bank Road and subsequently onto Brown Bank Road, Brown Lodge Street, then Smithy Bridge Road. The quiet residential roads are predominantly well-lit and footways are of a good width with dropped kerbs, this is considered appropriate as part of guidance within LTN 1/20 Table 10-2.	Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places
ATEPAF_106	Suitability for walking and wheeling (external to the site)	All walking routes surrounding the site must be accessible to all users (access controls, widths, steps, ramps, materials)	Some or all external pedestrian routes are not accessible or do not have adjacent accessible alternatives (i.e. ramps alongside steps, bound paths next to unbound paths etc)	All external pedestrian routes are accessible or have adjacent accessible alternatives such as ramps alongside steps, bound paths next to unbound paths in accordance with Inclusive Mobility section 4.2 -4.4	1	The proposed scheme has been designed to include dropped kerbs at crossing points, and the surrounding streets have similar infrastructure.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_107	Safety at junctions (off-site)	All new or improved off-site junctions should be designed in line with the movement hierarchy: pedestrians, followed by cyclists, public transport users and private motor vehicles The Junction Assessment Tool from LTN 1/20 should be used for the design of all junctions except priority junctions between minor roads with flows below 500vpd	Any of - Some side roads are not treated - Priority junctions have radii that is inappropriate. - Signalised junctions do not have pedestrian aspects on some arms - There are red movements (0 scores) in the JAT	All side roads are treated Priority junctions have appropriate radii as recommended in MfS 2 paragraphs 9.4.10 - 9.4.16 Signalised junctions have pedestrian aspects on all arms There are no red movements (0 scores) in the JAT	More info needed	The proposed site access junctions onto the B6225 Hollingworth Road would be priority-controlled and would benefit from footways tying into the existing provision, however the accesses do not have a detailed qualitative analysis such as that included in Appendix B of LTN 1/20 (Junction Assessment Tool).	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_108	Cycle routes to key destinations	The development should provide off-site LTN 1/20 compliant routes to relevant destinations such as schools, local centres, employment centres, railway stations and the existing cycling network	The development does not propose to deliver or benefit from existing LTN 1/20 compliant off-site cycle routes to key destinations proportionate to its size and impacts	The development either proposes to deliver or benefits from existing LTN 1/20 compliant off-site cycle routes to key destinations proportionate to its size and impacts	1	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development.	Rochdale Core Strategy, 2016, Policy P3 - Improving Accessibility
ATEPAF_109	Cycle Safety on links (off-site)	All new or improved infrastructure off-site should conform to the 5 Core Design Principles in addition to the criteria outlined in Figure 4.1 and geometry requirements as required by LTN1/20	One or more of the new or improved streets off-site are "not suitable for all people and will exclude some potential users and/or have safety concerns" (i.e. orange and pink criteria from Figure 4.1) OR The geometry of proposed cycle lanes does not meet minimum requirements (Table 5-2) OR Where people cycling are mixing with motor vehicles, traffic lane widths are 3.2-3.9m wide	All new or improved streets off-site are safe for cyclists of all abilities, ages and mobility needs, satisfying the criteria of LTN 1/20 in relation to the type of provision (Fig. 4.1) geometry requirements (Table 5.2), avoiding traffic lanes between 3.2m and 4m in width. All new or improved streets must be in alignment with the 5 'Core' Design Principles as stated in LTN 1/20, being demonstrably Coherent, Direct, Safe, Comfortable and Attractive.	More info needed	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development and would be developed further to comply with Figure 4.1 of LTN 1/20.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_110	Crossings (external to the site)	Where appropriate, the provision of crossings to an appropriate type and specification (signalised / zebra / uncontrolled / continuous footway) must be provided along forecasted desire lines, including away from vehicular junctions Crossings should be evenly spaced and at regular intervals and provided on most streets in accordance with the movement patterns of the development Crossings must be accessible to all and comply with standards set out in LTN 1/20 and Inclusive Mobility	Insufficient or infrequent crossings have been provided and / or fail to match desire lines outside of the development and towards key external routes and facilities Crossings fail to meet standards set out in design guidance contained in MfS and Inclusive Mobility	The appropriate crossing type (see LTN 1/20 Table 10-2) is provided on predicted desire lines. All crossings are designed to meet highway standards	N/A - exclude	No crossings are proposed as part of the proposed development, neither have these been requested for by Rochdale Borough Council during numerous scoping discussions.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_111	Shared use routes (external to the site)	Shared use routes (i.e. a path or surface which is available for use by both pedestrians and cyclists) must be avoided along all new or improved off-site streets, unless they fit within the limited acceptable situations listed in LTN 1/20	Any of - Shared use paths are provided in areas of medium/high pedestrian or cyclist flows - Shared use paths are below 3m wide (<300 cyclists per hour), or below 4.5m elsewhere, as per Table 6-3 of LTN1/20 - Pedestrians and cycle users are separated, but only by a painted line	Shared use routes are only provided in the situations listed at para 6.5.6 and section 1.6 (2) of LTN 1/20 and meet the recommended minimum width set out in Table 6-3 of LTN 1/20 (3m when <300 cyclists per hour, 4.5m elsewhere. Flows take account of future generated by nearby growth proposals and allocations).	More info needed	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development and would be developed further to comply with LTN 1/20.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_112	Physical barriers for cycle users (on and off-site)	All new or improved cycle routes (within the site or outside it) must be fully accessible	The presence of steps or barriers on-site or within a reasonable distance off-site that would reduce the ease of access for a Cycle Design Vehicle (as per LTN 1/20) or the presence of situations that would require users to dismount.	No steps or barriers within the site which would reduce ease of access for Cycle Design Vehicle (as per LTN 1/20). No requirement for users to dismount at any point.	1	Where existing PROWs (that are being enhanced) link to existing road networks, there may be barriers in place (i.e., bollards) to prevent vehicles from using the roads as a cut-through.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_113	Lighting (on and off site)	Streets, footways and cycle routes are adequately lit at night to provide safety and security for all users	Not all routes within the boundary of the site or externally where appropriate to the users of the site are lit	All routes within the boundary of the site and off-site where required by users of the site are lit in accordance with LTN 1/20 paragraphs 8.7 and 15.3 (Urban lighting) & paragraph 8.7 (traffic free routes)	1	All of the internal streets within the proposed development would be designed to include street lighting.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_114	Walking routes to nearest transport nodes	A high-quality walking connection should be provided from the site to a transport node (a regular public transport service which enables people to carry out daily duties such as employment and education). Refer to Manual for Streets and CIHT Designing for Walking for details but, as a minimum, they must be: - 2m wide (with limited pinch points of 1.5m due to street furniture) - step-free - has a smooth, even surface - has street lighting - includes appropriate crossings in compliance with LTN 1/20 Table 10-2	A section of the route does not meet the minimum criteria	100% of the route meets the minimum criteria along its entire length	1	The proposed development accesses would include footways which link to existing provision, which residents can utilise to walk to existing bus stops along the B6225 Hollingworth Road. Additionally, the existing PROW within the site which leads to the Rochdale Canal Towpath would be further enhanced. This provides a traffic-free walking route towards the Littleborough rail station.	Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places
ATEPAF_115	Access and provision of public transport	Effective and convenient public transport should be available either through proximity to existing routes or through the provision of new or extended routes	There are locations within the site for which pedestrian access is in excess of a 400m walking distance of a public transport station or stop, and / or none of the public transport routes to serve the site are secured or proposed to be fully operational upon first occupation of the development (including demand-responsive public transport as development is phased.)	All locations within the site are within a 400m walking distance of a public transport station or stop and on larger sites then at least one public transport route is secured or proposed to be fully operational on the first day of occupation or in accordance with the phasing of the development (including demand responsive or shuttle bus services).	0	Due to the size of the proposed development, there would be some houses located further within the site that are in excess of a 400m walking distance of the existing bus stops along the B6225 Hollingworth Road.	Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places

ATEPAF_116	Active Travel infrastructure enabling use of public transport	Bus stop and rail station (where applicable) facilities that enable ease of access by active travel modes, including secure and overlooked cycle parking and facilities, seating provision, lighting, adequate shelter to accommodate likely demand, service information (including RTI) & raised kerbs at bus stops.	either streets are wide and straight, encouraging high speeds, or they are signed above the 20mph and 30mph thresholds	Bus stop and rail station (where applicable) facilities already exist (or are provided) that enable ease of access to public transport by active travel modes, including secure and overlooked cycle parking and facilities, seating, lighting, adequate shelter to accommodate likely demand, raised kerb access for wheelchair users, service information (including RTI), dropped kerbs for accessing bus stops and an identified bus cage / layby (where applicable).	1	The TA includes a detailed description of the bus stops and rail station located within a suitable walking distance of the site, including details of service and their respective frequencies.	Rochdale Core Strategy, 2016, Policy C6 - Improving health and well being
ATEPAF_117	TRANSPORT ASSESSMENT: Proposed Infrastructure	Transport Assessments must provide detail (and justification) of proposed improvements to infrastructure and any other supporting strategies which seek to enable an increase in walking and cycling rates.	The submitted Transport Assessments have not proposed improvements to infrastructure and/or not explained how the proposed development will enable an increase in walking and cycling rates.	The Transport Assessment clearly proposes improvements to infrastructure and details how they will enable an increase in walking and cycling rates.	More info needed	Mitigation measures for the proposed development would be determined subject to further detailed discussions with Rochdale Borough Council on what is considered necessary.	Rochdale Core Strategy, 2016, Policy C6 - Improving health and well being
ATEPAF_118	Site permeability	Within the site, routes for walking and cycling should be shorter and more direct than the equivalent by car. This could be achieved, for example, through filtered permeability and the provision of car-free routes.	Journeys within the site by walking, wheeling and cycling are equal to or longer than by car	Journeys within the site by walking, wheeling and cycling are demonstrably shorter than those used by motor vehicles (excluding emergency accesses)	1	This would be achieved via the existing PROWS within the development site (which would be enhanced) which link to the surrounding residential neighbourhoods and local amenities.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_119	Walking and cycling access	All opportunities for safe, step-free, fully-accessible walking and cycling site access points have been maximised AND are greater in number than the number of access points for motor vehicles (except where additional accesses would provide no benefit to people walking and cycling). A motor vehicle access point with safe provision for both walking and cycling counts as a walking and cycling access point	There are fewer or the same number of accessible walking and cycling access points as access points for motor vehicles and/or not all opportunities have been taken to provide high quality and convenient access points for walking and cycling.	There are more accessible walking and cycling access points than motor vehicle access points and/or all reasonable opportunities have been taken to provide a greater number of high quality and convenient access points for walking and cycling.	1	This would be achieved via the existing PROWS within the development site (which would be enhanced) which link to the surrounding residential neighbourhoods and local amenities. Additionally, the proposed site accesses would comprise footways tying into existing provision.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_120	Future-proofing and safeguarding	The proposals should not prejudice existing and future development and connectivity to and from adjoining sites. Where such potential may exist, development should progress within a comprehensive masterplan framework or enable a co-ordinated approach to be adopted towards the development of adjoining sites in the future	Development makes no attempt to enable, provide or safeguard walking and cycling connections to adjoining sites up to the site boundary where adjoining sites are either anticipated, planned, proposed or allocated in the local plan	Development enables and proposes the adoption of walking and cycling routes up to the site boundary to provide direct connections to existing or future development where sites are either anticipated, planned, proposed or allocated through the local plan.	1	The proposed development is cognisant of the neighbouring Vistry Partnerships site which has been consented.	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_121	Through traffic	The site accesses must be arranged to prevent private vehicle drivers from using the site as a shortcut while undertaking longer journeys. This is best achieved through filtered permeability, or by ensuring all general traffic accesses are taken from the same main road	It is convenient for car drivers to cut through the site while undertaking longer journeys	It is either impossible or of considerable inconvenience for car drivers to cut through the site while undertaking longer journeys	1	The proposed development would comprise only two vehicular accesses off the B6225 Hollingworth Road. Any connectivity to the west would be limited to pedestrians and cyclists only.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_122	Safety at junctions (internal to the site, including site accesses)	All new or improved on-site junctions (including the site access) should be designed in line with the movement hierarchy: pedestrians, followed by cyclists, public transport users and private motor vehicles The Junction Assessment Tool from LTN 1/20 should be used for the design of all junctions except priority junctions between minor roads with flows below 500vpd	Any of - Some side roads are not treated - Priority junctions have radii that is inappropriate. - Signalised junctions do not have pedestrian aspects on some arms - There are red movements (0 scores) in the JAT	All side roads are treated Priority junctions have appropriate radii as recommended in MfS 2 paragraphs 9.4.10 - 9.4.16 Signalised junctions have pedestrian aspects on all arms There are no red movements (0 scores) in the JAT	More info needed	The proposed site access junctions onto the B6225 Hollingworth Road would be priority-controlled and would benefit from footways tying into the existing provision, however the accesses do not have a detailed qualitative analysis such as that included in Appendix B of LTN 1/20 (Junction Assessment Tool).	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_123	Design speed of new streets	Within the red line boundary - Any new or improved residential/local streets should be designed (no centre line, horizontal deflection, narrow width) and signed for vehicles to travel at a speed of max 20mph. - No new or improved streets should be designed and signed for speeds above 30mph	Either streets are wide and straight, encouraging high speeds, or they are signed above the 20mph and 30mph thresholds	The geometry of the streets ensures drivers will not exceed 20mph on residential / local streets and will not exceed 30mph anywhere within the site	1	The internal streets have been designed to comply with Manual for Streets standards and would not exceed 20mph.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_124	Crossings (internal to the site)	Within the red line boundary of the proposed development, the appropriate crossing type (signalised / zebra / uncontrolled / continuous footway) must be provided along forecasted desire lines, including away from vehicular junctions Crossings should be evenly spaced and at regular intervals and provided on most streets Crossings must be accessible to all and comply with standards set out in LTN 1/20 and Inclusive Mobility	Insufficient or infrequent crossings have been provided and / or fail to match desire lines within the development and towards key external routes and facilities Crossings fail to meet standards set out in design guidance contained in MfS and Inclusive Mobility	The appropriate crossing type (see LTN 1/20 Table 10-2) is provided on predicted desire lines. All crossings are designed to meet highway standards	1	Vehicular volumes within the proposed residential estate are expected to be low, as such there would only be standard uncontrolled crossings with dropped kerbs at junctions (with tactile paving where appropriate). This is considered appropriate as part of guidance within LTN 1/20 Table 10-2.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_125	Suitability for walking and wheeling (internal to the site)	All walking routes within the red line boundary must be accessible to all users (access controls, widths, steps, ramps, materials)	Some or all internal pedestrian routes are not accessible or do not have adjacent accessible alternatives (i.e. ramps alongside steps, bound paths next to unbound paths etc)	All internal pedestrian routes are accessible or have adjacent accessible alternatives such as ramps alongside steps, bound paths next to unbound paths in accordance with Inclusive Mobility section 4.2 - 4.4	1	All of the internal streets within the proposed development would be designed to include level access in the form of dropped kerbs at crossing points.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_126	Cycle safety on links (Internal to the site)	Cycle infrastructure should be provided on site in compliance with the 5 Core Design Principles and the criteria outlined in Table 4.1 and accompanying geometry requirements as confirmed in LTN1/20	One or more of the new or improved streets are "not suitable for all people and will exclude some potential users and/or have safety concerns" (i.e. as shown orange and pink in LTN Figure 4.1) OR The geometry of proposed cycle lanes does not meet minimum requirements (Table 5-2) OR Where people cycling are mixing with motor vehicles, traffic lane widths are 3.2-3.9m wide	All internal streets are safe for all users to cycle along, satisfying the criteria of LTN 1/20 (ref: Fig. 4.1), geometry requirements (Table 5.2) and are in alignment with the 5 'Core' Design Principles as stated in LTN 1/20 and therefore must be demonstrably: Coherent, Direct, Safe, Comfortable and Attractive for cyclists of all abilities, ages and mobility needs.	More info needed	Cycle infrastructure within the development site would be developed further to comply with Figure 4.1 of LTN 1/20.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_127	Shared use routes (internal to the site)	Shared use routes (i.e. a path or surface which is available for use by both pedestrians and cyclists) must be avoided along all new or improved streets within the site, unless they fit in the limited acceptable situations listed in LTN 1/20	Any of - Shared use paths are provided in areas of medium/high pedestrian or cyclist flows - Shared use paths are below 3m wide (<300 cyclists per hour), or below 4.5m elsewhere, as per Table 6-3 of LTN1/20 - Pedestrians and cycle users are separated, but only by a painted line	Shared use routes are only provided in the situations listed at para 6.5.6 and section 1.6 (2) of LTN 1/20 and meet the recommended minimum width set out in Table 6-3 of LTN 1/20 (3m when <300 cyclists per hour, 4.5m elsewhere. Flows take account of future generated by nearby growth proposals and allocations).	More info needed	Shared routes within the development site would be developed further to comply with Figure 4.1 of LTN 1/20.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_128	Car parking layout	The proposed street design should remove opportunities for indiscriminate and obstructive parking that would cause safety hazards and prevent access by active modes of travel by either designing in protected or marked parking bays and accompanying street furniture, planting or other features and restrictions that prevent footway parking, the mounting of kerbs, damage to green infrastructure and blockage of crossing points and sightlines.	There is no parking management strategy or contribution. The proposed layout may lead to parked vehicles blocking footways, crossing points and cycle routes either on or off-site	The site layout, parking management strategy or contribution demonstrably and physically discourage the blockage of footways, crossing points and cycle routes on and off-site	1	All of the internal streets within the proposed development would be designed to remove opportunities for indiscriminate and obstructive parking.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_129	Cycle Parking	Cycle parking should be secure, covered and provided in line with Table 11.1/Table 11.2 of LTN 1/20 (incl requirement of 5% of spaces to be accessible for larger cycles) or local planning policy, where the local plan is more onerous. Where appropriate, secure external cycle parking should be provided where off-street parking does not exist. Facilities must also be suitable for a range of cycle types including cargo bikes, tandems and tricycles.	Development fails to meet the criteria set out either in LTN1/20 or meet the Local Plan minimum standards, if those are more onerous	Cycle parking exceeds the suggested minimum from LTN 1/20 Table 11.1, or the requirements of local policies, if those are more onerous	1	The development is residential in nature, so will comprise sheds / garages / internal curtilage suitable for cycle storage.	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_130	Trip end facilities for cycling (Destinations)	High-quality facilities including showers, lockers, changing facilities and drying areas should be provided to facilitate use of active travel modes	Development fails to propose at least one of the facilities referenced in pass criteria	Development proposes all of the following: 1 shower per 10 (long-term) cycle parking spaces, 2 lockers for 3 (long-term) cycle parking space, changing facilities and a drying area	1	The development is residential in nature, so will comprise bathrooms and bedrooms for showering / changing / drying and storage.	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_131	TRAVEL PLAN	Travel Plan / Framework Travel Plans must clearly outline the mode share targets, proposed measures, monitoring strategy and the remedial measures in the event that these are not met	No Travel Plan submitted or TP submitted fails to sufficiently identify measures, targets and monitoring	Travel Plan includes mode share targets, monitoring and remedial measures / actions in the event that modal share targets are not met	1	This is included in Section 6 of the Framework Travel Plan.	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility

Active Travel England Planning Application Assessment Tool - Appraiser Report

Site address	Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ
Local authority reference	Rochdale
ATE Scheme reference	Land North of Smithy Bridge
Local Planning Authority	Rochdale
Local Highway Authority	Rochdale Borough Council
Completed by - name	Lynnie Ler
Date (DD/MM/YY)	31 May 2024
Application stage	Application
Application type	Detailed
Model version	1.5
Assessment outcome	FAIL
Decision (appraiser)	Do not wish to comment

Policy Background / Wider Context

Yes, proposed allocation (Policy JP Allocation 20) as part of the adopted Places for Everyone (PfE) plan

Appraiser - General Comments

Appraiser - Next Steps

	Count	Summary of Detailed Assessment
Excluded criteria	1	
Recommendation for condition / financial contribution	0	
Fail flags	1	

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Assessment Report				
Criterion	Outcome	Appraiser comments	Relevant policy	Reason for potential refusal
TRANSPORT ASSESSMENT: Quantitative analysis	More info needed	The TA includes analysis based on vehicular trip rates, trip generation, and traffic distribution, as is the agreed approach with Rochdale Borough Council during scoping discussions.		
TRANSPORT ASSESSMENT: Qualitative analysis	More info needed	The TA includes a comprehensive description of the local highway network and accessibility by sustainable modes of travel, but does not have a detailed qualitative analysis such as that included in Appendix A of LTN 1/20 (Cycling Level of Service Tool). Speed surveys have been undertaken in the vicinity of the proposed site accesses, which demonstrate that 85th percentile speeds of over 30mph.		
Local Amenities	PASS	The TA includes a plan and description of areas accessible within a 500m, 1,000m, and 2,000m walking distance from the centre of the site, and lists the local amenities that are accessible within this walking distance. These include public houses, restaurants, hot food takeaways, and small retail opportunities.		
Walking routes to a primary school	More info needed	As existing, the nearest primary schools from the site are located c. 1.2-1.6km to the north and west of the site respectively, and would require walking along multiple roads and occasionally crossing busy roads. Notwithstanding, the proposed development aims to deliver a primary school on-site, which would be fully accessible via the internal residential streets and footpaths across the estate.		
Walking routes to a food shop	PASS	The nearest food shop to the site is Lake Convenience Store, located c. 1.3km to the west of the site. Future residents can access this via the PROW connections within the site onto B ridge Bank Road and subsequently onto Brown Bank Road, Brown Lodge Street, then Smithy Bridge Road. The quiet residential roads are predominantly well-lit and footways are of a good width with dropped kerbs, this is considered appropriate as part of guidance within LTN 1/20 Table 10-2.		
Suitability for walking and wheeling (external to the site)	PASS	The proposed scheme has been designed to include dropped kerbs at crossing points, and the surrounding streets have similar infrastructure.		
Safety at junctions (off-site)	More info needed	The proposed site access junctions onto the B6225 Hollingworth Road would be priority-controlled and would benefit from footways tying into the existing provision, however the accesses do not have a detailed qualitative analysis such as that included in Appendix B of LTN 1/20 (Junction Assessment Tool).		
Cycle routes to key destinations	PASS	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development.		
Cycle Safety on links (off-site)	More info needed	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development and would be developed further to comply with Figure 4.1 of LTN 1/20.		

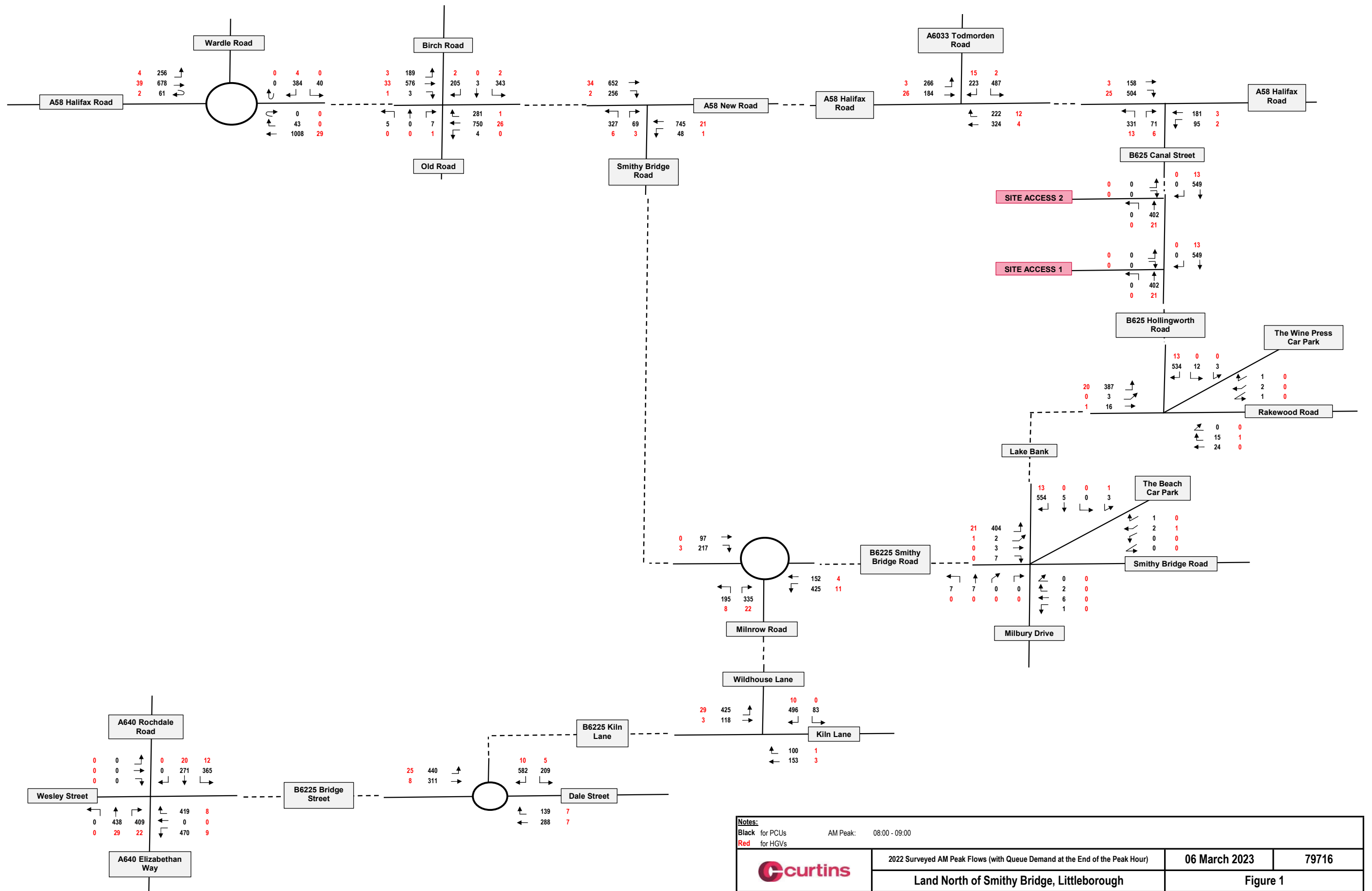
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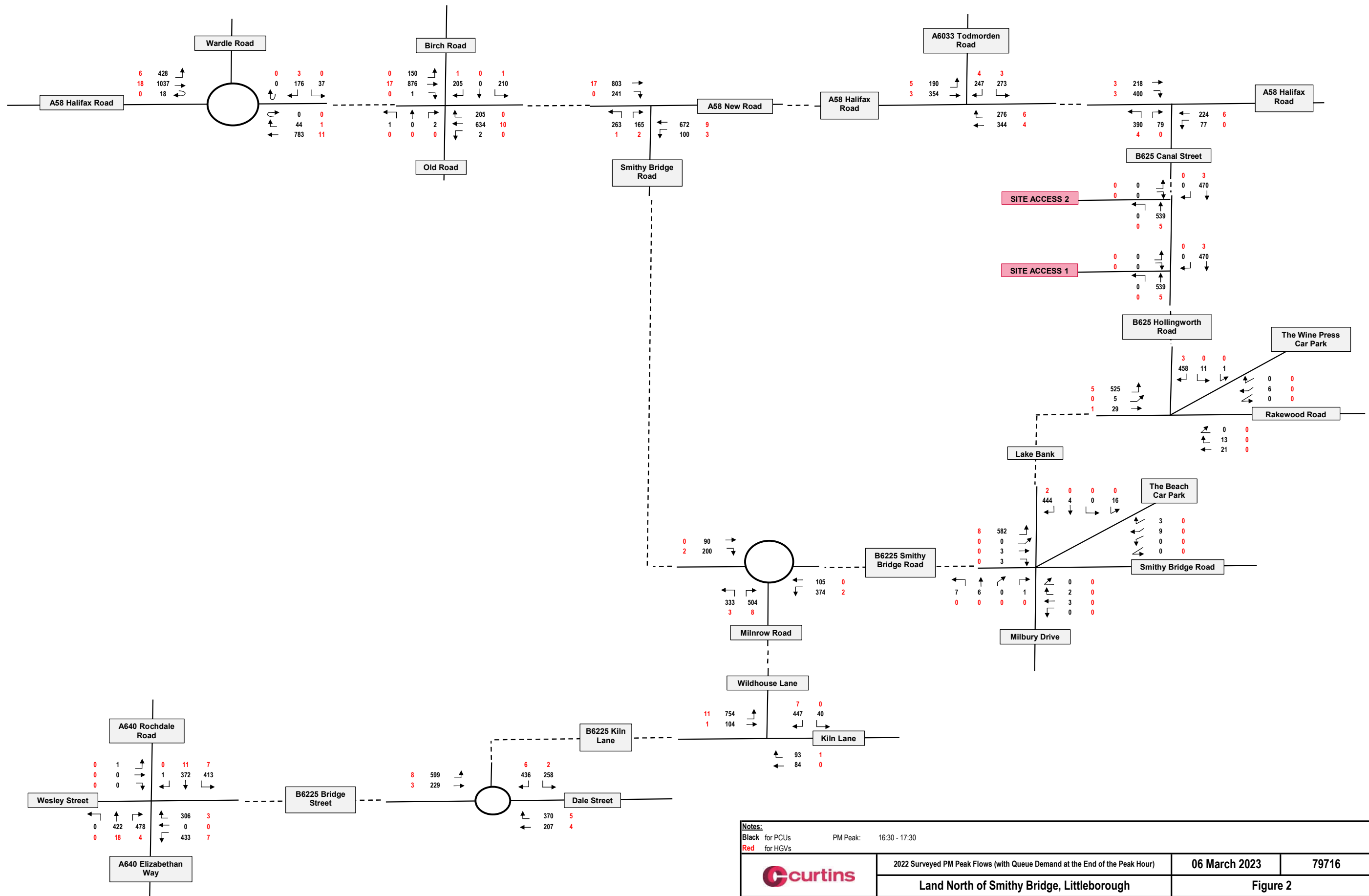
Site address	Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ			
Local authority reference	Rochdale			
ATE Scheme reference	Land North of Smithy Bridge			
Local Planning Authority	Rochdale			
Local Highway Authority	Rochdale Borough Council			
Crossings (external to the site)	N/A - exclude	No crossings are proposed as part of the proposed development, neither have these been requested for by Rochdale Borough Council during numerous scoping discussions.		
Shared use routes (external to the site)	More info needed	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development and would be developed further to comply with LTN 1/20.		
Physical barriers for cycle users (on and off-site)	PASS	Where existing PROWs (that are being enhanced) link to existing road networks, there may be barriers in place (i.e., bollards) to prevent vehicles from using the roads as a cut-through.		
Lighting (on and off site)	PASS	All of the internal streets within the proposed development would be designed to include street lighting.		
Walking routes to nearest transport nodes	PASS	The proposed development accesses would include footways which link to existing provision, which residents can utilise to walk to existing bus stops along the B6225 Hollingworth Road. Additionally, the existing PROW within the site which leads to the Rochdale Canal Towpath would be further enhanced. This provides a traffic-free walking route towards the		
Access and provision of public transport	FAIL	Due to the size of the proposed development, there would be some houses located further within the site that are in excess of a 400m walking distance of the existing bus stops along the B6225 Hollingworth Road.	NPPF 112a; National Model Design Code: 50, 59i / M.1.ii; CIHT Buses in urban developments A.4.5; Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places	The proposed development is located in an area where sustainable travel patterns cannot be achieved as a result of the distance from existing public transport facilities and/or the lack of viability of promotion of new public transport services
Active Travel infrastructure enabling use of public transport	PASS	The TA includes a detailed description of the bus stops and rail station located within a suitable walking distance of the site, including details of service and their respective frequencies.		
TRANSPORT ASSESSMENT: Proposed Infrastructure	More info needed	Mitigation measures for the proposed development would be determined subject to further detailed discussions with Rochdale Borough Council on what is considered necessary.		
Site permeability	PASS	This would be achieved via the existing PROWs within the development site (which would be enhanced) which link to the surrounding residential neighbourhoods and local amenities.		
Walking and cycling access	PASS	This would be achieved via the existing PROWs within the development site (which would be enhanced) which link to the surrounding residential neighbourhoods and local amenities. Additionally, the proposed site accesses would comprise footways tying into existing provision.		
Future-proofing and safeguarding	PASS	The proposed development is cognisant of the neighbouring Vistry Partnerships site which has been consented.		
Through traffic	PASS	The proposed development would comprise only two vehicular accesses off the B6225 Hollingworth Road. Any connectivity to the west would be limited to pedestrians and cyclists only.		
Safety at junctions (internal to the site, including site accesses)	More info needed	The proposed site access junctions onto the B6225 Hollingworth Road would be priority-controlled and would benefit from footways tying into the existing provision, however the accesses do not have a detailed qualitative analysis such as that included in Appendix B of LTN 1/20 (Junction Assessment Tool).		

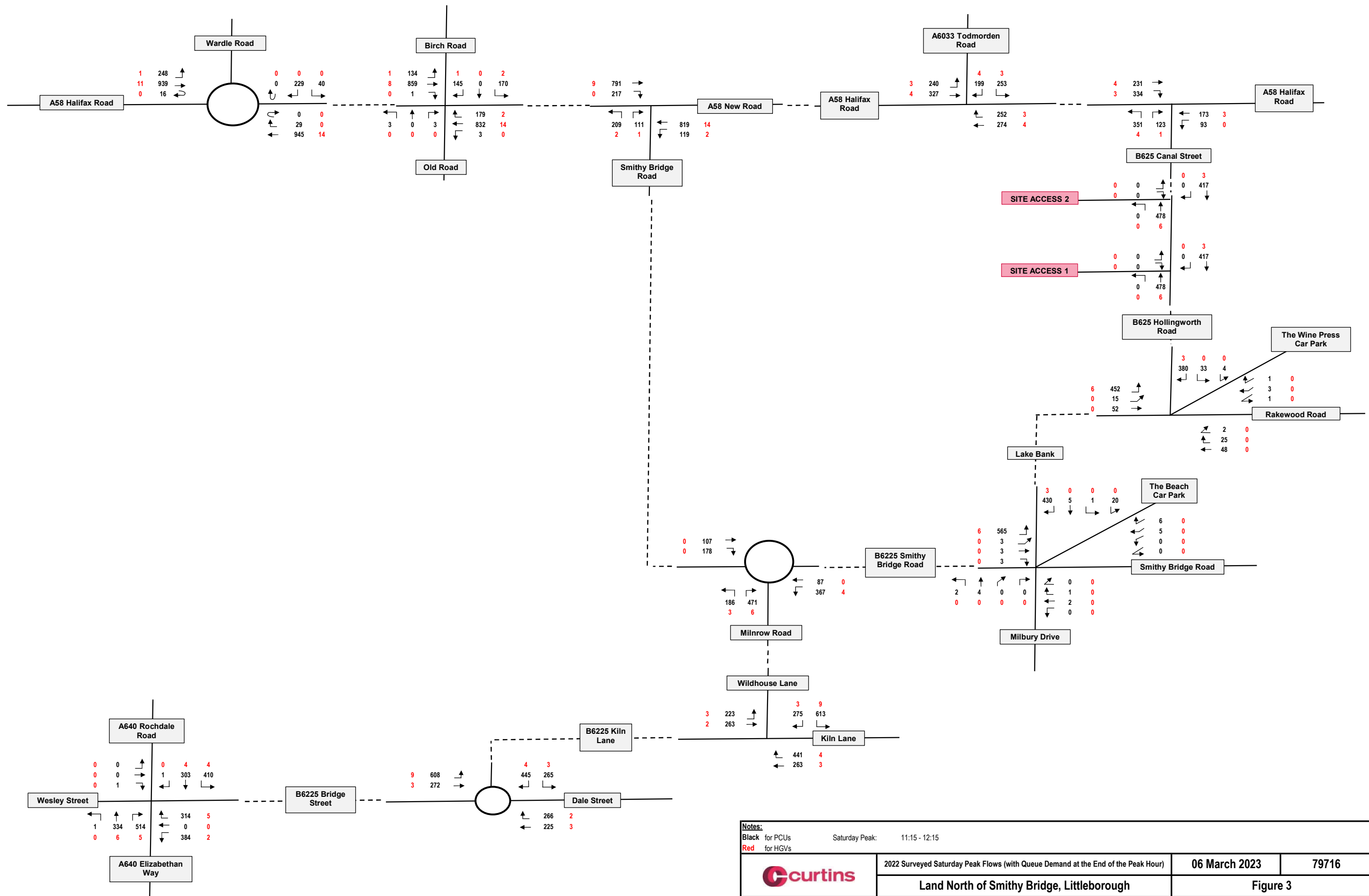
Active Travel England Planning Application Assessment Tool - Appraiser Report

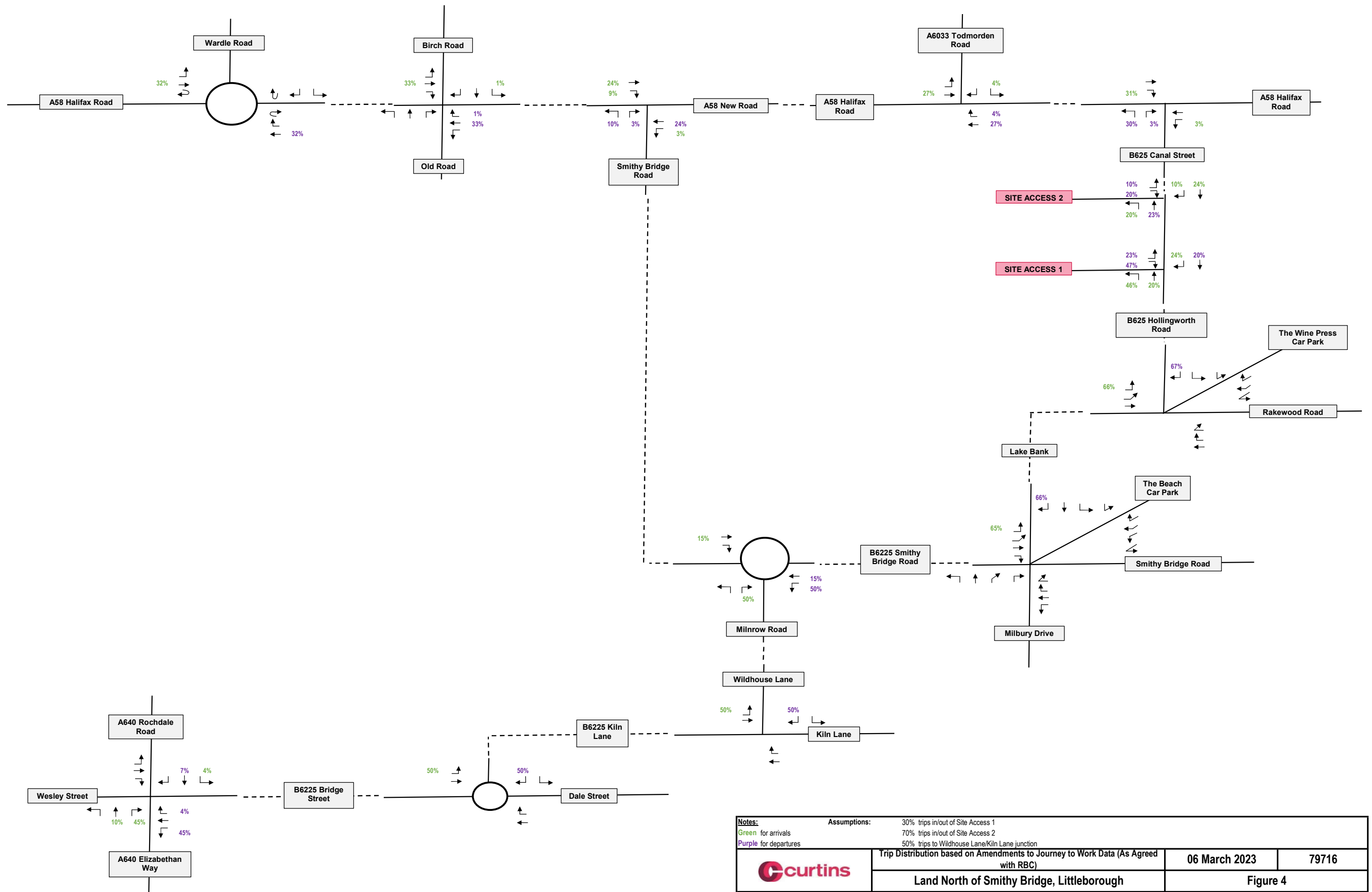
Site address	Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ			
Local authority reference	Rochdale			
ATE Scheme reference	Land North of Smithy Bridge			
Local Planning Authority	Rochdale			
Local Highway Authority	Rochdale Borough Council			
Design speed of new streets	PASS	The internal streets have been designed to comply with Manual for Streets standards and <u>would not exceed 20mph.</u>		
Crossings (internal to the site)	PASS	Vehicular volumes within the proposed residential estate are expected to be low, as such there would only be standard uncontrolled crossings with dropped kerbs at junctions (with tactile paving where appropriate). This is considered appropriate as part of guidance within LTN 1/20 Table 10-2.		
Suitability for walking and wheeling (internal to the site)	PASS	All of the internal streets within the proposed development would be designed to include level access in the form of dropped kerbs at <u>crossing points.</u>		
Cycle safety on links (Internal to the site)	More info needed	Cycle infrastructure within the development site would be developed further to comply with Figure 4.1 of LTN 1/20.		
Shared use routes (internal to the site)	More info needed	Shared routes within the development site would be developed further to comply with Figure 4.1 of LTN 1/20.		
Car parking layout	PASS	All of the internal streets within the proposed development would be designed to remove opportunities for indiscriminate and obstructive parking.		
Cycle Parking	PASS	The development is residential in nature, so will comprise sheds / garages / internal curtilage suitable for cycle storage.		
Trip end facilities for cycling (Destinations)	PASS	The development is residential in nature, so will comprise bathrooms and bedrooms for showering / changing / drying and storage.		
TRAVEL PLAN	PASS	This is included in Section 6 of the Framework Travel Plan.		

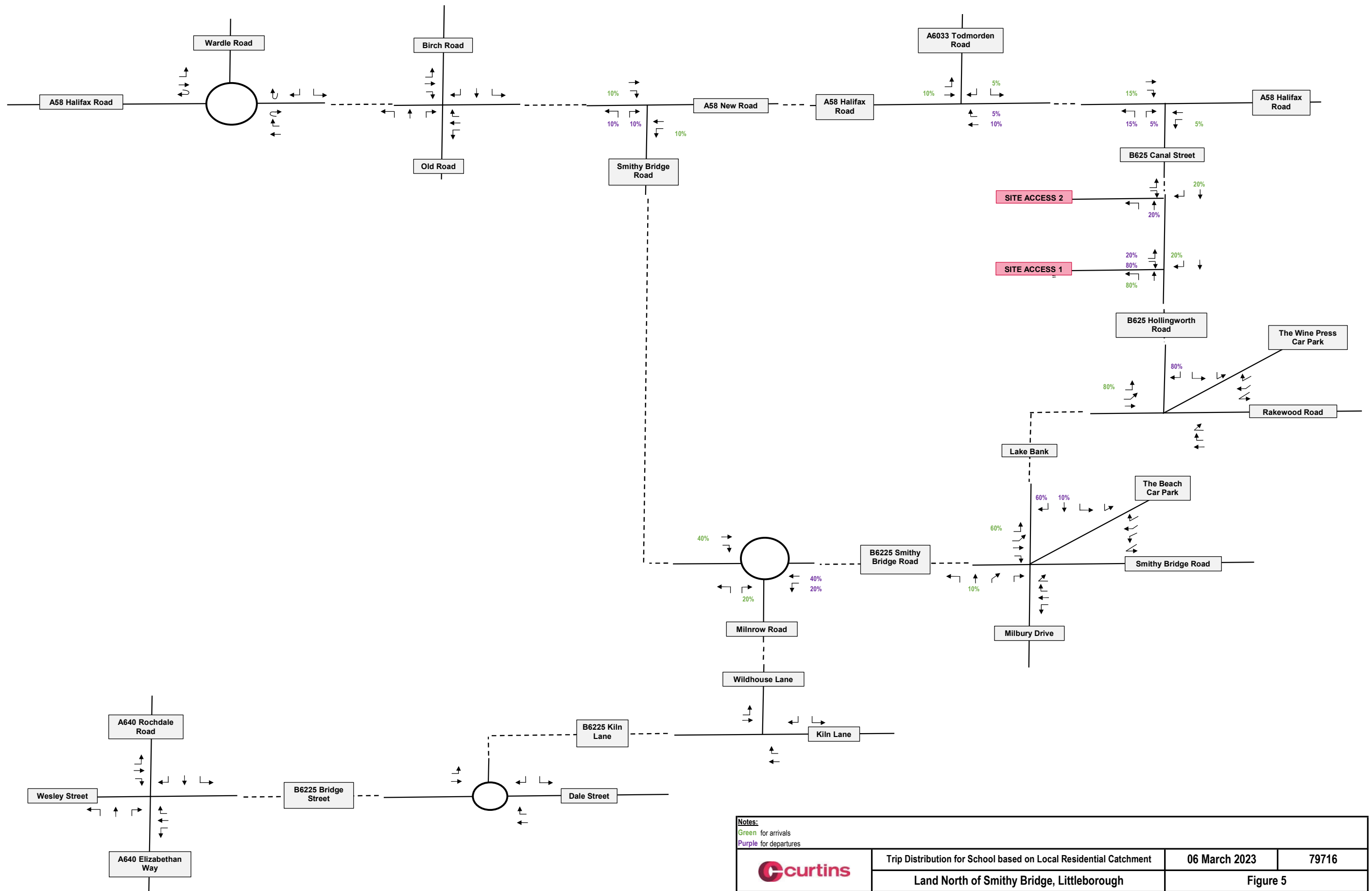
Appendix D – Traffic Figures

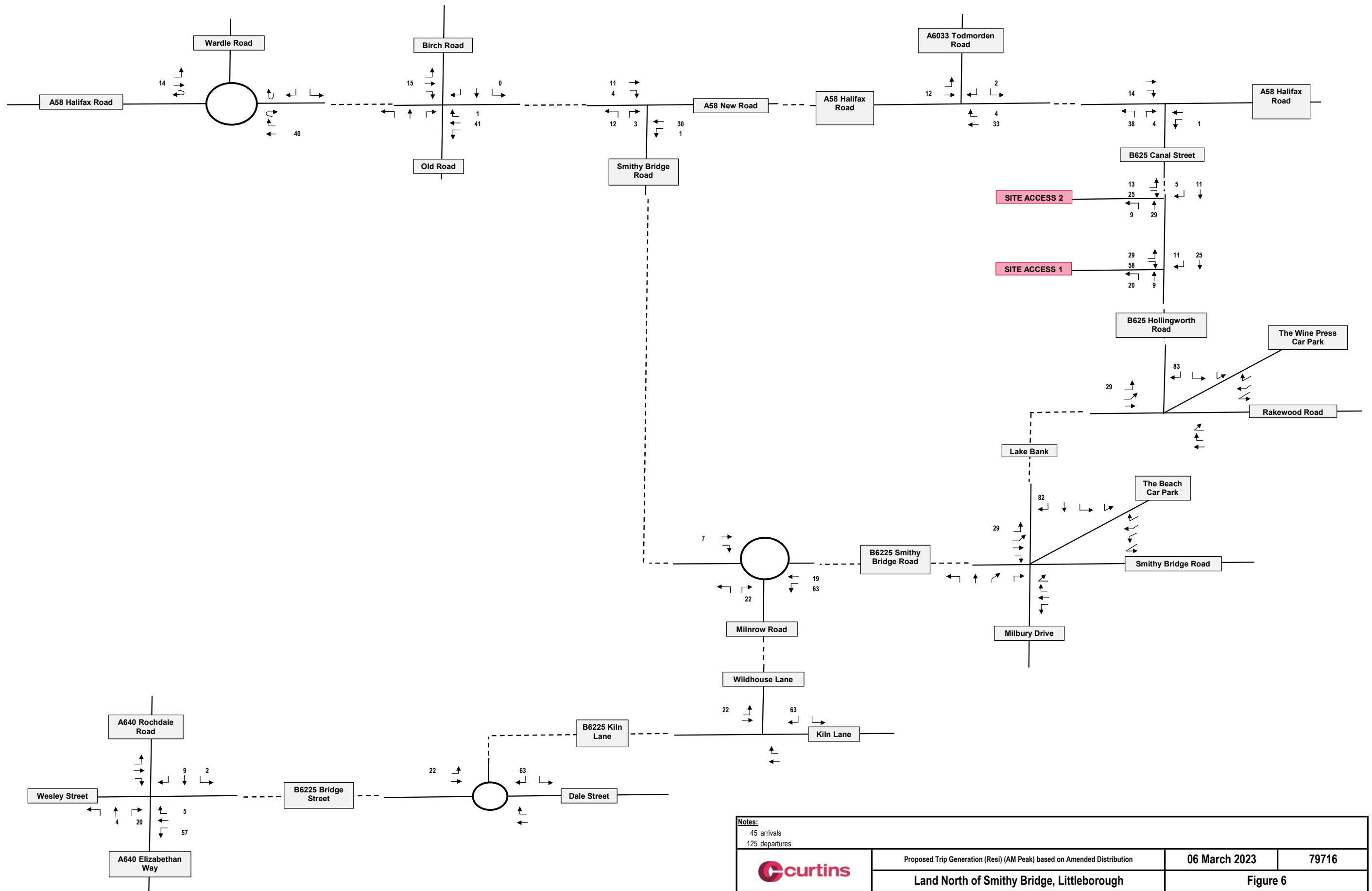


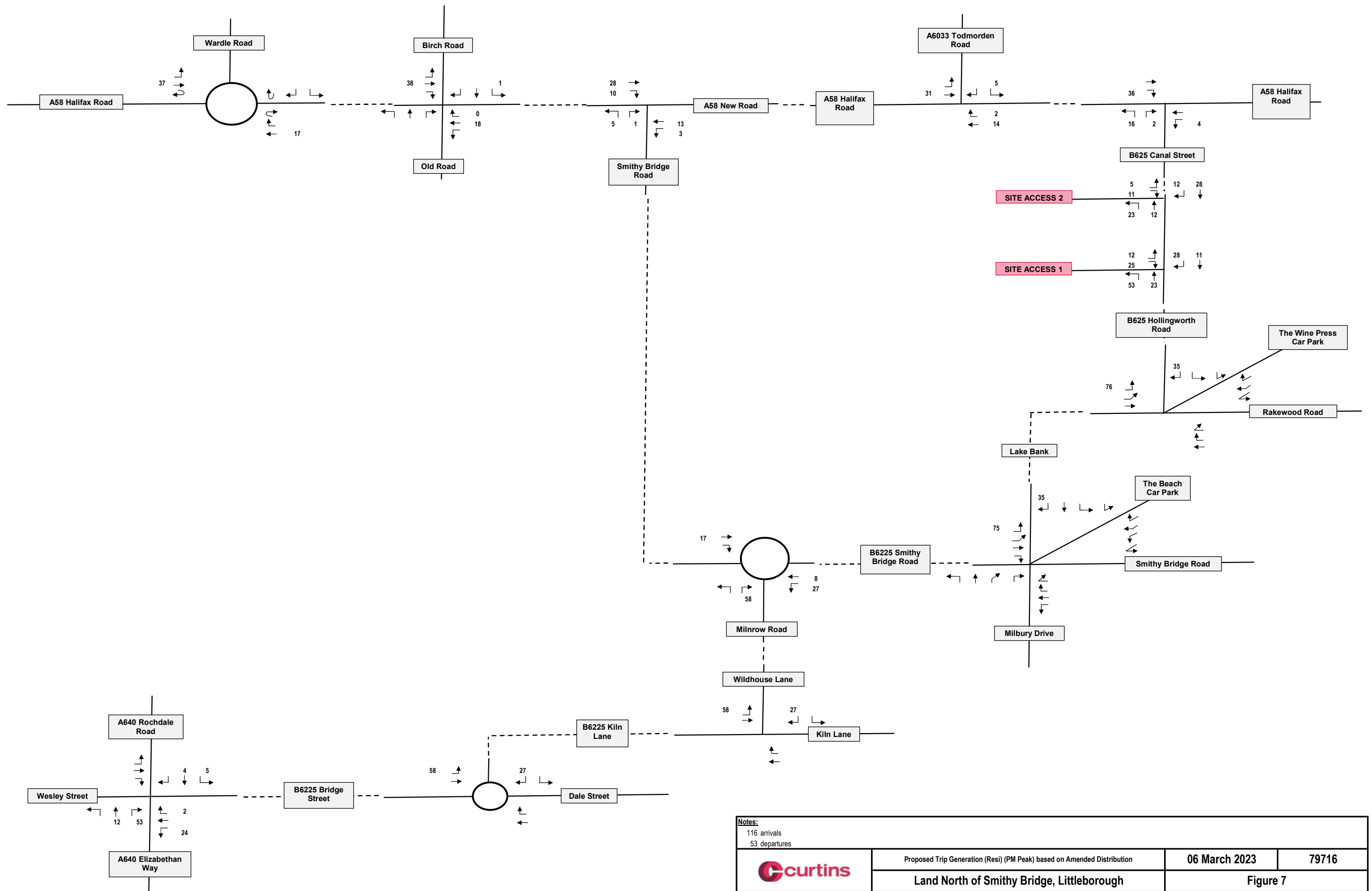


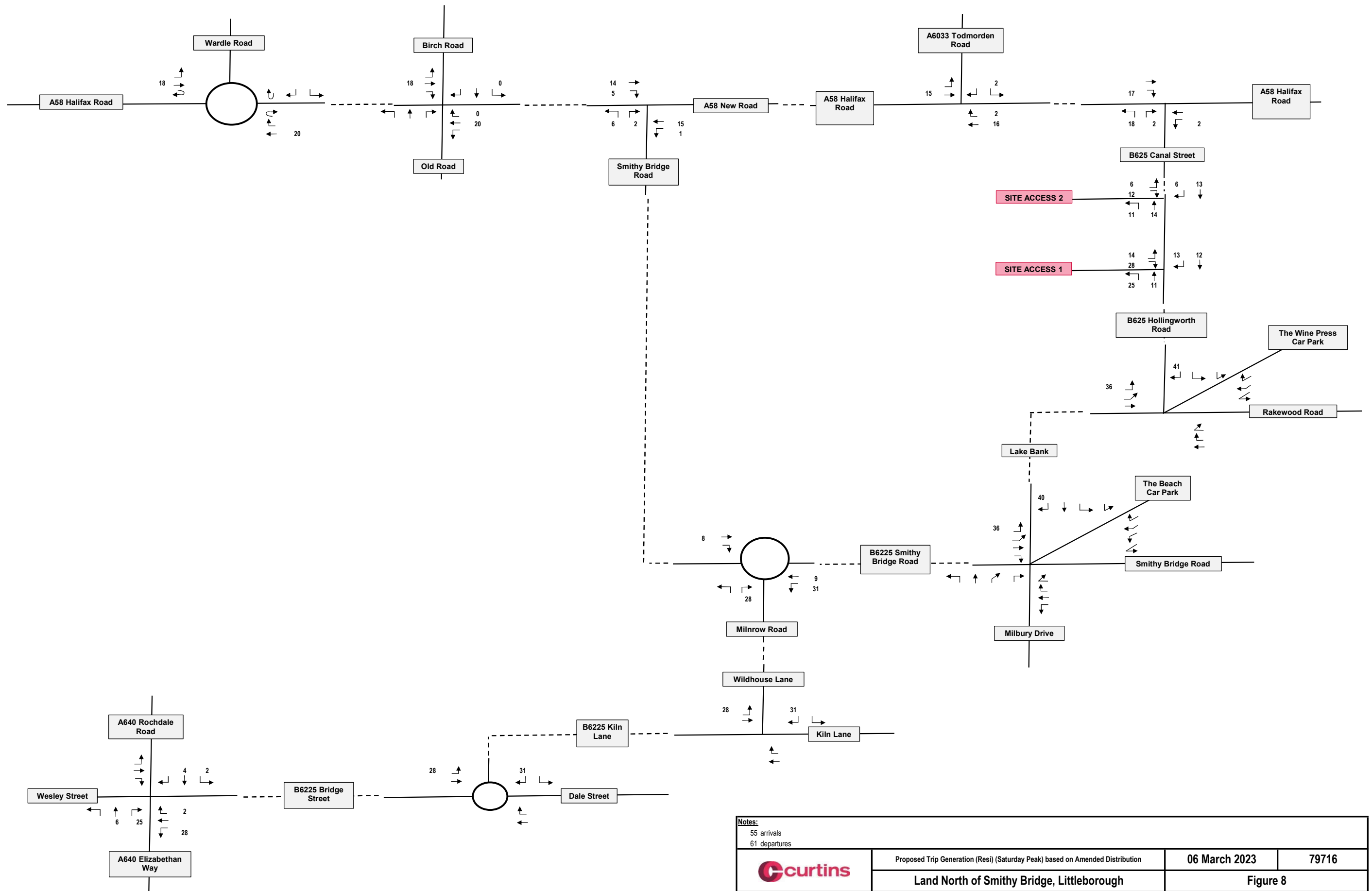


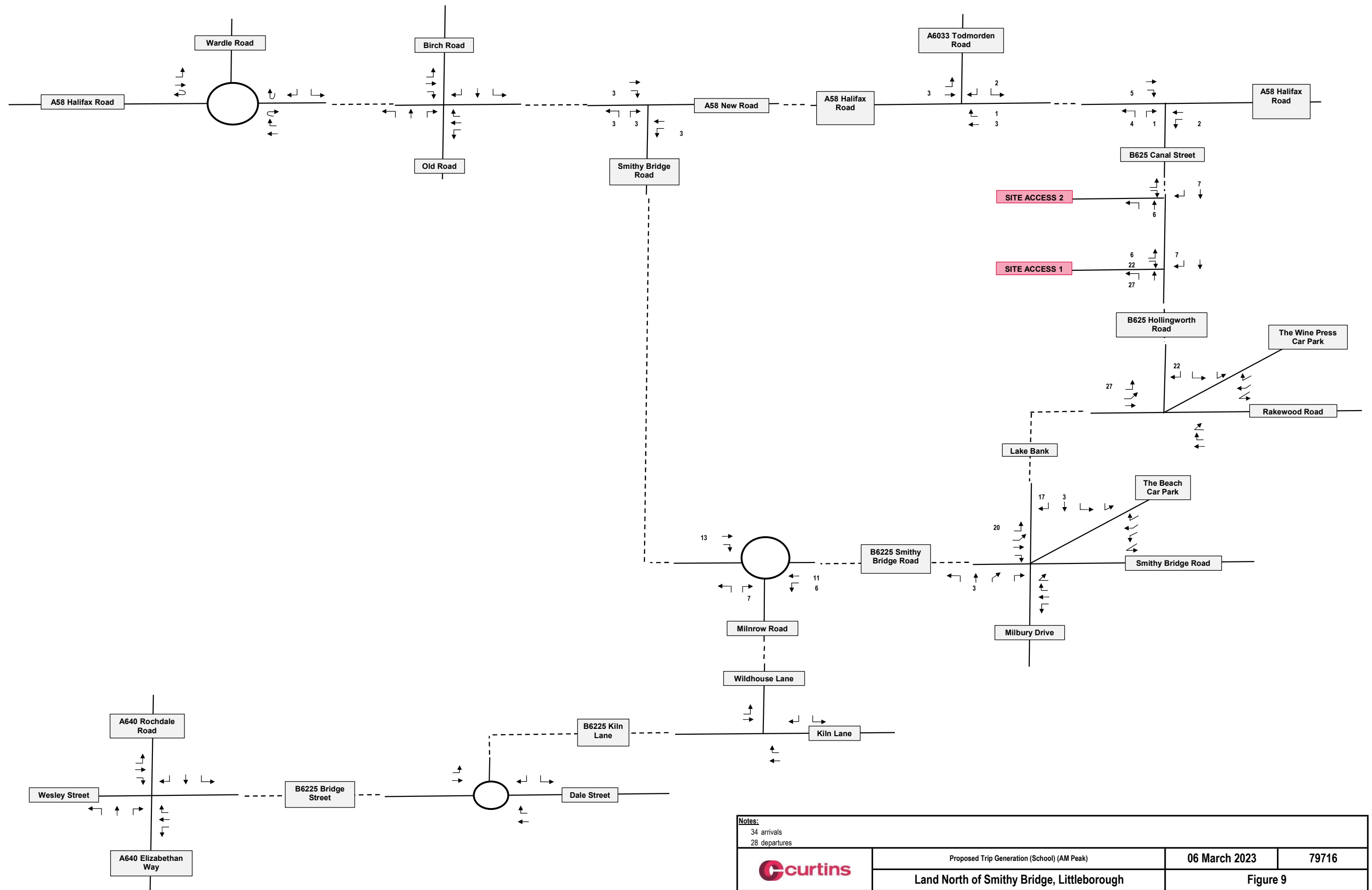


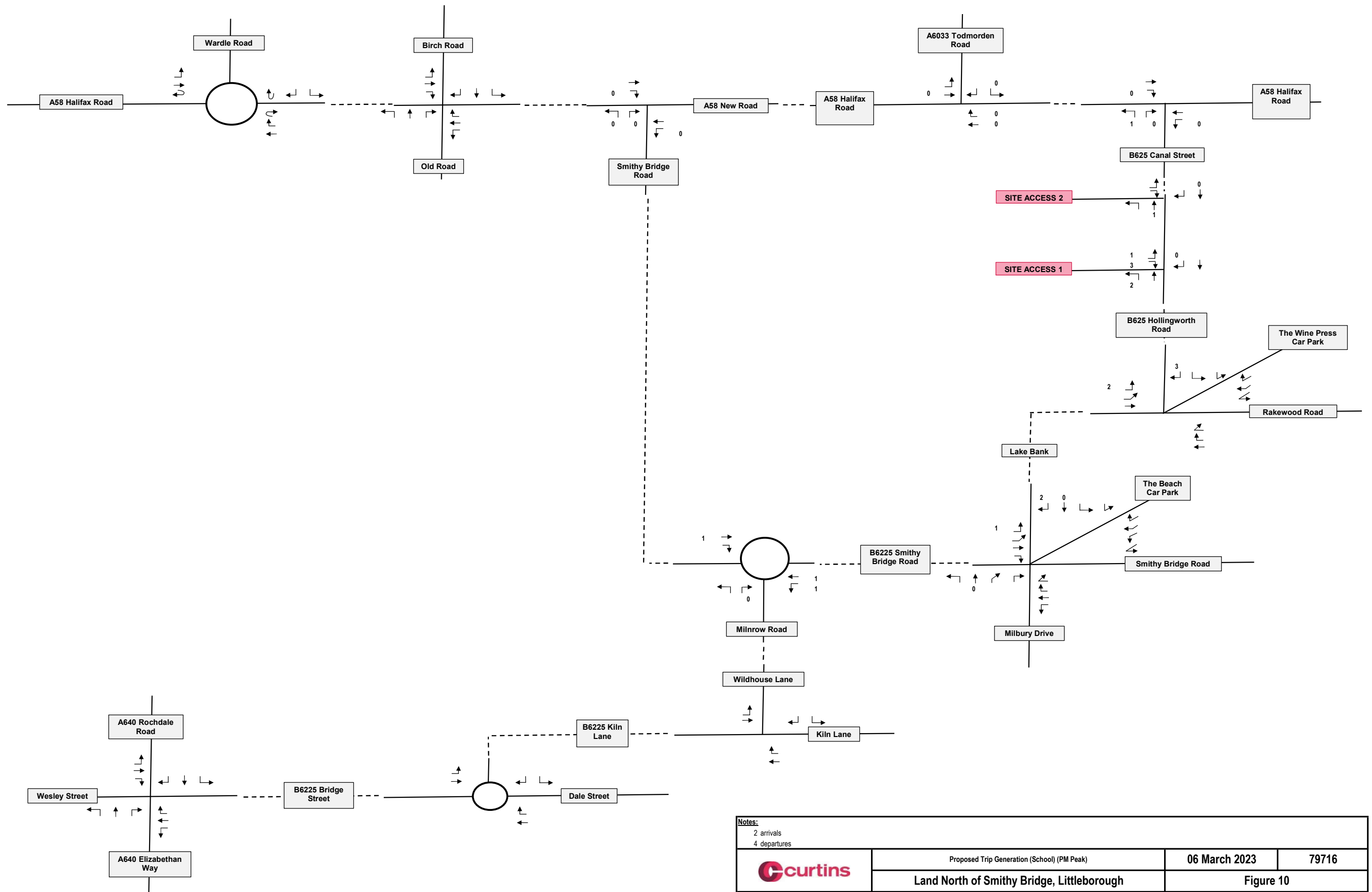


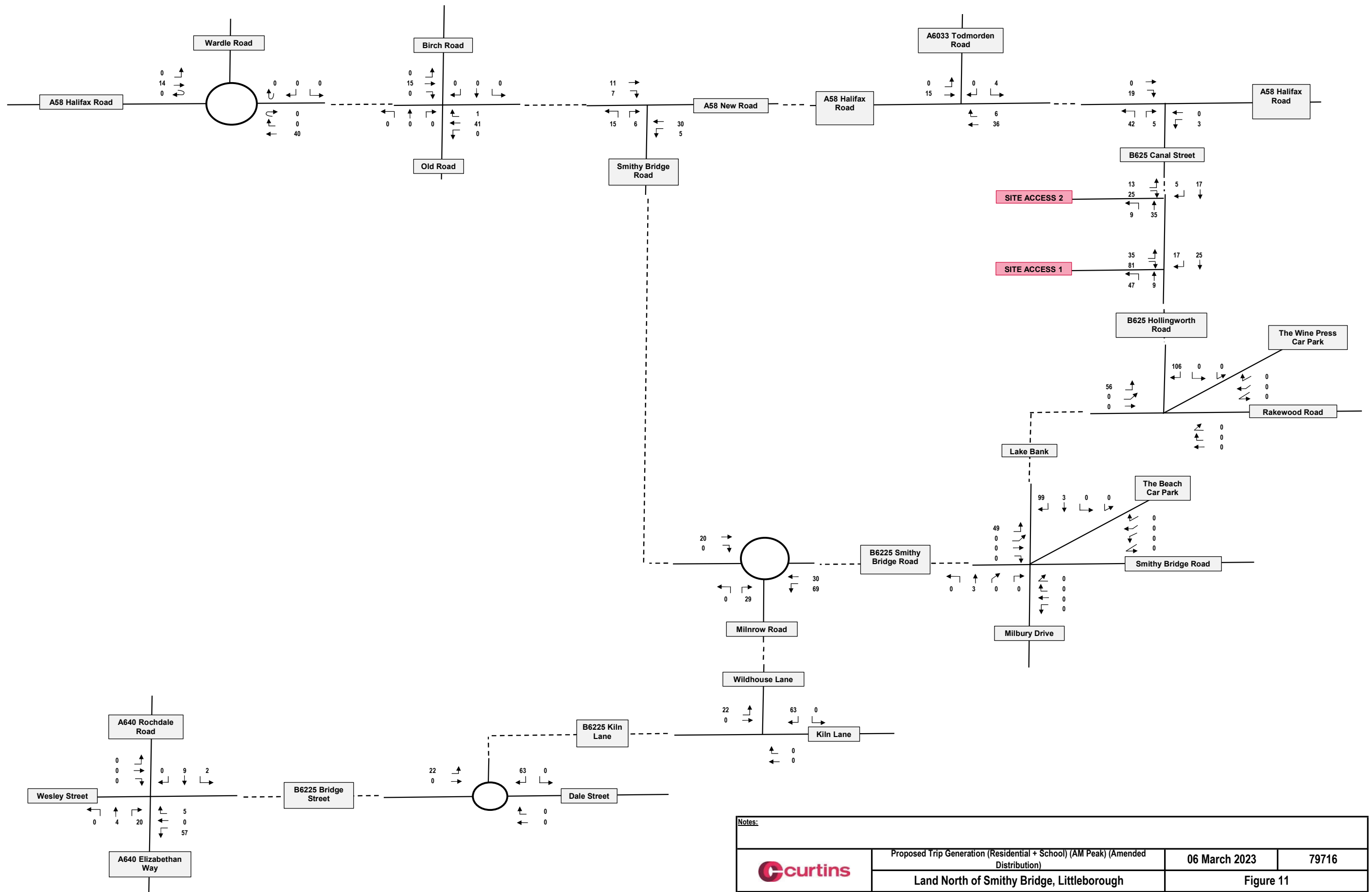


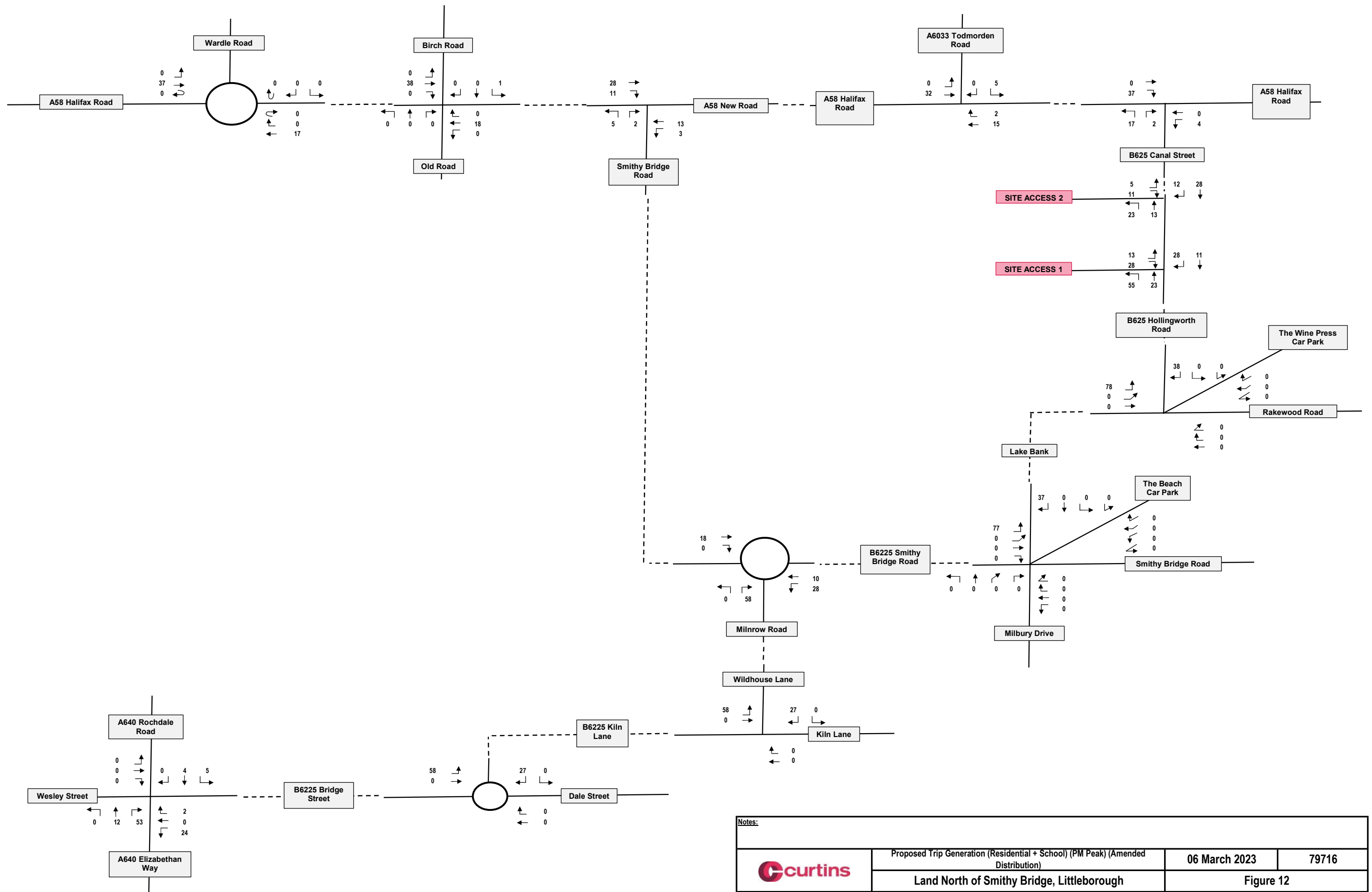






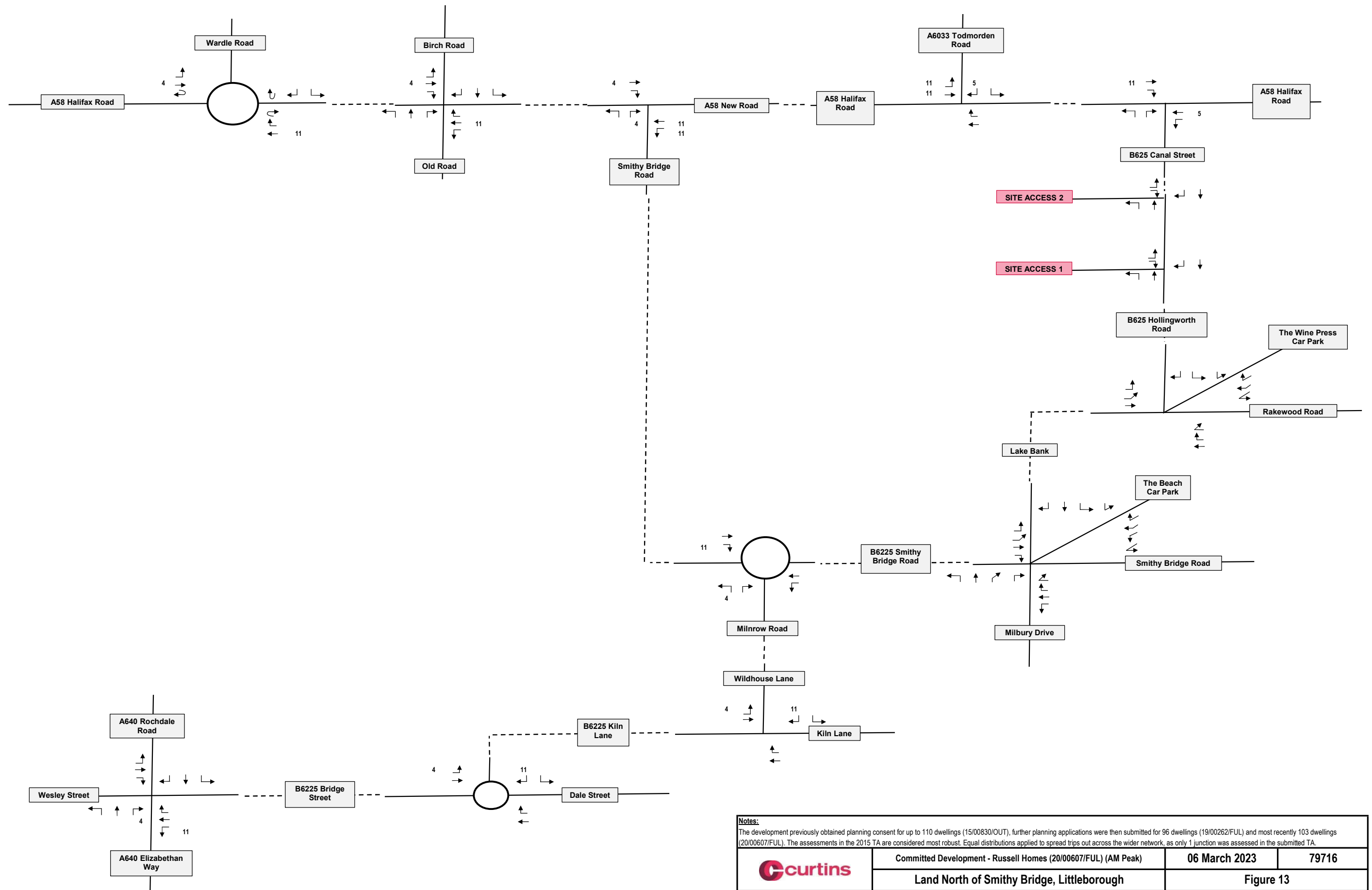


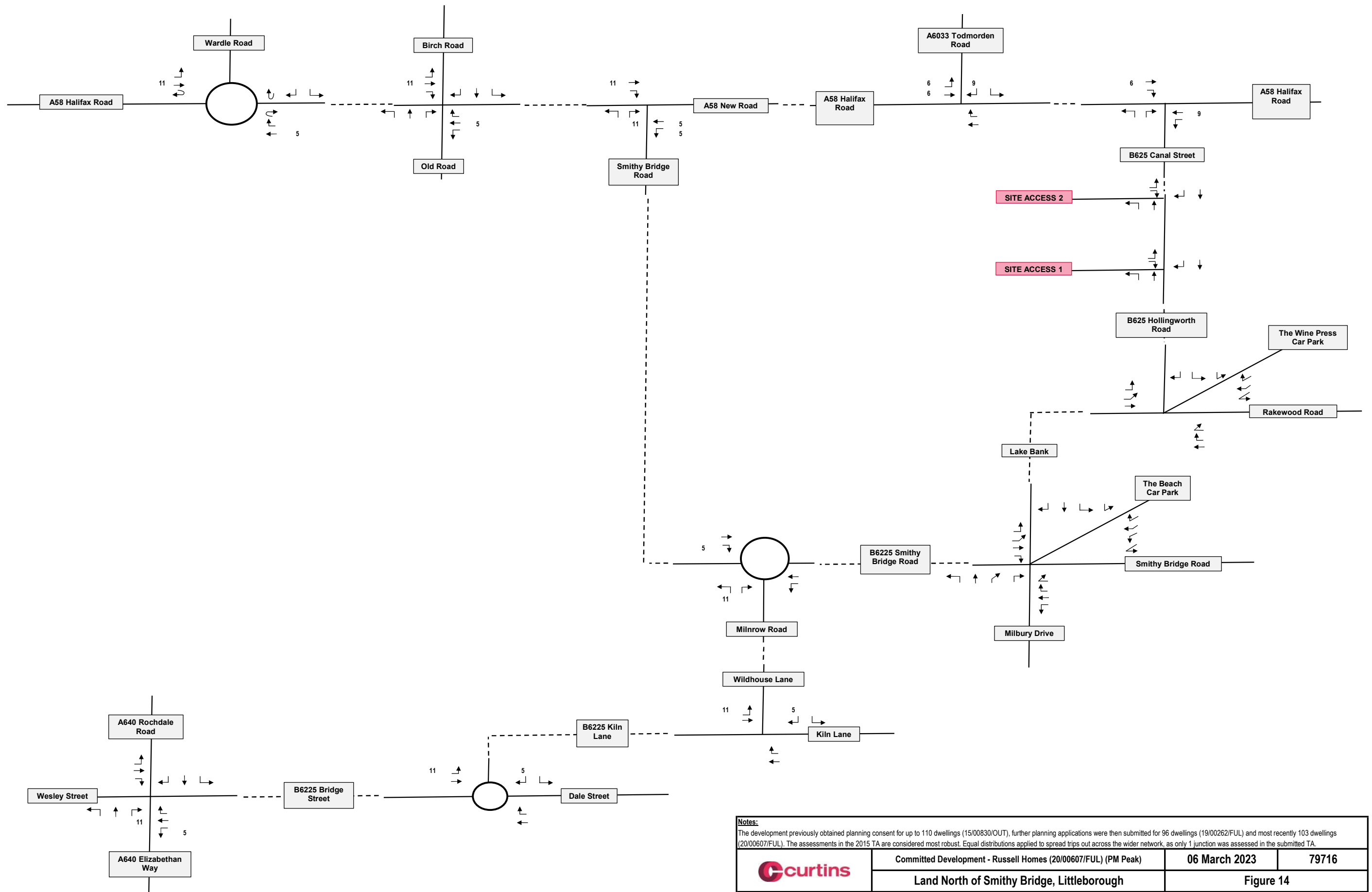


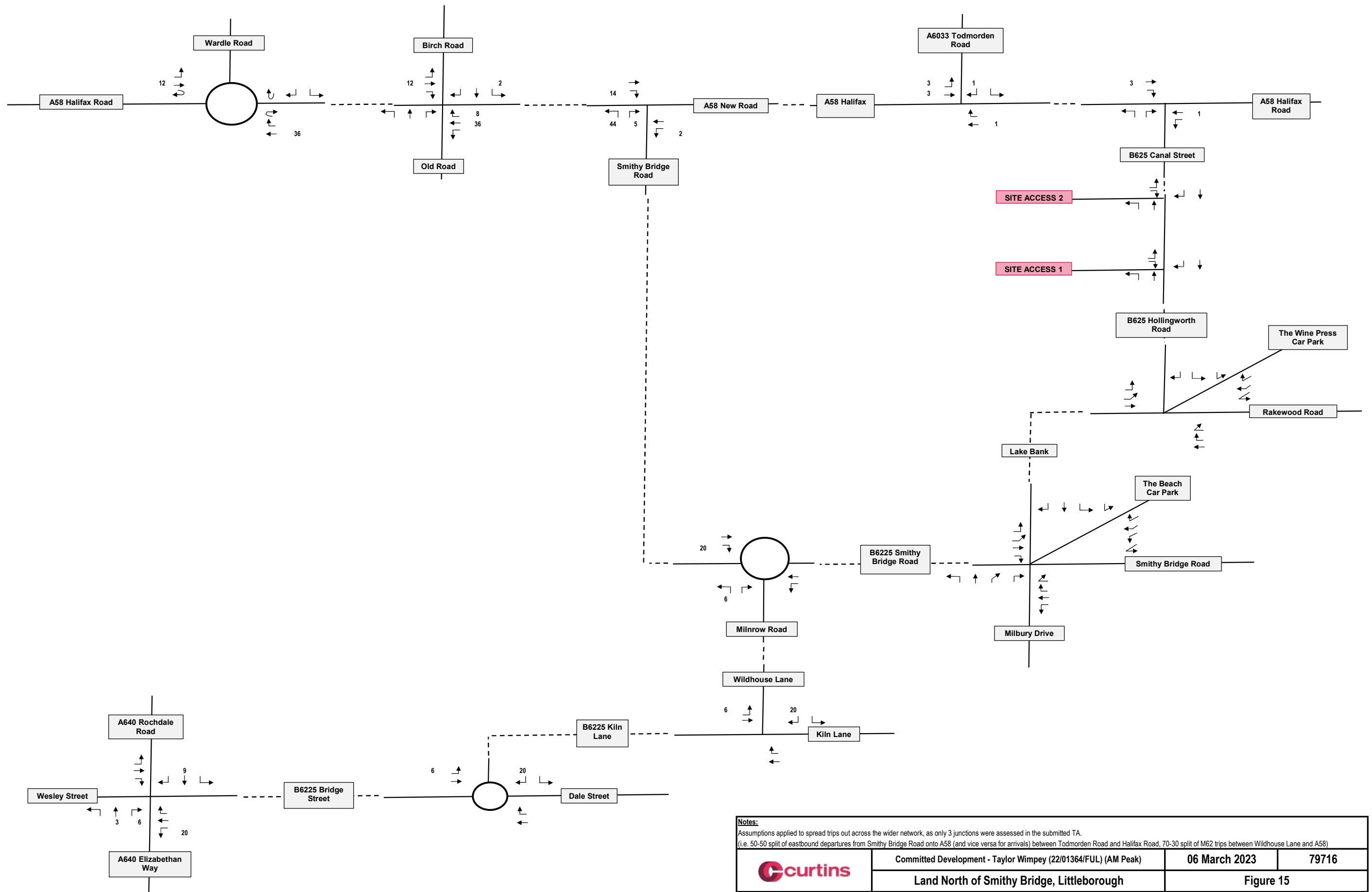


Notes:

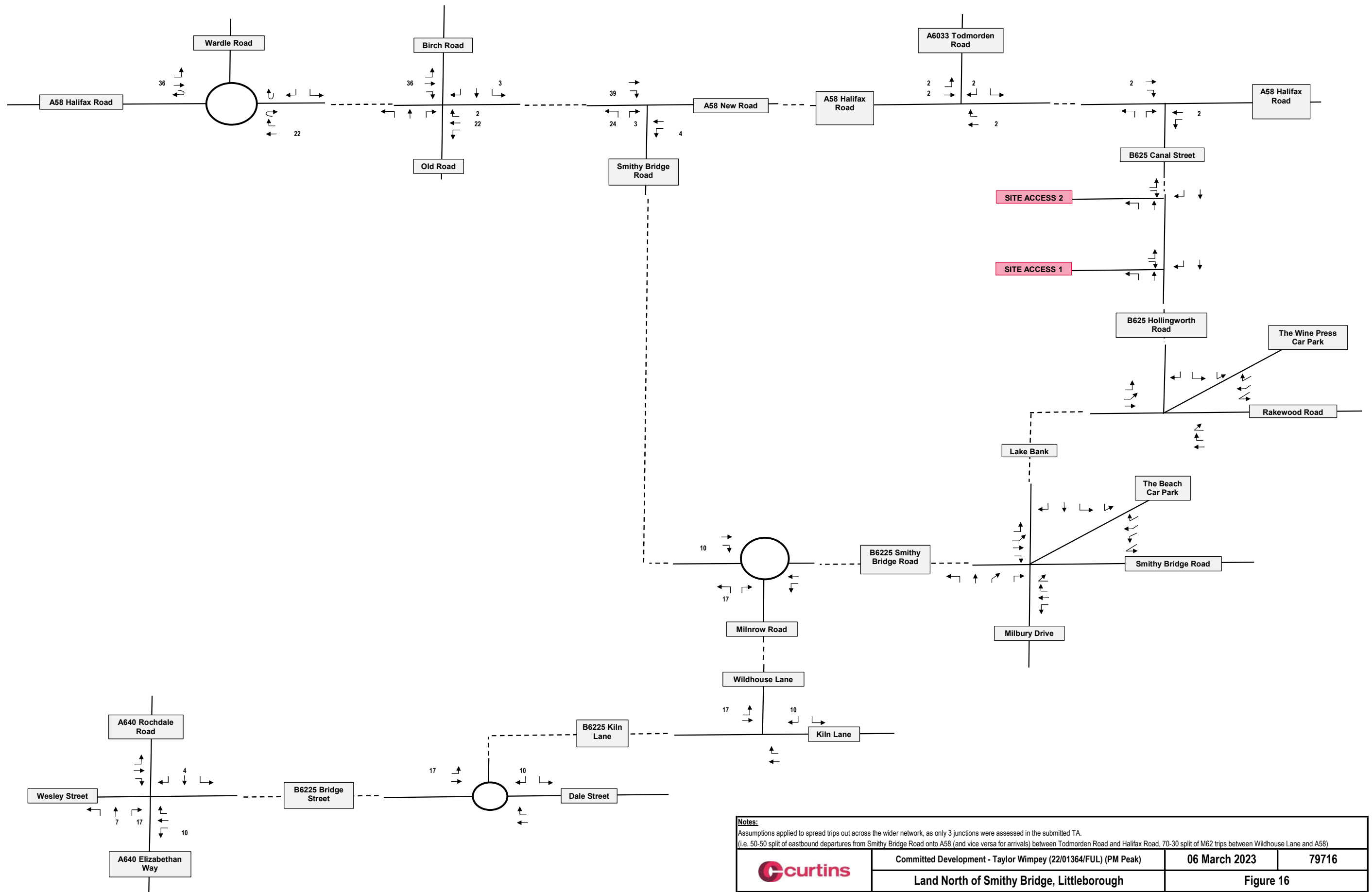
	Proposed Trip Generation (Residential + School) (PM Peak) (Amended Distribution)	06 March 2023	79716
	Land North of Smithy Bridge, Littleborough	Figure 12	

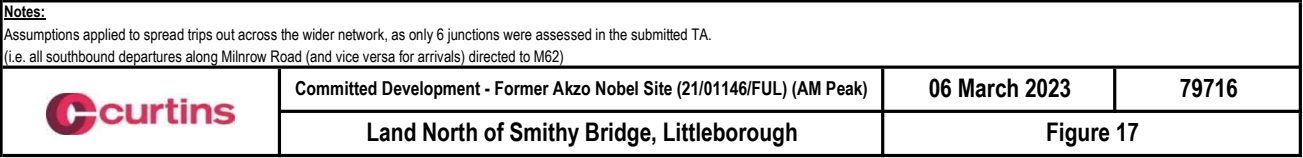


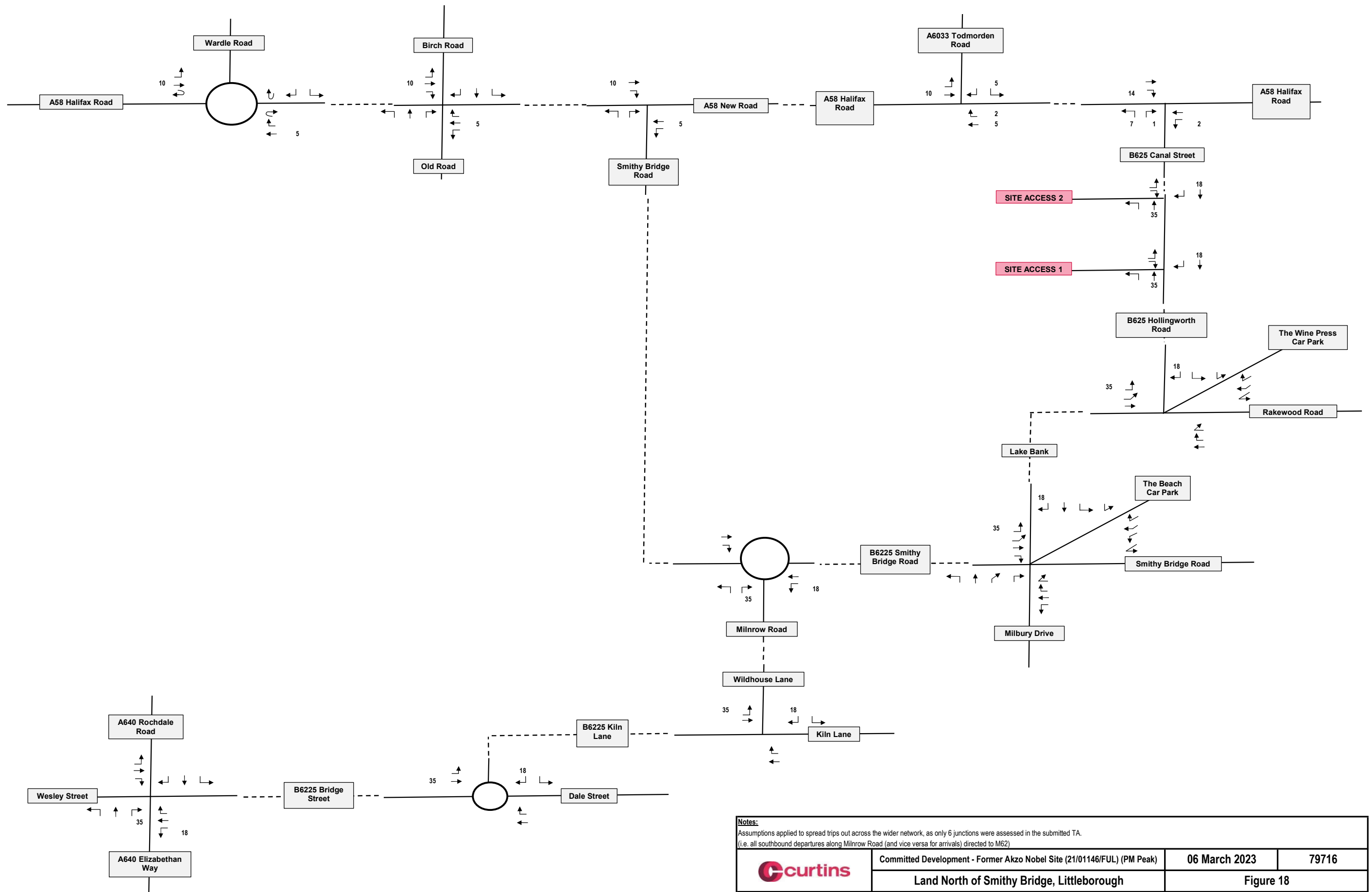


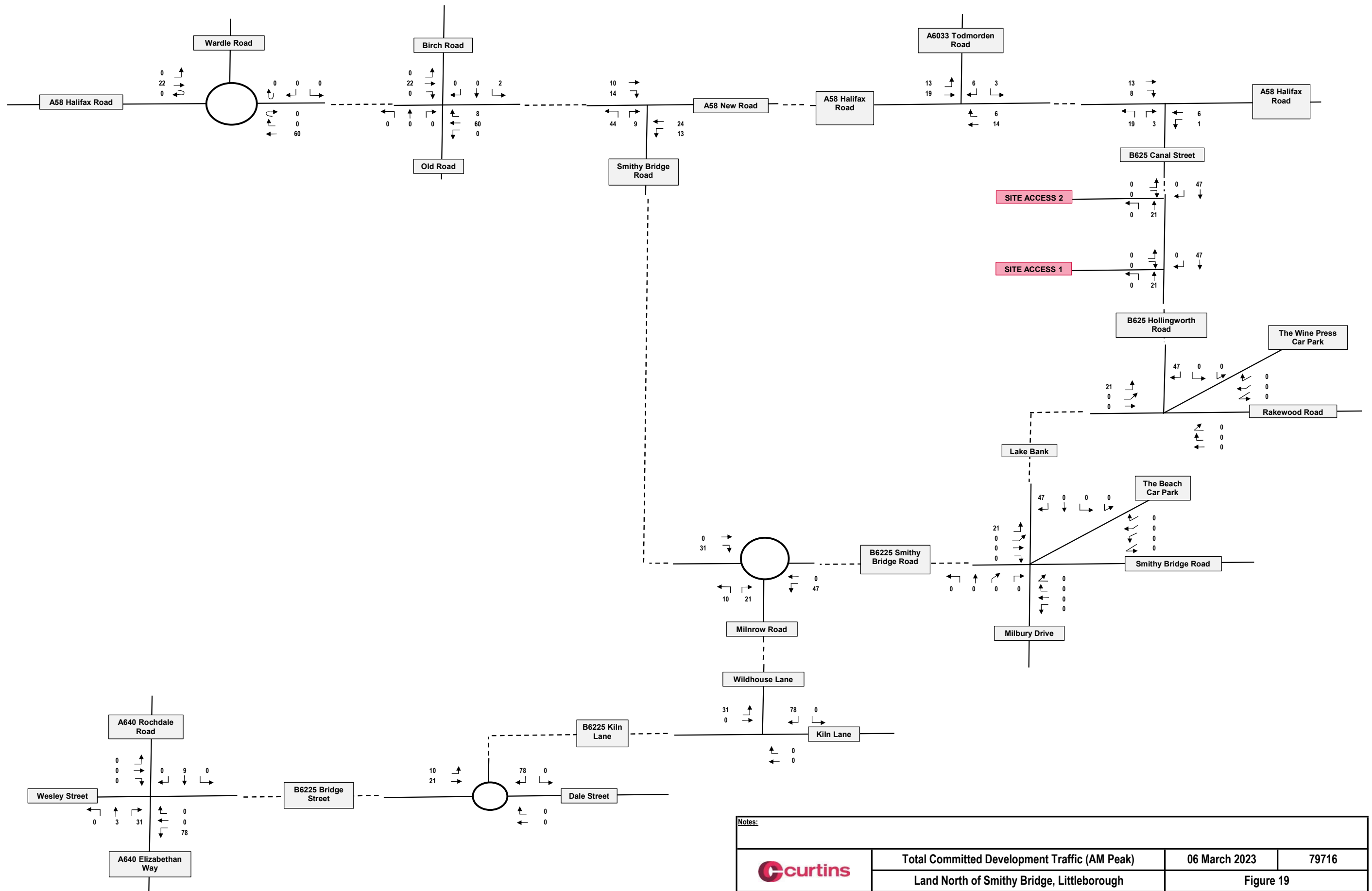


Notes: Assumptions applied to spread trips out across the wider network, as only 3 junctions were assessed in the submitted TA. (i.e. 50-50 split of eastbound departures from Smithy Bridge Road onto A58 (and vice versa for arrivals) between Todmorden Road and Halifax Road, 70-30 split of M62 trips between Wildhouse Lane and A58)			
	Committed Development - Taylor Wimpey (22/01364/FUL) (AM Peak)	06 March 2023	79716
	Land North of Smithy Bridge, Littleborough	Figure 15	

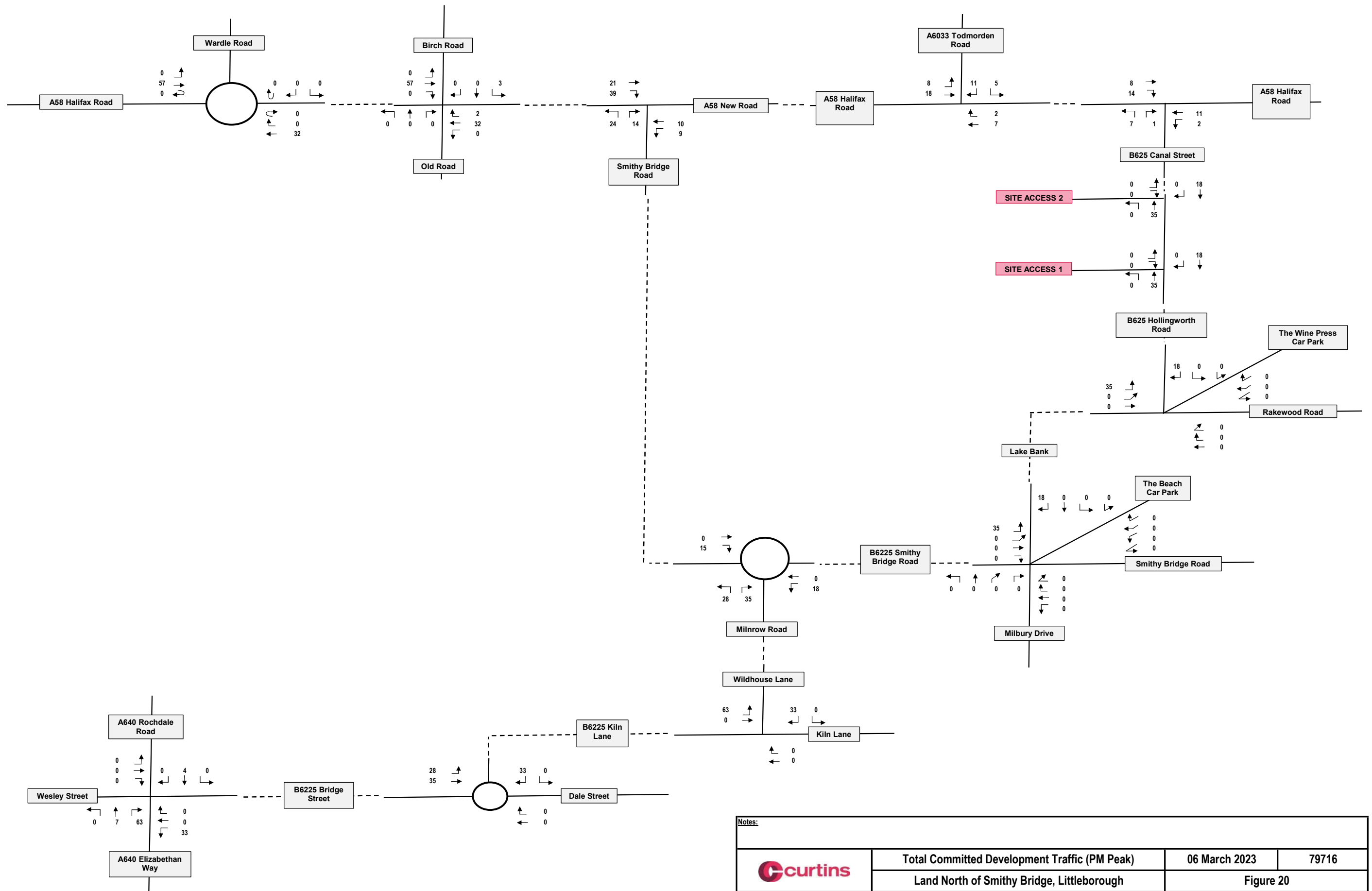


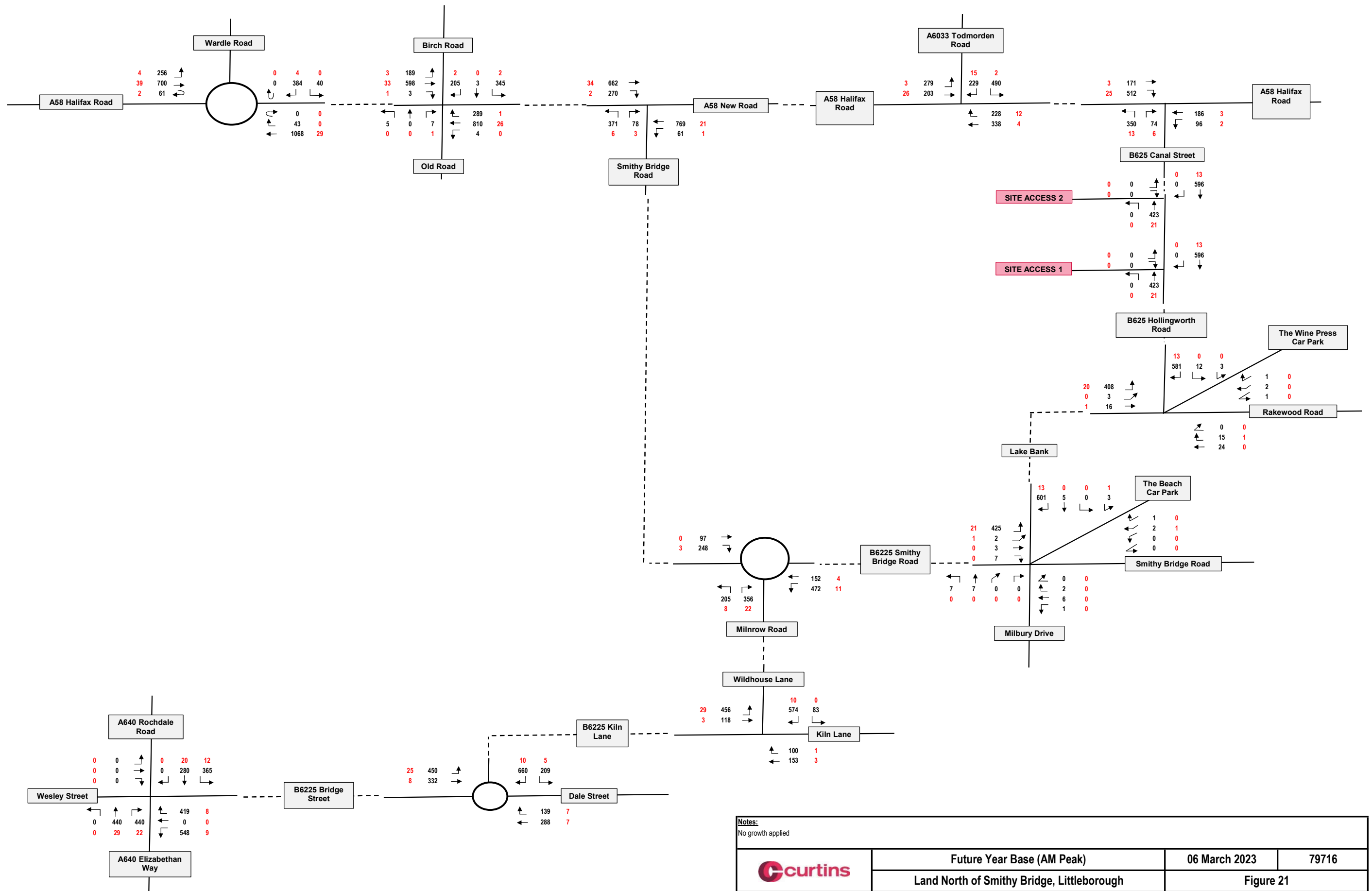


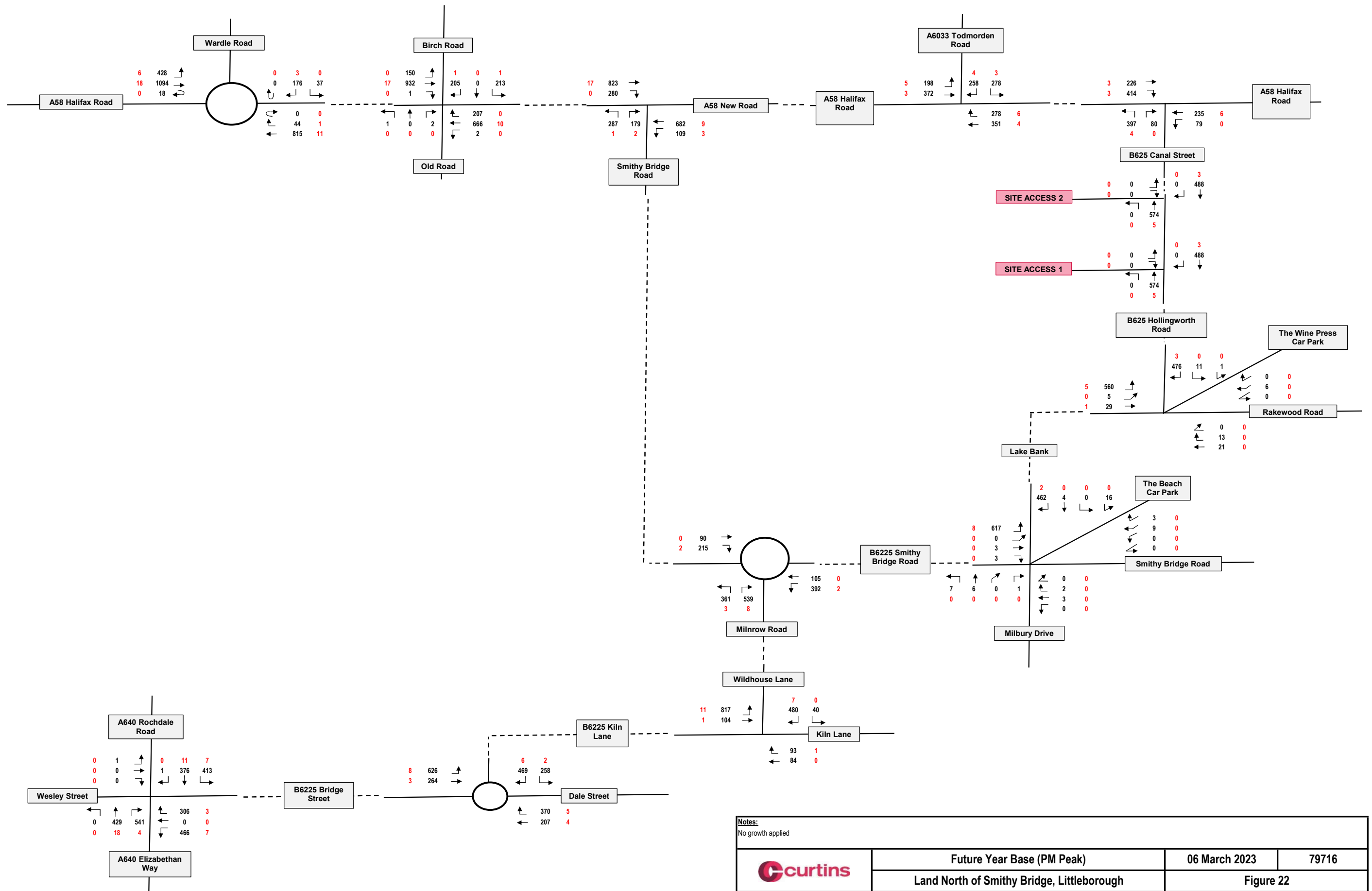


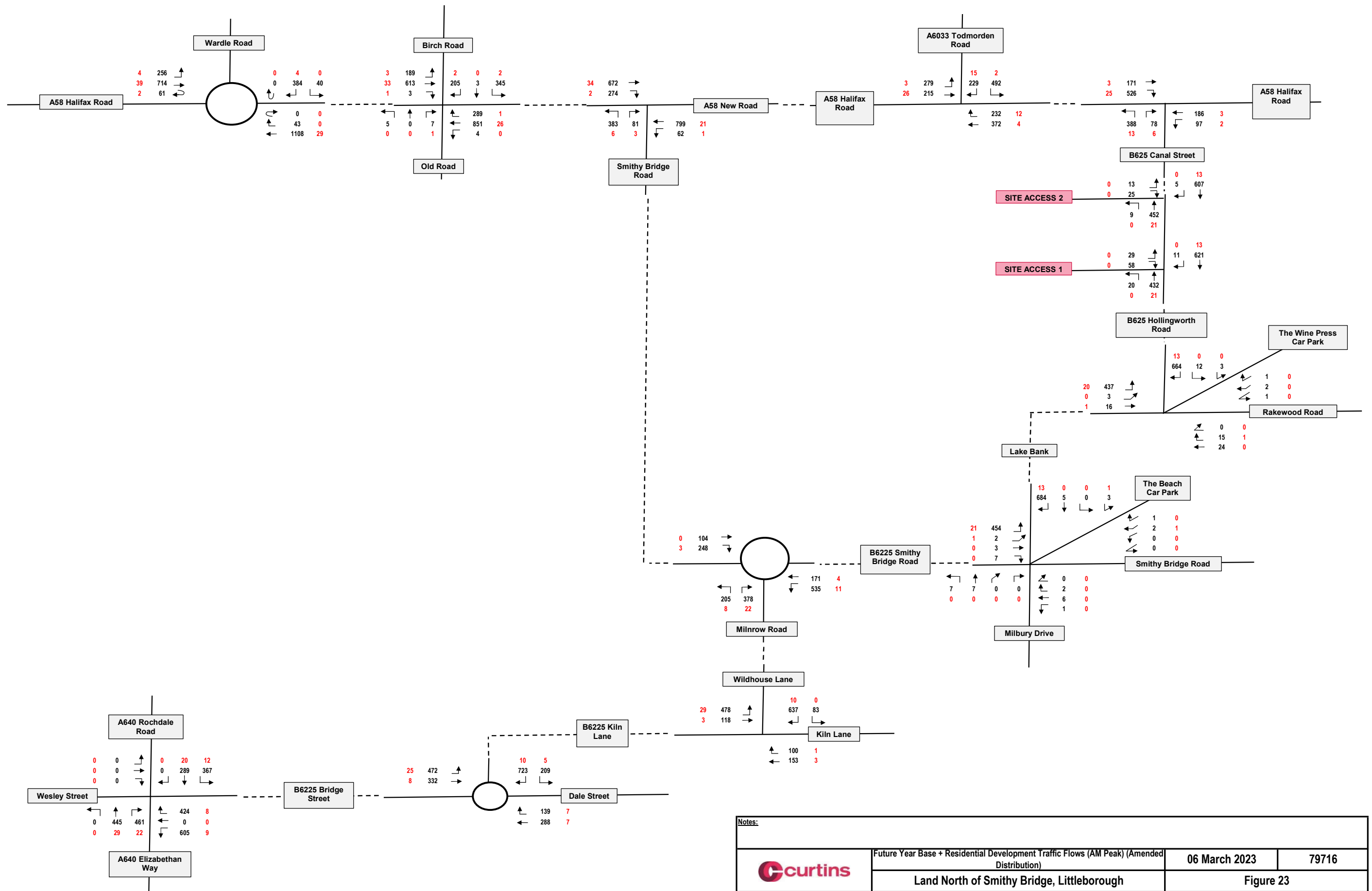


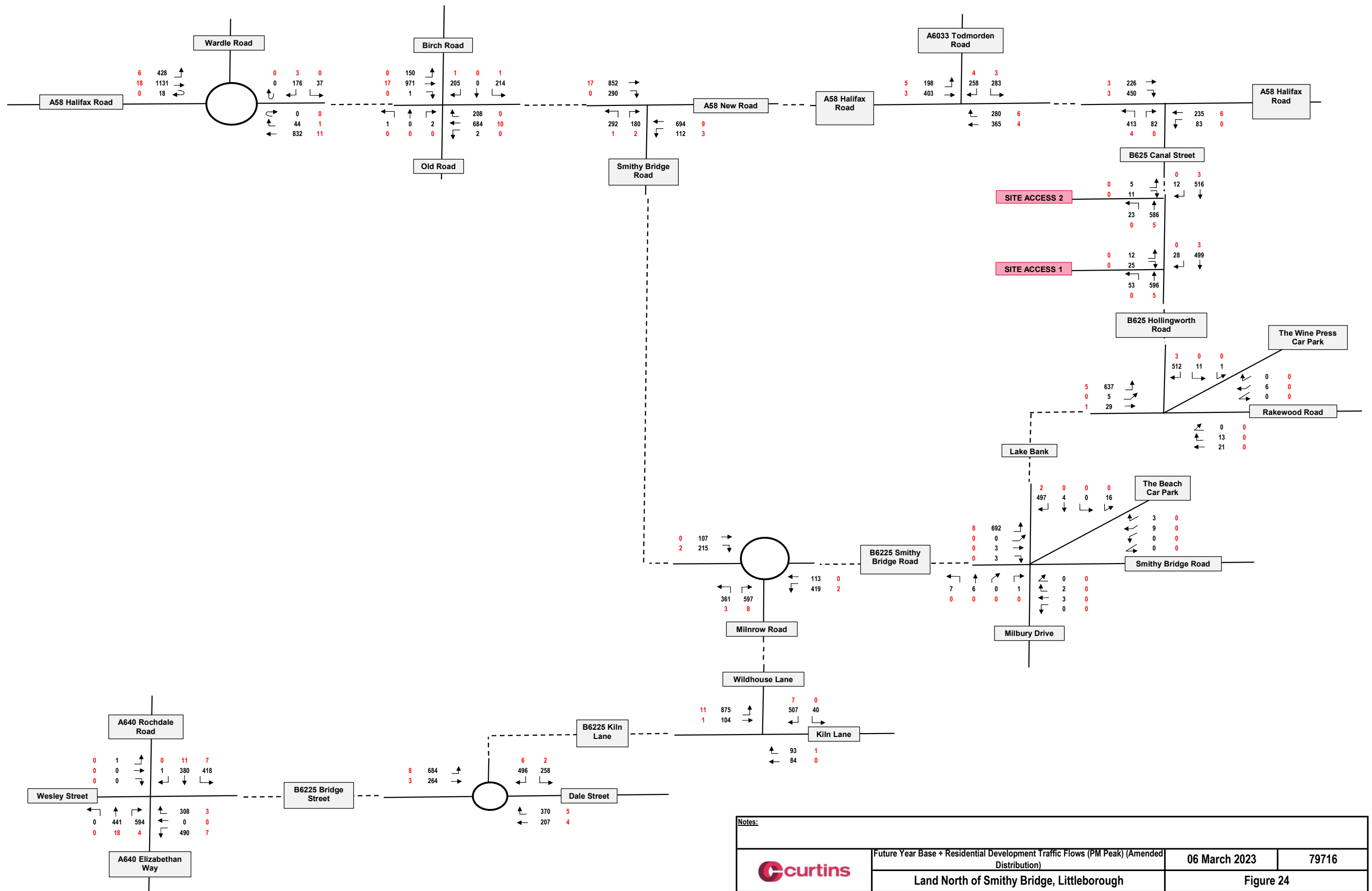
Notes:			
	Total Committed Development Traffic (AM Peak)	06 March 2023	79716
	Land North of Smithy Bridge, Littleborough	Figure 19	

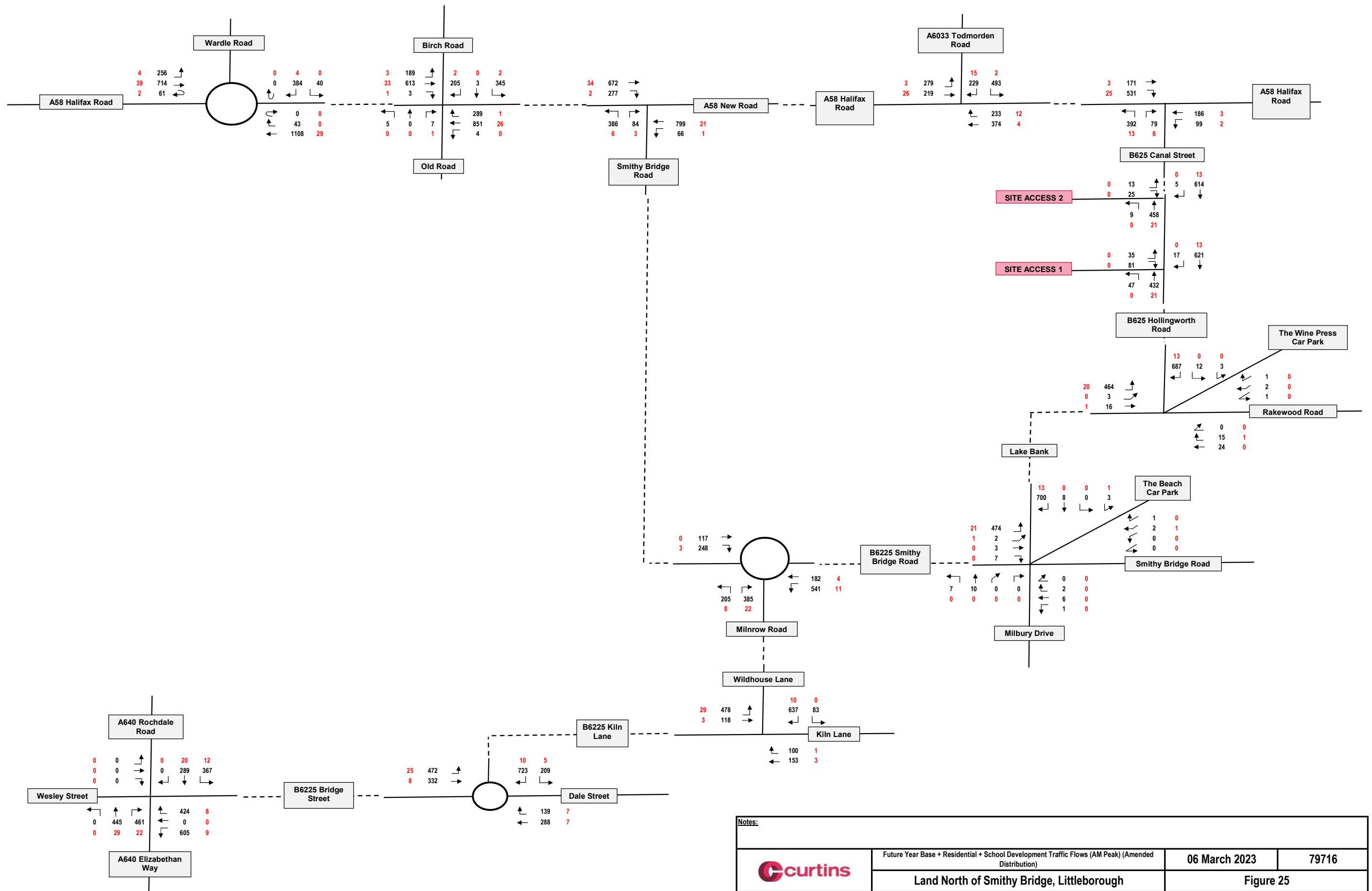


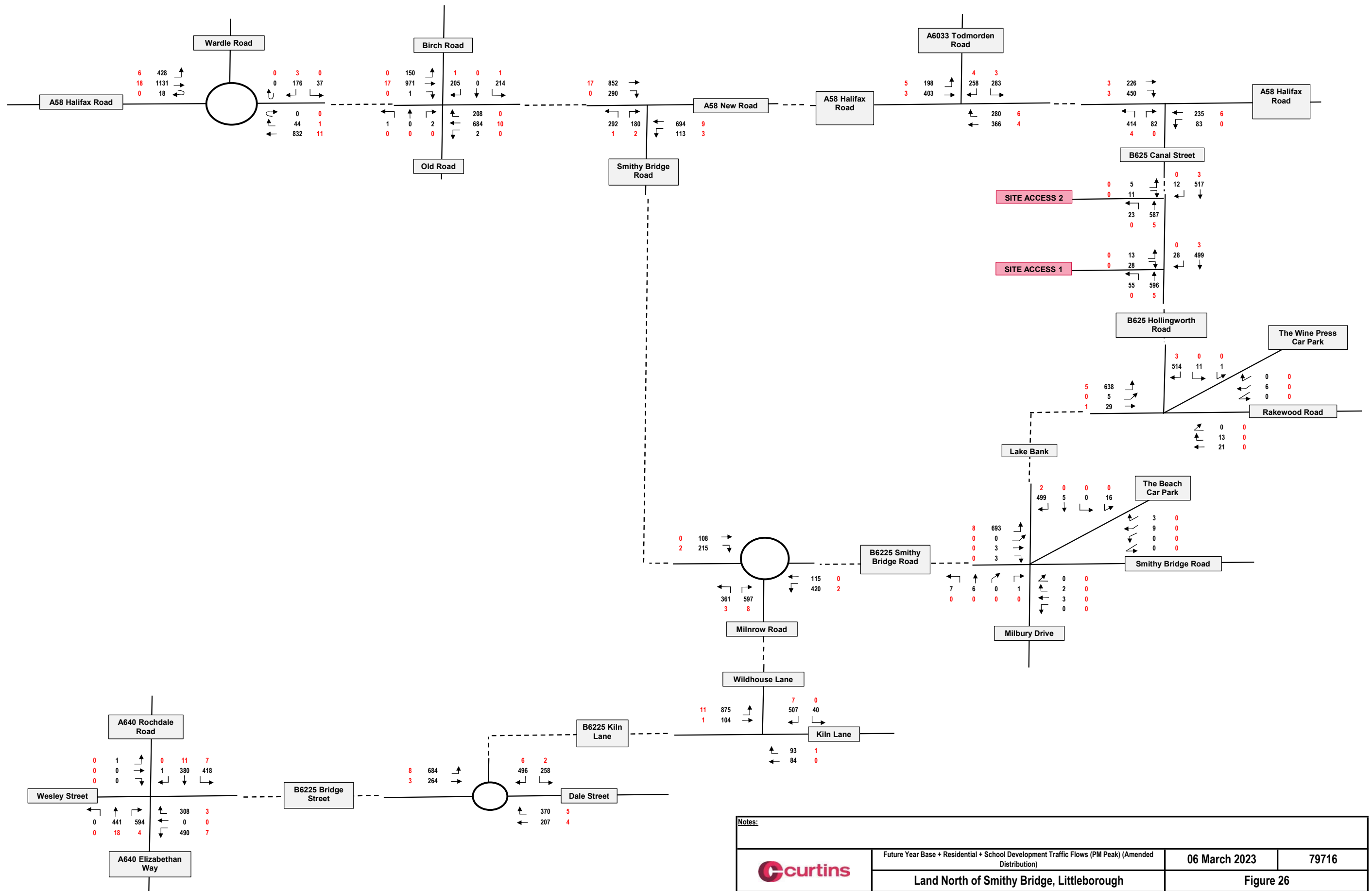










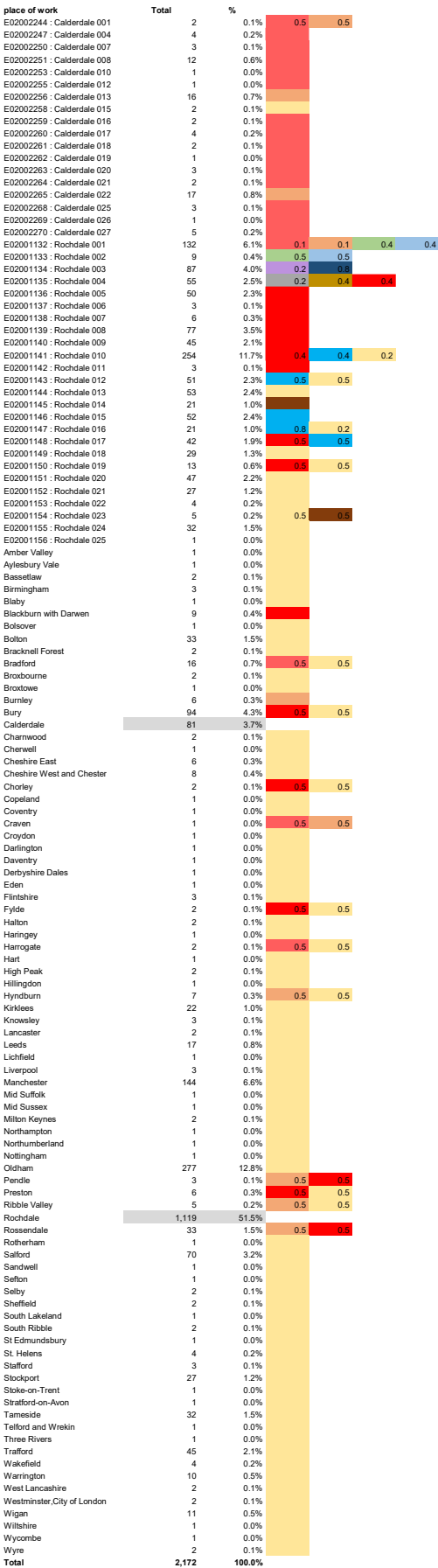


Appendix E – Journey to Work Data

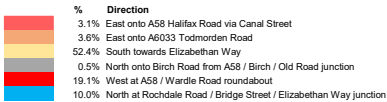
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 19 July 2022]

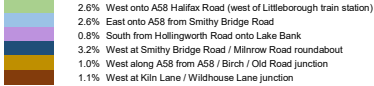
population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence E02001134 : Rochdale 003 (2011 super output area - middle layer)



AM DISTRIBUTION (Departure patterns)



LOCAL TRIPS (do not flow beyond the suggested end junctions)



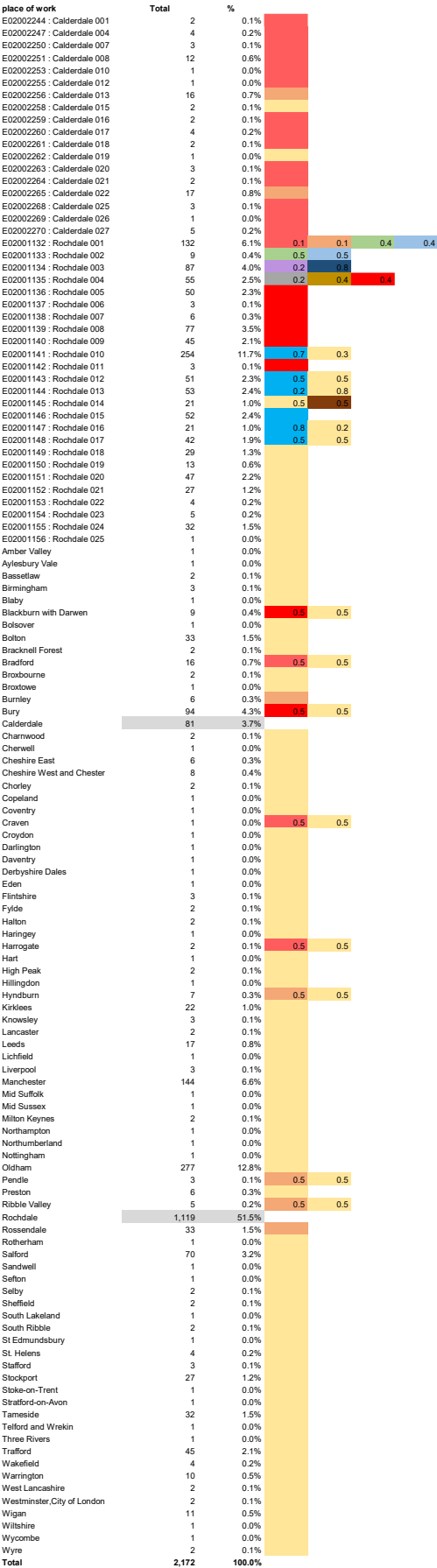
100.0% Total

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

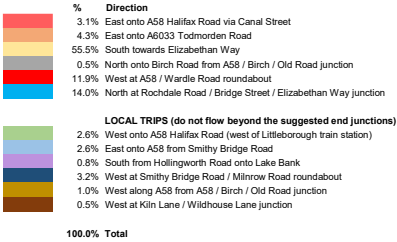
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 19 July 2022]

population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence E02001134 : Rochdale 003 (2011 super output area - middle layer)



PM DISTRIBUTION (Arrival patterns)



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix F – TRICS Output

Calculation Reference: AUDIT-148301-220720-0737

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	EX ESSEX	2 days
	HC HAMPSHIRE	8 days
	HF HERTFORDSHIRE	2 days
	KC KENT	5 days
	SC SURREY	2 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	11 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 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: 8 to 984 (units:)
 Range Selected by User: 6 to 4334 (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: 01/01/14 to 23/11/21

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	12 days
Tuesday	13 days
Wednesday	22 days
Thursday	14 days
Friday	7 days

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

Selected survey types:

Manual count	61 days
Directional ATC Count	7 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)	13
Edge of Town	55

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

Selected Location Sub Categories:

Residential Zone	62
Village	1
Out of Town	3
No Sub Category	2

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 68 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	16 days
10,001 to 15,000	22 days
15,001 to 20,000	9 days
20,001 to 25,000	10 days
25,001 to 50,000	5 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	8 days
25,001 to 50,000	7 days
50,001 to 75,000	10 days
75,001 to 100,000	13 days
100,001 to 125,000	1 days
125,001 to 250,000	22 days
250,001 to 500,000	7 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	18 days
1.1 to 1.5	47 days
1.6 to 2.0	3 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	31 days
No	37 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	67 days
2 Poor	1 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
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-03-A-03 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: THURSDAY	DETACHED HOUSES 30 15/10/20	BEDFORDSHIRE Survey Type: MANUAL
2	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: MONDAY	DETACHED HOUSES 28 17/10/16	CAMBRIDGESHIRE Survey Type: MANUAL
3	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	TERRACED HOUSES 24 24/11/14	CESHIRE Survey Type: MANUAL
4	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	SEMI-DETACHED & TERRACED 40 04/06/19	CHESHIRE Survey Type: MANUAL
5	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	TOWN HOUSES 24 06/06/19	CHESHIRE Survey Type: MANUAL
6	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	BUNGALOWS 28 24/03/14	DORSET Survey Type: MANUAL
7	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: Survey date: FRIDAY	MIXED HOUSES 50 19/11/21	DORSET Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17 Survey Type: MANUAL			
9	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18 Survey Type: MANUAL			
10	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES		DERBYSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 371 Survey date: TUESDAY 10/07/18 Survey Type: MANUAL			
11	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL			
12	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15 Survey Type: MANUAL			
13	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15 Survey Type: MANUAL			
14	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16 Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

15	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
16	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
17	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
18	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings:	97	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL
19	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings:	123	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
20	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
21	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19			Survey Type: MANUAL
23	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: WEDNESDAY 10/11/21			Survey Type: MANUAL
24	HC-03-A-25 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings: 250 Survey date: TUESDAY 12/10/21			Survey Type: MANUAL
25	HC-03-A-26 BOTLEY ROAD WHITELEY	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings: 270 Survey date: THURSDAY 24/06/21			Survey Type: MANUAL
26	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21			Survey Type: MANUAL
27	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 08/11/21			Survey Type: MANUAL
28	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8 Survey date: TUESDAY 08/06/21	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: MANUAL
30	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
31	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
32	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
33	KC-03-A-07 RECULVER ROAD HERNE BAY Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES	KENT	Survey Type: MANUAL
34	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 09/06/21	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
35	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings:	432		
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL	
37	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL	
38	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT	
39	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	138		
	Survey date: TUESDAY	20/10/15	Survey Type: DIRECTIONAL ATC COUNT	
40	NF-03-A-22 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	984		
	Survey date: TUESDAY	13/10/20	Survey Type: DIRECTIONAL ATC COUNT	
41	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	514		
	Survey date: WEDNESDAY	22/09/21	Survey Type: MANUAL	
42	NF-03-A-24 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	127		
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT	
43	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	55		
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL	
44	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	91		
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT	

LIST OF SITES relevant to selection parameters (Cont.)

45	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
46	NF-03-A-29	MIXED HOUSES		NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL			
	Edge of Town Residential Zone			
	Total No of Dwellings:		486	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT
47	NF-03-A-30	MIXED HOUSES		NORFOLK
	BRANDON ROAD SWAFFHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:		266	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL
48	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL			
	Edge of Town Residential Zone			
	Total No of Dwellings:		36	
	Survey date: MONDAY		18/10/21	Survey Type: MANUAL
49	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: WEDNESDAY		10/05/17	Survey Type: MANUAL
50	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD BYFLEET			
	Edge of Town Residential Zone			
	Total No of Dwellings:		71	
	Survey date: THURSDAY		23/01/14	Survey Type: MANUAL
51	SC-03-A-05	MIXED HOUSES		SURREY
	REIGATE ROAD HORLEY			
	Edge of Town Residential Zone			
	Total No of Dwellings:		207	
	Survey date: MONDAY		01/04/19	Survey Type: MANUAL
52	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE BURY ST EDMUNDS			
	Edge of Town Residential Zone			
	Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

53	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	179	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
54	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE Edge of Town Residential Zone Total No of Dwellings:	TERRACED & SEMI-DETACHED 149	SUFFOLK
	Survey date: TUESDAY	22/06/21	Survey Type: MANUAL
55	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
56	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI 33	SOMERSET
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
57	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED 248	STAFFORDSHIRE
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
58	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings:	DETACHED HOUSES 26	STAFFORDSHIRE
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
59	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	DETACHED HOUSES 23	WARWICKSHIRE
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
60	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

61	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED		WILTSHIRE
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		27	
	Survey date: THURSDAY		22/09/16	Survey Type: MANUAL
62	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS		WORCESTERSHIRE
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		47	
	Survey date: THURSDAY		01/10/20	Survey Type: MANUAL
63	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		151	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
64	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL
65	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		918	
	Survey date: TUESDAY		02/04/19	Survey Type: MANUAL
66	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT	MIXED HOUSES		WEST SUSSEX
	Edge of Town			
	Village			
	Total No of Dwellings:		152	
	Survey date: WEDNESDAY		16/06/21	Survey Type: MANUAL
67	WS-03-A-13 LITTLEHAMPTON ROAD WORTHING WEST DURREINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		197	
	Survey date: WEDNESDAY		23/06/21	Survey Type: MANUAL
68	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		117	
	Survey date: WEDNESDAY		20/10/21	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	67	133	0.074	67	133	0.299	67	133	0.373
08:00 - 09:00	67	133	0.135	67	133	0.379	67	133	0.514
09:00 - 10:00	67	133	0.132	67	133	0.166	67	133	0.298
10:00 - 11:00	67	133	0.125	67	133	0.152	67	133	0.277
11:00 - 12:00	67	133	0.133	67	133	0.147	67	133	0.280
12:00 - 13:00	67	133	0.151	67	133	0.151	67	133	0.302
13:00 - 14:00	67	133	0.156	67	133	0.150	67	133	0.306
14:00 - 15:00	67	133	0.163	67	133	0.185	67	133	0.348
15:00 - 16:00	67	133	0.260	67	133	0.172	67	133	0.432
16:00 - 17:00	67	133	0.278	67	133	0.163	67	133	0.441
17:00 - 18:00	67	133	0.352	67	133	0.161	67	133	0.513
18:00 - 19:00	67	133	0.282	67	133	0.156	67	133	0.438
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.334			2.354			4.688

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: 8 - 984 (units:)
Survey date range: 01/01/14 - 23/11/21
Number of weekdays (Monday-Friday): 68
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 23
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.

Calculation Reference: AUDIT-148301-220720-0748

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04 EAST ANGLIA
NF NORFOLK 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: 297 to 297 (units:)
Range Selected by User: 6 to 4334 (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: 01/01/14 to 23/11/21

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:

Sunday 1 days

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

Selected survey types:

Manual count 0 days
Directional ATC Count 1 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:

Edge of Town 1

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

Selected Location Sub Categories:

Out of Town 1

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

Secondary Filtering selection:

Use Class:

C3

1 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:

5,001 to 10,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 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

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town		
	Total No of Dwellings:	297	
	Survey date: SUNDAY	22/09/19	Survey Type: DIRECTIONAL ATC COUNT

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	1	297	0.027	1	297	0.054	1	297	0.081
08:00 - 09:00	1	297	0.047	1	297	0.131	1	297	0.178
09:00 - 10:00	1	297	0.057	1	297	0.158	1	297	0.215
10:00 - 11:00	1	297	0.158	1	297	0.185	1	297	0.343
11:00 - 12:00	1	297	0.168	1	297	0.185	1	297	0.353
12:00 - 13:00	1	297	0.141	1	297	0.185	1	297	0.326
13:00 - 14:00	1	297	0.215	1	297	0.246	1	297	0.461
14:00 - 15:00	1	297	0.253	1	297	0.205	1	297	0.458
15:00 - 16:00	1	297	0.199	1	297	0.145	1	297	0.344
16:00 - 17:00	1	297	0.239	1	297	0.121	1	297	0.360
17:00 - 18:00	1	297	0.172	1	297	0.135	1	297	0.307
18:00 - 19:00	1	297	0.131	1	297	0.128	1	297	0.259
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.807			1.878			3.685

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:	297 - 297 (units:)
Survey date range:	01/01/14 - 23/11/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
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.

Calculation Reference: AUDIT-148301-220720-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 208 to 621 (units:)
 Range Selected by User: 79 to 621 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 03/04/19

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Thursday	4 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7

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

Selected Location Sub Categories:

Residential Zone	10
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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:

F1(a) 10 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:

5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	5 days
500,001 or More	1 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

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	1 days
No	9 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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BR-04-A-01 SCHOOL CLOSE BRISTOL WHITCHURCH Edge of Town Residential Zone Total Number of pupils: 208 Survey date: TUESDAY 22/09/15	PRIMARY SCHOOL	BRISTOL CITY	Survey Type: MANUAL
2	CH-04-A-01 WESTON GROVE CHESTER UPTON Edge of Town Residential Zone Total Number of pupils: 219 Survey date: MONDAY 17/11/14	PRIMARY SCHOOL	CHESHIRE	Survey Type: MANUAL
3	CW-04-A-03 TREVERBYN RISE PENRYN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 440 Survey date: THURSDAY 28/03/19	PRIMARY ACADEMY	CORNWALL	Survey Type: MANUAL
4	DS-04-A-01 VICARAGE ROAD DERBY MICKLEOVER Edge of Town Residential Zone Total Number of pupils: 387 Survey date: THURSDAY 25/06/15	PRIMARY SCHOOL	DERBYSHIRE	Survey Type: MANUAL
5	GM-04-A-01 ROCH MILLS CRESCENT ROCHDALE Edge of Town Residential Zone Total Number of pupils: 457 Survey date: TUESDAY 20/10/15	PRIMARY SCHOOL	GREATER MANCHESTER	Survey Type: MANUAL
6	HC-04-A-05 HAVANT ROAD HAYLING ISLAND Edge of Town Residential Zone Total Number of pupils: 550 Survey date: MONDAY 30/11/15	PRIMARY SCHOOL	HAMPSHIRE	Survey Type: MANUAL
7	LE-04-A-02 BEAUFORT WAY LEICESTER OADBY Edge of Town Residential Zone Total Number of pupils: 380 Survey date: THURSDAY 30/10/14	PRIMARY SCHOOL	LEICESTERSHIRE	Survey Type: MANUAL
8	NR-04-A-03 BOOTH LANE NORTH NORTHAMPTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 400 Survey date: THURSDAY 24/03/16	PRIMARY SCHOOL	NORTHAMPTONSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-04-A-02	PRIMARY SCHOOL	WEST MIDLANDS
	HAZEL ROAD		
	BIRMINGHAM		
	RUBERY		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	234	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL
10	WY-04-A-02	PRIMARY SCHOOL	WEST YORKSHIRE
	TOWN STREET		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	621	
	Survey date: MONDAY	19/10/15	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 04 - EDUCATION/A - PRIMARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	10	390	0.060	10	390	0.021	10	390	0.081
08:00 - 09:00	10	390	0.320	10	390	0.264	10	390	0.584
09:00 - 10:00	10	390	0.030	10	390	0.048	10	390	0.078
10:00 - 11:00	10	390	0.012	10	390	0.012	10	390	0.024
11:00 - 12:00	10	390	0.023	10	390	0.014	10	390	0.037
12:00 - 13:00	10	390	0.024	10	390	0.031	10	390	0.055
13:00 - 14:00	10	390	0.017	10	390	0.021	10	390	0.038
14:00 - 15:00	10	390	0.086	10	390	0.023	10	390	0.109
15:00 - 16:00	10	390	0.176	10	390	0.252	10	390	0.428
16:00 - 17:00	10	390	0.051	10	390	0.081	10	390	0.132
17:00 - 18:00	10	390	0.021	10	390	0.035	10	390	0.056
18:00 - 19:00	10	390	0.011	10	390	0.016	10	390	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.831			0.818			1.649

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: 208 - 621 (units:)
 Survey date range: 01/01/14 - 03/04/19
 Number of weekdays (Monday-Friday): 10
 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.

Appendix G – Junction Capacity Assessment Results

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
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Filename: Site Access 1.j9

Path: \\mafs02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q3-Design\3B-Models\TP\TA Models

Report generation date: 23/03/2023 08:47:07

- »Future + Resi, AM
- »Future + Resi, PM
- »Future + Resi+Sch, AM
- »Future + Resi+Sch, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Future + Resi								
Stream B-AC	0.4	15.24	0.27	C	0.2	14.25	0.13	B
Stream C-AB	0.0	7.23	0.02	A	0.1	8.36	0.06	A
Future + Resi+Sch								
Stream B-AC	0.6	18.21	0.37	C	0.2	14.55	0.14	B
Stream C-AB	0.0	7.42	0.03	A	0.1	8.37	0.06	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	01/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\fremping_f
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Future + Resi	AM	ONE HOUR	08:00	09:30	15
D2	Future + Resi	PM	ONE HOUR	16:00	17:30	15
D4	Future + Resi+Sch	AM	ONE HOUR	08:00	09:30	15
D5	Future + Resi+Sch	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000