



James Hall & Co. Ltd

Proposed Convenience Store at the Former Lake Garage, Smithy Bridge Road, Littleborough

Transport Statement

T2339

Date February 2023

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Document Control Sheet

Proposed Convenience Store at Land at the Former Lake Garage,
Smithy Bridge Road, Littleborough

Transport Statement

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- 1.1. PSA Design Ltd has been commissioned to prepare this Transport Statement (TS), to support a Planning Application for a proposed SPAR convenience store at the site of the former Lake Garage on Smithy Bridge Road, Smithy Bridge, Littleborough, Rochdale. The proposed site layout is included at **Appendix A**.
- 1.1.1. The proposal is part of a wider programme of store development prompted by the substantially increased demand for local convenience top-up shopping facilities arising from changing consumer shopping patterns. The proposed development will enable James Hall to cater for consumer requirements for enhanced local convenience store provision.
- 1.1.2. The current proposals represent an amended scheme to that previously submitted as part of planning application 17/01512/FUL (see plan below). These previous proposals were refused planning consent by Rochdale Borough Council and an appeal against this decision was subsequently dismissed.

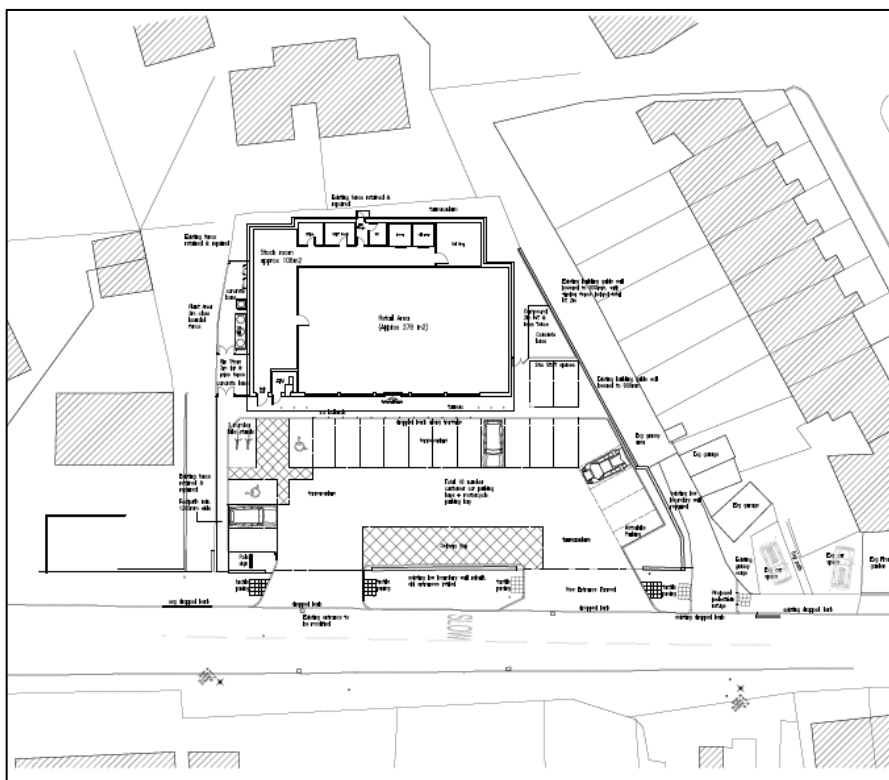


Image 1: Previous Site Layout Dismissed at Appeal

- 1.4. There has been extensive consultation undertaken with the Council as the Local Highway Authority. This statement seeks to set out the changes that have been made to the previous scheme to address the concerns raised by both the Council and the Planning Inspector. The current scheme is illustrated below.



Image 2: Current Application Proposal

- 1.5. Matters relating to trip generation, network capacity, accessibility and existing conditions were not raised by either the Highway Authority or Planning Inspector. It is therefore reasonable to assume that these were considered acceptable. However, to take cognisance of the fact that the original TS was dated December 2017, these elements have been re-visited and updated where appropriate in the subsequent sections.
- 1.6. This TS has been prepared to support the current planning application and to demonstrate that due consideration has been given to the highways and transport issues associated with the proposed redevelopment of the site. The structure of the TS report is as follows:
- Recent background and amended proposals;
 - Description of the site location and its existing use;

- Description of the local highway network in the vicinity of the site and accessibility by non-car modes of transport.
- Description of the development proposals, including parking, trip generation and servicing;
- Review of the transport implications of the development proposals; and
- Summary and conclusions.

M62 Diversionary Route

- 1.7. In the Council's 'reasons for refusal' and the Inspectors appeal decision letter, reference is made to Smithy Bridge Road being an M62 diversionary route. Subsequently, correspondence with National Highways has confirmed that Smithy Bridge Road is not an M62 Diversionary Route. The actual diversionary routes for the M62 J20-21 and J21-22 (i.e. the closest motorway junctions) are illustrated in the plans at **Appendix B**.

2.0 Recent Background and Amended Proposals

- 2.1 The current proposals represent a significantly different scheme to the original application (17/01512/FUL) which was refused planning consent. During the course of 2021 the applicant and its project team consulted with the LPA regarding revised proposals.

Response to highway issues raised in connection with original application

- 2.2 The current proposals seek to address the outstanding highways issues raised by the Council and the Planning Inspector. These can be summarised as follows:

Council Issues Set Out in Reason for Refusal

- Smithy Bridge Road is a narrow highway forming part of the Council's Strategic Highway Network and also one of the emergency motorway diversion routes (M62)
- To allow for swept paths that would not result in service vehicles mounting the footway when entering and egressing the site, the proposed delivery bay would be sited across one of the access points and a proposed non-standard kerb alignment would result in undue harm to pedestrian safety, placing greater emphasis on access for service vehicles over pedestrians.
- The manoeuvres undertaken by service vehicles to enter and egress and also service within the site would result in conflict with other vehicles accessing and manoeuvring within the site, and other users of the site and highway of Smithy Bridge Road with the result that servicing may take place from the highway or such conflict would give rise to unacceptable obstructions of the highway to the detriment of highway safety.
- Proposed pavement alignments and tactile paving do not meet adoptable standards - desire lines for the visually impaired should be consistent and logical, enabling the visually impaired to predict and interpret unfamiliar environments.
- The tactile paving proposed does not adequately follow the alignment of the highway and is likely to cause confusion for the visually impaired, to the detriment of the safety of such users of the highway

Planning Inspector Issues Set Out in Appeal Decision

- The swept paths provided by both the appellant and the Council are similar, both of which show a service vehicle running close to the footway or overrunning it. The access is particularly tight on the turn which comes in from the west and out in an easterly direction and necessitates a cutting back of the kerb line to allow service vehicles to manoeuvre out of the service area and back onto the road. This contrived design gives an implicit priority to large articulated service vehicles over pedestrians, which would be contrary to the principles set out in paragraph 110 of the National Planning Policy Framework (NPPF), which seeks to prioritise the needs of pedestrians over the efficient delivery of goods, and Policy T2 of the Rochdale Core Strategy (CS)
- The proposal would have implications for pedestrians crossing the access point, since there would be a change to the expected kerb line, altering the desire line to accommodate the cutaway kerb
- The development shown on the site leaves very little space for manoeuvring vehicles, including cars and service vehicles. Both the appellant's and the Council's tracking diagrams show little space between the service vehicle movements and the parking area outside the shop. Although the forecourt is an environment in which all users would need to be aware of each other and take care in their movements, pedestrians and those making deliveries would need to weave their way through this area and the proximity to other vehicles would mean that it would not be appropriate or safe
- Smithy Bridge Road is described by the Council as being of minimum width for its function as a classified road as a result of historic development patterns. There would be times that both carriageways would be needed to enter and leave the site, which is not uncommon where radii are small, but would require a suitable gap in the traffic. The road is part of the strategic road network and at times it can be used as an emergency alternative for the M62, which could mean that there could be a waiting time to carry out such manoeuvres, causing queueing and delay

Current application

- 2.3 The revised scheme plans (See below) with associated swept path runs for a 10.675m long articulated servicing vehicle are included at **Appendix A**.
- 2.4 It is proposed to use a smaller HGV to service the store, which is a key difference to the original proposal. Smaller HGVs are commonly used by retailers such as Co-op and Tesco when servicing their smaller format food stores. Local planning authorities typically restrict the length of the vehicle servicing the store by condition.

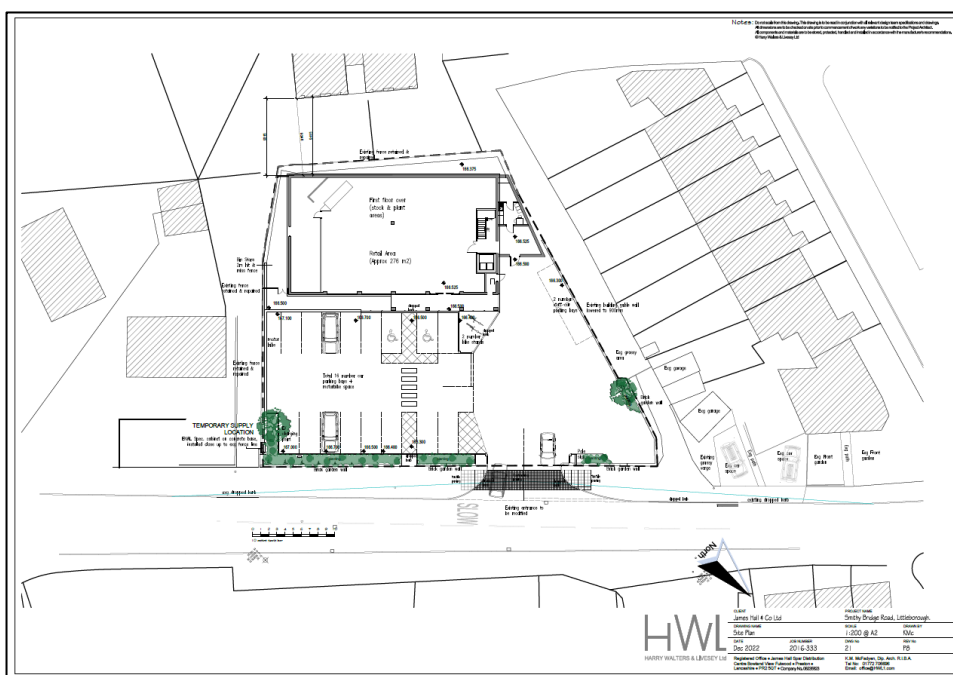


Image 3: Proposed Site Layout

- 2.5 The revised scheme contains the following key features:
- Kerbed radii access formed with no adjustment to the existing footway kerbline required along Smithy Bridge Road.
 - Desire line for pedestrians maintained along the footway.
 - Tactile paving and dropped kerbs provided at crossing point. The crossing point has been shown towards the rear of the footway as this will be the shortest crossing distance and is likely to be the line adopted by visually impaired pedestrians.
 - The proposed access would not give undue emphasis to service vehicles over pedestrians. This is reinforced through the use of contrasting surfacing/texture for the

crossing point which would further highlight the priority of pedestrians over vehicles at the access. This feature could be secured by the Council at the s278 design stage.

- Swept path analysis demonstrates that a 10.675m long articulated servicing vehicle can enter and leave the site in a forward gear without crossing the centre line of Smithy Bridge Road or mounting the kerbs.
- The servicing area is segregated from the customer parking area and is located to the rear of the site away from the site access.
- The swept path also demonstrates that access to the customer car park will not be obstructed whilst the servicing vehicle reverses into the servicing bay nor will it result in queuing on the local highway network.

2.6 The information presented above demonstrates that the revised scheme addresses the outstanding issues raised by both the Council and Planning Inspector to the original layout. **Tables 1 and 2** below summarises the issues addressed.

Council Issues Set Out in Reason for Refusal	Amendment Included in Current Proposals	Addressed by Current Proposals?
Smithy Bridge Road is a narrow highway forming part of the Council's Strategic Highway Network and also one of the emergency motorway diversion routes (M62)	• Swept path analysis demonstrates that a 10.675m long articulated servicing vehicle can enter and leave the site in a forward gear without crossing the centre line of Smithy Bridge Road or mounting the kerbs • National Highways have confirmed Smithy Bridge Road is not an emergency M62 motorway diversion route.	✓
To allow for swept paths that would not result in service vehicles mounting the footway when entering and egressing the site, the proposed delivery bay would be sited across one of the access points and a proposed non-standard kerb alignment would result in undue harm to pedestrian safety, placing greater emphasis on access for service vehicles over pedestrians.	• Swept path analysis demonstrates that a 10.675m long articulated servicing vehicle can enter and leave the site in a forward gear without crossing the centre line of Smithy Bridge Road or mounting the kerbs. • The servicing area is segregated from the customer parking area and is located to the rear of the site away from the site accesses. • The swept path also demonstrates that access to the customer car park will not be obstructed whilst the servicing vehicle reverses into the servicing bay, nor will it result in queuing on the local highway network • Kerbed radii access formed requiring no adjustment to the existing footway kerb line along Smithy Bridge Road. • Desire line for pedestrians maintained • The proposed access would not give undue emphasis to service vehicles over pedestrians. This is reinforced through the use of contrasting surfacing/texture for the crossing point which would further highlight the priority of pedestrians over vehicles at the access and is provided over the full width of the tactile paving. This feature could be secured by the Council at the s278 design stage.	✓

The manoeuvres undertaken by service vehicles to enter and egress and also service within the site would result in conflict with other vehicles accessing and manoeuvring within the site, and other users of the site and highway of Smithy Bridge Road with the result that servicing may take place from the highway or such conflict would give rise to unacceptable obstructions of the highway to the detriment of highway safety.	• The servicing area is segregated from the customer parking area and is located to the rear of the site away from the site access. • The swept path also demonstrates that access to the customer car park will not be obstructed whilst the servicing vehicle reverses into the servicing bay nor will it result in queuing on the local highway network.	✓
Proposed pavement alignments and tactile paving do not meet adoptable standards - desire lines for the visually impaired should be consistent and logical, enabling the visually impaired to predict and interpret unfamiliar environments.	• Kerbed radii access formed requiring no adjustment to the existing footway kerb line along Smithy Bridge Road. • Desire line for pedestrians maintained – any new pedestrian movements generated by the proposed convenience store would be turning into the site in any event. • Tactile paving and dropped kerbs provided at crossing point. The crossing point has been shown towards the rear of the footway as this will be the shortest crossing distance and is likely to be the line adopted by visually impaired pedestrians.	✓
The tactile paving proposed does not adequately follow the alignment of the highway and is likely to cause confusion for the visually impaired, to the detriment of the safety of such users of the highway.	• Desire line for pedestrians maintained – any new pedestrian movements generated by the proposed convenience store would be turning into the site in any event. • Tactile paving and dropped kerbs provided at crossing point. The crossing point has been shown towards the rear of the footway as this will be the shortest crossing distance and is likely to be the line adopted by visually impaired pedestrians.	✓

✓ = Issue addressed

Table 1: Summary of Council Issues Addressed by Current Scheme

Planning Inspector Issues Set Out in Reason for Refusal	Amendment Included in Current Proposals	Addressed by Current Proposals?
The swept paths provided by both the appellant and the Council are similar, both of which show a service vehicle running close to the footway or overrunning it. The access is particularly tight on the turn which comes in from the west and out in an easterly direction and necessitates a cutting back of the kerb line to allow service vehicles to manoeuvre out of the service area and back onto the road. This contrived design gives an implicit priority to large articulated service vehicles over pedestrians, which would be contrary to the principles set out in paragraph 110 of the National Planning Policy Framework (NPPF), which seeks to prioritise the needs of pedestrians over the efficient delivery of goods, and Policy T2 of the Rochdale Core Strategy (CS)	• Swept path analysis demonstrates that a 10.675m long articulated servicing vehicle can enter and leave the site in a forward gear without crossing the centre line of Smithy Bridge Road or mounting the kerbs • Kerbed radii access formed requiring no adjustment to the existing footway kerb line along Smithy Bridge Road. • Desire line for pedestrians maintained • The proposed access would not give undue emphasis to service vehicles over pedestrians. This is reinforced through the use of contrasting surfacing/texture for the crossing point which would further highlight the priority of pedestrians over vehicles at the access and is provided over the full width of the tactile paving. This feature could be secured by the Council at the s278 design stage.	✓
The proposal would have implications for pedestrians crossing the access point, since there would be a change to the expected kerb line, altering the desire line to accommodate the cutaway kerb	• Kerbed radii access formed requiring no adjustment to the existing footway kerbline along Smithy Bridge Road. • Desire line for pedestrians maintained • The proposed access would not give undue emphasis to service vehicles over pedestrians. This is reinforced through the use of contrasting surfacing/texture for the crossing point which would further highlight the priority of pedestrians over vehicles at the access and is provided over the full width of the tactile paving. This feature could be secured by the Council at the s278 design stage. • Tactile paving and dropped kerbs provided at crossing point. The crossing point has been shown towards the rear of the footway as this will be the shortest crossing distance and is likely to be the line adopted by visually impaired pedestrians.	✓

The development shown on the site leaves very little space for manoeuvring vehicles, including cars and service vehicles. Both the appellant's and the Council's tracking diagrams show little space between the service vehicle movements and the parking area outside the shop. Although the forecourt is an environment in which all users would need to be aware of each other and take care in their movements, pedestrians and those making deliveries would need to weave their way through this area and the proximity to other vehicles would mean that it would not be appropriate or safe	• Swept path analysis demonstrates that a 10.675m long articulated servicing vehicle can enter and leave the site in a forward gear without crossing the centre line of Smithy Bridge Road or mounting the kerbs • The servicing area is segregated from the customer parking area and is located to the rear of the site away from the site accesses. • The swept path also demonstrates that access to the customer car park will not be obstructed whilst the servicing vehicle reverses into the servicing bay nor will it result in queuing on the local highway network.	✓
Smithy Bridge Road is described by the Council as being of minimum width for its function as a classified road as a result of historic development patterns. There would be times that both carriageways would be needed to enter and leave the site, which is not uncommon where radii are small, but would require a suitable gap in the traffic. The road is part of the strategic road network and at times it can be used as an emergency alternative for the M62, which could mean that there could be a waiting time to carry out such manoeuvres, causing queueing and delay	• Swept path analysis demonstrates that a 10.675m long articulated servicing vehicle can enter and leave the site in a forward gear without crossing the centre line of Smithy Bridge Road or mounting the kerbs • The swept path also demonstrates that access to the customer car park will not be obstructed whilst the servicing vehicle reverses into the servicing bay nor will it result in queuing on the local highway network. • National Highways have confirmed Smithy Bridge Road is not an emergency M62 motorway diversion route.	✓

✓ = Issue addressed

Table 2: Summary of Planning Inspector Issues Addressed by Current Scheme

- 2.7 Following submission of the revised scheme plans to the Council, a pre-application meeting was attended by the Council officers and the applicant's team. During this meeting the Council's Highway Officer verbally agreed that the revised scheme addressed the outstanding issues set out above but questioned whether a planning condition requiring the use of a smaller servicing vehicle would be enforceable. It is considered that this can be secured and enforced via a planning condition, as detailed in the Planning Statement.
- 2.8 A small HGV (10.675m) is distinctively different in length to a large HGV (16.5m) and for this reason non-compliance with the condition would be readily noticeable. The small HGVs that would service the store are owned by James Hall, the drivers are employed by the same company and it is in its interests to ensure that any planning restrictions are adhered to.
- 2.9 In the unlikely event that the store was to be operated by another retail operator that operator would need to adhere to the same condition which, as stated previously, is fairly standard practice for retailers when servicing small convenience stores.

3.0 Existing Conditions

Site Location and Use

- 3.0.1 The location of the site is shown in **Figure 1**. It is situated in the centre of Smithy Bridge on the southwestern side of Smithy Bridge Road and approximately 5.5km to the north west of Rochdale Town Centre.
- 3.0.2 The site is shown in more detail in **Figure 2**. It comprises the site of Lake Garage, which was a used cars sales, servicing, repairs and MOT facility. There are currently 3 vehicular access to the site from Smithy Bridge Road in the form of footway crossovers.
- 3.0.3 The site is located in the centre of Smithy Bridge and therefore within a large residential area.

Local Highway Network

- 3.0.4 Smithy Bridge Road is a local distributor type road that links between the A58 to the north of Smithy Bridge to the B6225 Milnrow Road to the south, which then links to the A640 Rochdale Road further to the south west. In the vicinity of the site Smithy Bridge Road is a single carriageway road with a width of approximately 6.5 metres, is subject to a 30 mph speed limit and benefits from street lighting. The road also has footways to both sides (some 4m in width across the site frontage) and is also a bus route with bus stops located in close proximity to the site.
- 3.0.5 Approximately 30m to the south east of the site Smithy Bridge Road forms a 3-arm mini roundabout junction with the B6225 Milnrow Road, which as stated above links to the A640 Rochdale Road approximately 2.5km to the south west.

Accident Data

- 3.0.6 By reference to the national road safety database website www.crashmap.co.uk it has been established that there have been no recorded injury accidents on Smithy Bridge Road along the site frontage in the 5 year period up to the end of December 2021 (this is the most recent data that is displayed on the website).

- 3.0.7 Away from the site, there have been 2 incidents at the Smithy Bridge Road/Milnrow Rd mini-roundabout during the 5 year period both of which resulted in slight injuries. The incidents occurred on the 2nd June 2018 and the 20th August 2021.
- 3.0.8 Therefore, taking the above into account it is considered that there is no historical evidence of an inherent road safety issue on the local road network in the vicinity of the site.

Accessibility by Non-Car Modes

Public Transport – Bus

- 3.0.9 There are regular bus services operating along Smithy Bridge Road along the site frontage. The Institution of Highways and Transportation Document “Guidelines for Planning for Public Transport in Developments” states that the acceptable walking distance for access to a bus facility from new development is 400m.
- 3.0.10 The nearest northbound bus stop is located at the sites northern site boundary whilst the nearest southbound bus stop is located approximately 20m further north. It is evident therefore, that the site is well within the acceptable walking distance of bus stops and therefore has very good accessibility to bus services.
- 3.0.11 The bus stops are served by bus routes R5 and 458 which all travel between Rochdale and Littleborough but on slightly different routes and at different times of the day. Routes R5 and 458 provide an hourly and 30 minute service respectively in both directions during the Monday to Saturday daytime with route 458 providing an hourly service on a Sunday and in the evenings on weekdays.
- 3.0.12 It is evident therefore, that there are good frequency buses operating along Smithy Bridge Road with bus stops well within the acceptable walking distance. It is therefore considered that the site is readily accessible by local bus services. This will enable employees and customers to travel to the proposed convenience store by bus or for customers who live in the local area to collect convenience shopping items whilst walking to, or from, the bus stops.

Public Transport – Rail

- 3.0.13 Smithy Bridge Rail Station is located approximately 500m walking distance to the northwest of the site. The station provides train services between Manchester and Leeds and therefore provides future employees with the opportunity to use rail travel to travel to the proposed store.

Pedestrians

- 3.0.14 As previously stated, there are footways (some 4m in width across the site frontage) on both sides of all roads in the vicinity of the site for pedestrians to use when walking to and from the site from local residential areas.
- 3.0.15 With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile (1.2km) with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 'Transport' (PPG13) also recognises that walking is the most important mode of travel at the local level and has the greatest potential to replace car trips for distances up to 2 kilometres.
- 3.0.16 The potential 1km and 2km catchment areas are shown in **Figure 3** and demonstrate that there are many residential dwellings within easy walking distance of the site.

Cycle

- 3.0.17 National Cycle Route 66, which runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull, routes along the Rochdale Canal towpath approximately 400m to the north west of the site. Whilst Smithy Bridge Road is not a cycle route, it is considered to be suitable for use to access the site by cycle from Route 66.
- 3.0.18 In relation to cycling, the former PPG13 recognises that cycling can be a substitute for car trips, particularly for journeys under 5km. Such a catchment area for the site is shown in **Figure 4**. It is evident that the site is readily accessible from a large number of residential properties in the wider area, particularly Rochdale to the west.
- 3.0.19 Therefore, it is evident that cycling trips could replace some car trips to, and from, the site, particularly for staff.

4.0 Development Proposals

Proposed Redevelopment

- 4..0.1 The proposal is for the construction of a new SPAR convenience store with a net retail floor area of 276 sqm together with customer parking and servicing area. The proposed site plan included at **Appendix A**.
- 4..0.2 As shown on the site plan, the proposed store will be located to the south of the site with car parking provided directly in front of the store. A dedicated area for service vehicles to unload and manoeuvre is provided to the north west of the store, separate to the customer park.
- 4..0.3 The proposed development will be served by a new vehicular access from Smithy Bridge Road as shown on the proposed site layout. The proposed access has been designed to satisfactorily accommodate cars and service vehicles that will visit the site. They will be provided with a kerbed bellmouth and will have good visibility in both directions along Smithy Bridge Road to and from drivers emerging from the site. The 3 existing accesses will be removed as part of the proposals.
- 4..0.4 With regards to car parking, a total of 18 spaces are proposed which comprise:
- 13 standard spaces;
 - 2 staff spaces;
 - 1 EV charging points;
 - 2 accessible spaces
- 4..0.5 As such the proposals comply with the Rochdale Core Strategy Appendix 5 parking standards. It should also be noted that motorcycle parking spaces and 2 Sheffield type cycle stands are also proposed.
- 4..0.6 There is also a dedicated pedestrian access separate from the vehicular access with a clearly identified route to the front of the store.
- 4..0.7 Taking this into account it is considered that due to the location of the proposed store close to residential properties the proposed parking provision will be sufficient to meet the demand of staff and customers and is similar to the provision provided at other sites of a similar size.

- 4..0.8 With regards to deliveries, a service area is provided to the west of the store to ensure conflict between customers and delivery vehicles is removed. Delivery vehicles will enter the site and reverse into the servicing area and then leave in a forward direction.
- 4..0.9 The Applicant has confirmed that the site would be serviced by a 10.675m long articulated HGV. This is a commercially available vehicle that forms part of the James Hall & Co. fleet and is standard vehicle often used by other convenience store operators such as the Co-op. Swept path assessments have been undertaken to demonstrate that manoeuvres by this vehicle can be undertaken satisfactorily from Smithy Bridge Road, and these are included at **Appendix A**).
- 4..0.10 It is understood that the proposed facility would be open between 06:00 and 23:00, 7 days a week. Deliveries would take place between 0600-2200 but will be infrequent and of short duration as set out in 5.0.5 below.

5.0 Transport Impact of the Proposed Development

- 5.0.1 In order to assess potential trip generation attributable to the proposed convenience store reference has been made to the TRICS database for the Land Use Category “Retail – Convenience Store”. Sites in England outside Greater London have been selected within the dataset and town centre sites have been excluded. The resulting TRICS output for the weekday peak hours is included in **Appendix B** and summarised below in **Table 2**. **Table 3** shows the resultant multi modal trip generation.

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Total Vehicles	8.311	8.223	16.534	7.073	7.162	14.235

Table 2 – Weekday Trip Generation Rates for Convenience Store (per 100sqm RFA)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Total Vehicles	23	23	46	20	20	40

Table 3 – Weekday Trip Generation for Proposed Convenience Store (276sqm RFA)

- 5.0.2 The trip generation for the Saturday peak hour has also been established and the resulting TRICS output is included in **Appendix C** and summarised below in **Table 4**. **Table 5** shows the resultant multi modal trip generation.

Mode	Saturday Peak (17:00 – 18:00)		
	In	Out	Total
Total Vehicles	14.0	17.667	31.667

Table 4 – Saturday Trip Generation Rates for Convenience Store (per 100sqm RFA)

Mode	Saturday Peak (17:00 – 18:00)		
	In	Out	Total
Total Vehicles	39	49	89

Table 5 – Saturday Trip Generation for Proposed Convenience Store (276sqm RFA)

- 5.0.3 **Tables 3 and 5** show that the proposed convenience store will generate between 40 and 46 two-way trip (20 and 23 vehicles visiting the site) in the weekday AM and PM peak hours, with 89 two-way trips (45 vehicles visiting the site) during the Saturday peak hour. However, it is widely recognised that the majority of car trips to new food stores are made by drivers already on the highway network. Most are probably making a trip for another purpose such as a trip home from work. Therefore, a significant proportion of trips will already be passing in close proximity to the site in any event.
- 5.0.4 Taking the above into account it is generally accepted that circa 90% of trips to convenience food stores will be 'pass-by' or 'transfer' type trips (i.e. will already be travelling on the local highway network). Accordingly, just 10% of trips will be classified as 'new' trips. Adopting this proportion, would result in 2 to 5 new trips to the site in the weekday and weekend peak hours respectively. Clearly the proposed development will not generate a significant volume of new trips on the local road network especially when compared to the previous car sales/car repair and servicing use on the site. By inspection therefore, it is concluded that the volume of new trips generated by the proposed development could be satisfactorily accommodated on the local road network with minimal impact on its operation or road safety.
- 5.0.5 With respect to deliveries, there would not be a significant number of HGV movements associated with the proposed development. In terms of the number of deliveries, the following frequencies are anticipated:
- 6 no. fresh/chilled produce deliveries per week (Monday to Saturday) by 10.675m length delivery vehicle - usually AM, duration on site approximately 30 minutes;
 - 1-2 ambient stock deliveries per week (Monday- Saturday) by 10.675m length delivery vehicle – duration on site 30 minutes;
 - 6 no. bread deliveries per week (Monday to Saturday) by small vehicle – usually AM, duration on site 5-10 minutes;
 - Daily newspaper deliveries by transit van – usually early morning.

- 5.0.6 As noted in the previous section, the applicant has confirmed that the site would be serviced by 10.675m long articulated HGVs, which could be secured by the Council through a planning condition.
- 5.0.7 It is considered that the number of delivery vehicles to the site will not have a material impact on the operation of the local road network.
- 5.0.8 Overall, the proposed re-development of the site will not have any significant highway or road safety implications.

Construction Phase

- 5.0.9 The construction phase is unlikely to have a significant impact on the transport network. However, should the Council have any concerns in this regard then a Construction Transport Management Plan (CTMP) could be secured via planning condition.

6.0 Summary and Conclusions

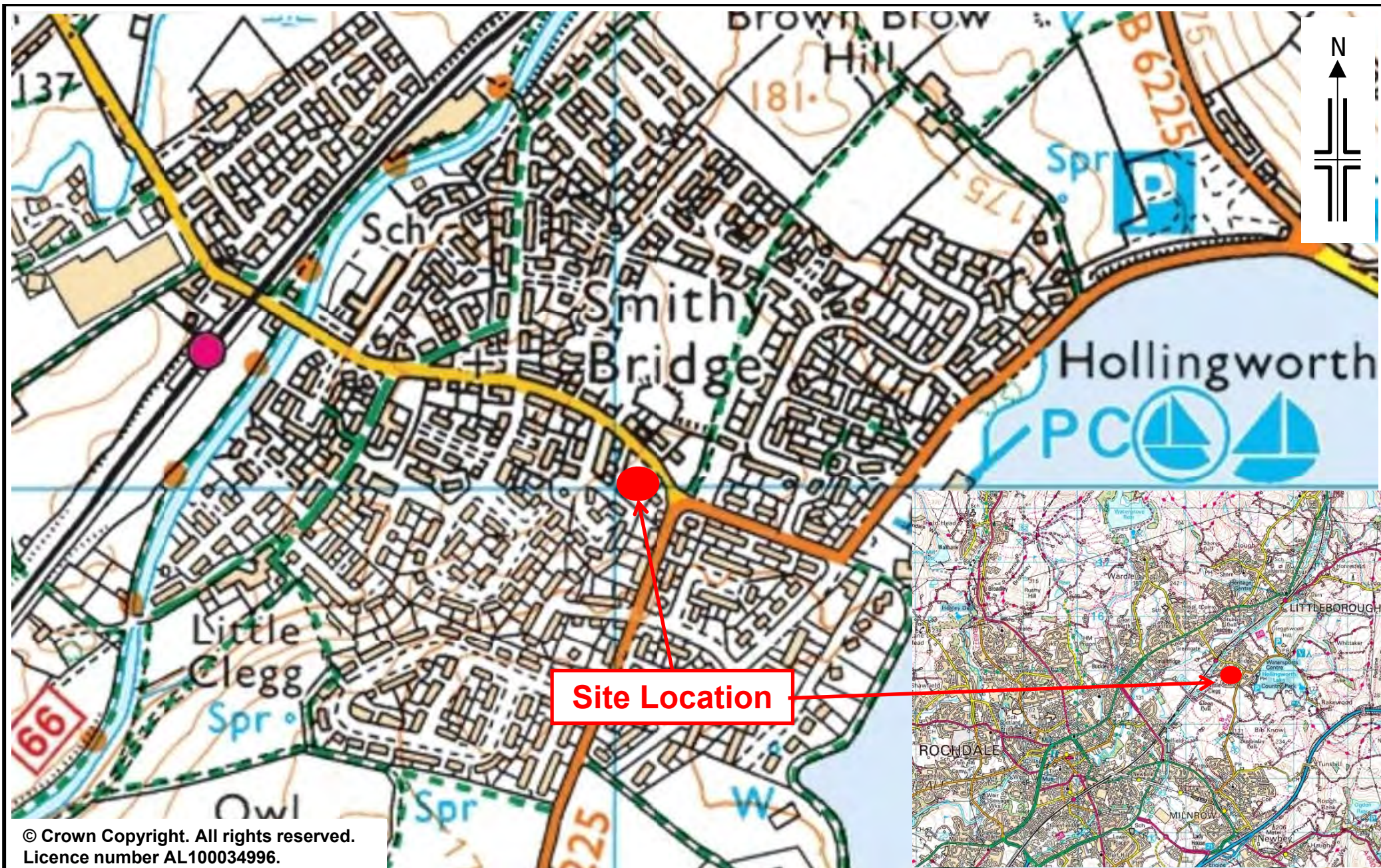
6.0.1 This Transport Statement has considered the transport implications of the revised proposals for a convenience store at Smithy Bridge Road in Littleborough. The revised scheme takes cognisance of the previous decision notice, appeal decision and subsequent discussions with the Council and is materially different in highway terms to that dismissed at appeal. The information presented can be summarised as follows:

- **Site Description** – The site is located on Smithy Bridge Road, approximately 3.5 kilometres northwest of Rochdale town centre. The site is located within an existing residential area providing employees and customers with a realistic opportunity to walk or cycle to the proposed store. An examination of road safety data for the roads in the vicinity of the site shows that there is no evidence of a significant road safety problem in the vicinity of the site.
- **Proposed Development** – The proposed development of the site will provide a new convenience store with a retail floor area of 276sqm together with separate parking and servicing areas. The proposed development will be served by a new vehicular access from Smithy Bridge Road. In accordance with the Rochdale Core Strategy Appendix 5 parking standards; 18 car parking spaces will be provided, including 1 EV charging bay, 2 accessible spaces and 2 staff car parking spaces. Parking for motorcycles and cycles is also to be provided. Deliveries will take place within the site and can be undertaken without conflict with customer vehicles and without impacting the operation or safety of Smithy Bridge Road.
- **Transport Impact** – The traffic that is likely to be generated by the proposal has been established and the majority will be traffic that is already travelling on the local road network. It is considered therefore that the vehicle trips as a result of the proposed development will not have a material impact on the operation or safety of the local road network.

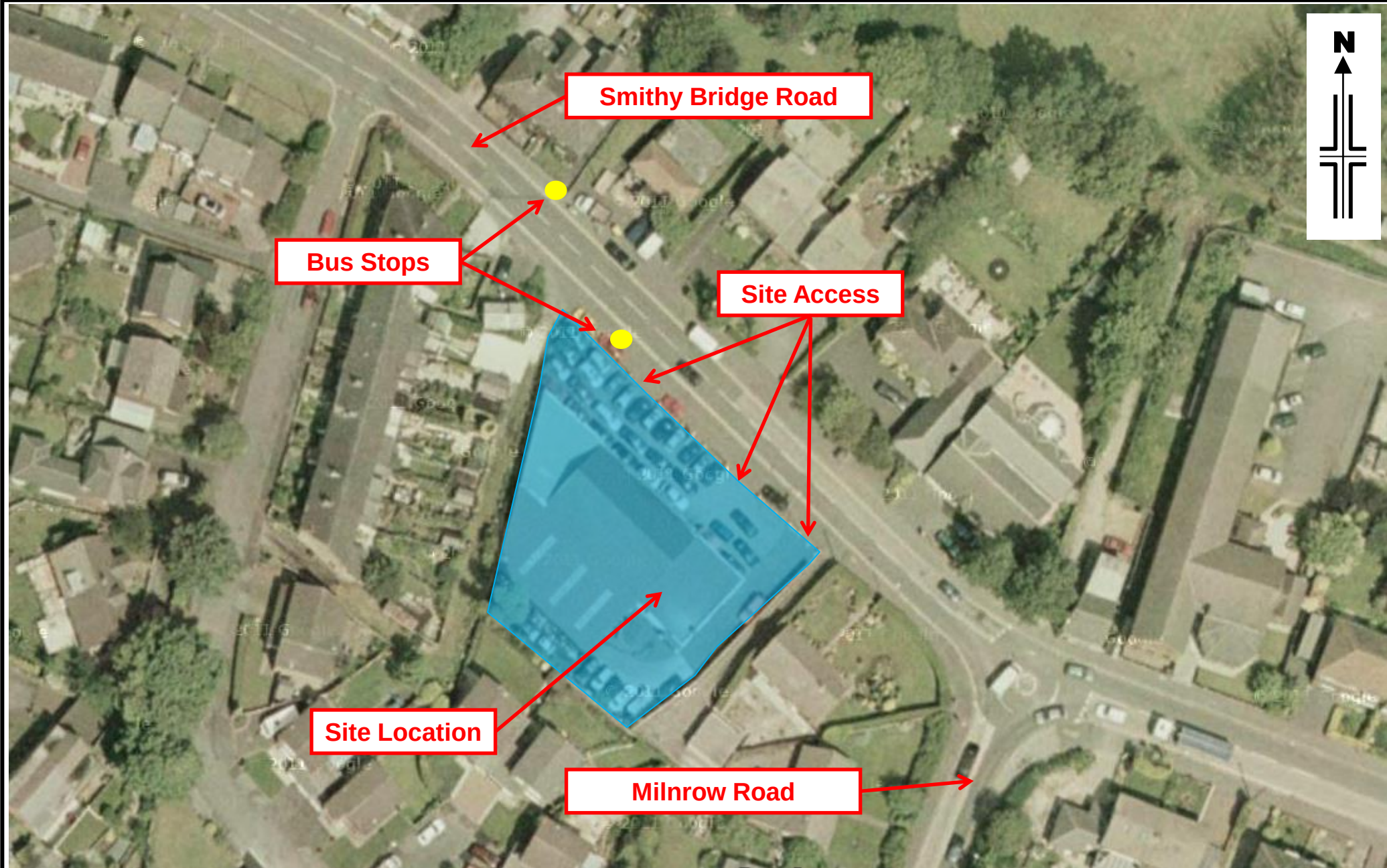
6.0.2 **In light of the above, it is concluded that the proposed development will not have a material impact in terms of highway operation and safety, and the proposed site layout has been designed in accordance with Core Strategy Policy T2 and its accessibility hierarchy which seeks to prioritise pedestrian movement and accessibility.**

- 6.0.3 Therefore, it is concluded that ‘safe and suitable access to the site can be achieved for all users’ (NPPF para 110 b.); and that there would not be ‘an unacceptable impact on highway safety’ or ‘severe residual cumulative impacts on the road network.’ (NPPF para 111). These are the relevant national policy tests with regards to highways.**

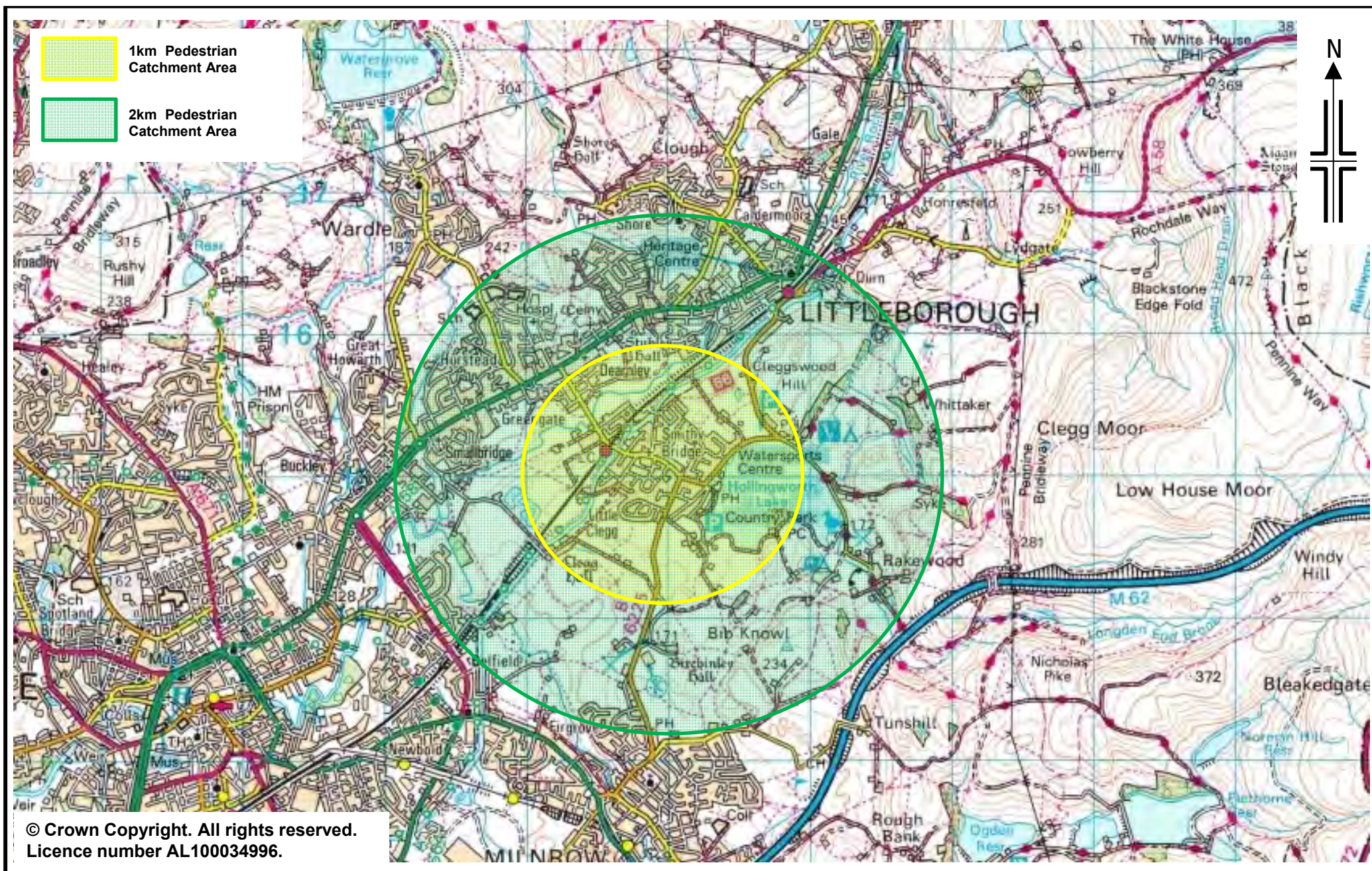
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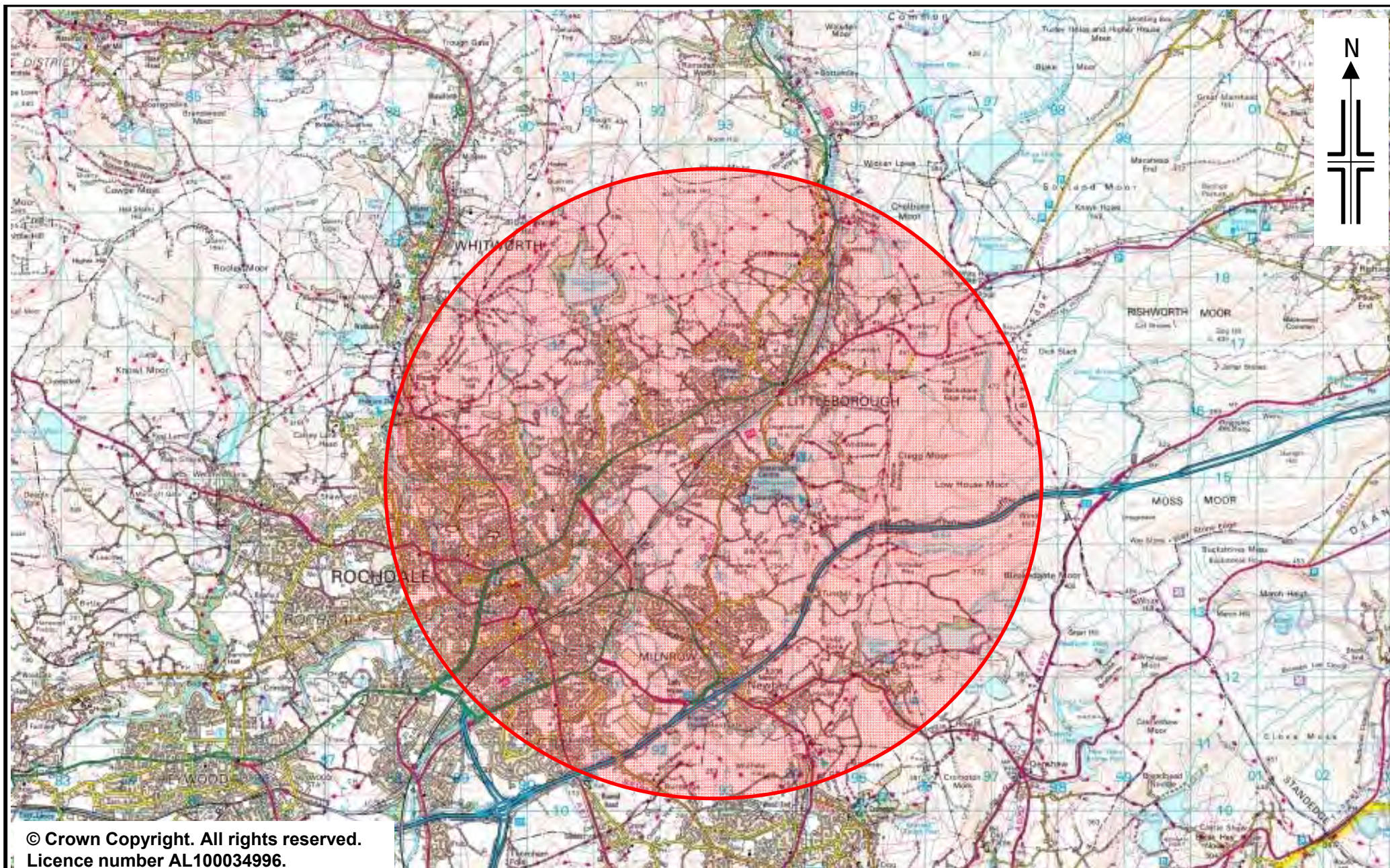
 PSA DESIGN engineering your environment CIVIL, STRUCTURAL, GEOTECHNICAL, TRANSPORT	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066	Client	James Hall & Co, Ltd	Drawn	PJB	Date	11.08.2016	Drawing No. Figure 1						
		Job	Proposed Convenience Store, Smithy Bridge Road, Littleborough	Checked	DLW	Scale	NTS							
		Title	Site Location Plan	Approved	DLW			Rev						



	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066	Client	James Hall & Co. Ltd	Drawn	PJB	Date	11.08.2016	Drawing No. Figure 2	
		Job	Proposed Convenience Store, Smithy Bridge Road, Littleborough	Checked	DLW	Scale	NTS		
		Title	Site Area Plan	Approved	DLW			Rev	



	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066	Client	James Hall & Co. Ltd	Drawn	PJB	Date	11.08.2016	Drawing No. Figure 3	
		Job	Proposed Convenience Store, Smithy Bridge Road, Littleborough	Checked	DLW				
		Title	1km & 2km Walking Catchment Area	Approved	DLW	Scale	NTS	Rev	

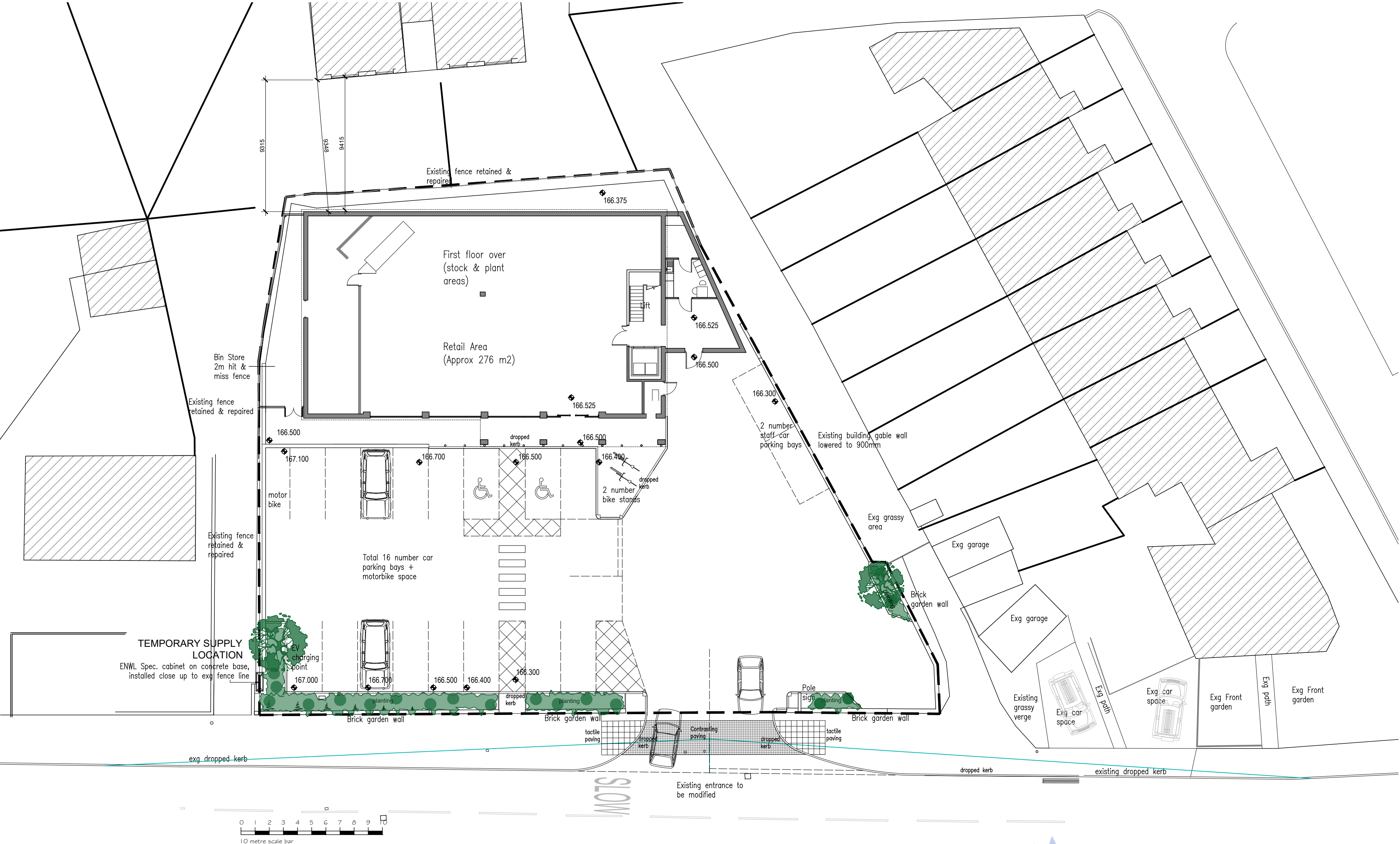


Client	James Hall & Co. Ltd	Drawn	PJB	Date	11.08.2016	Drawing No. Figure 4	
Job	Proposed Convenience Store, Smithy Bridge Road, Littleborough	Checked	DLW	Scale	NTS		
Title	5km Cycling Catchment Area	Approved	DLW			Rev	

Appendix A

Proposed Site Layout Plan and Swept Path Analysis

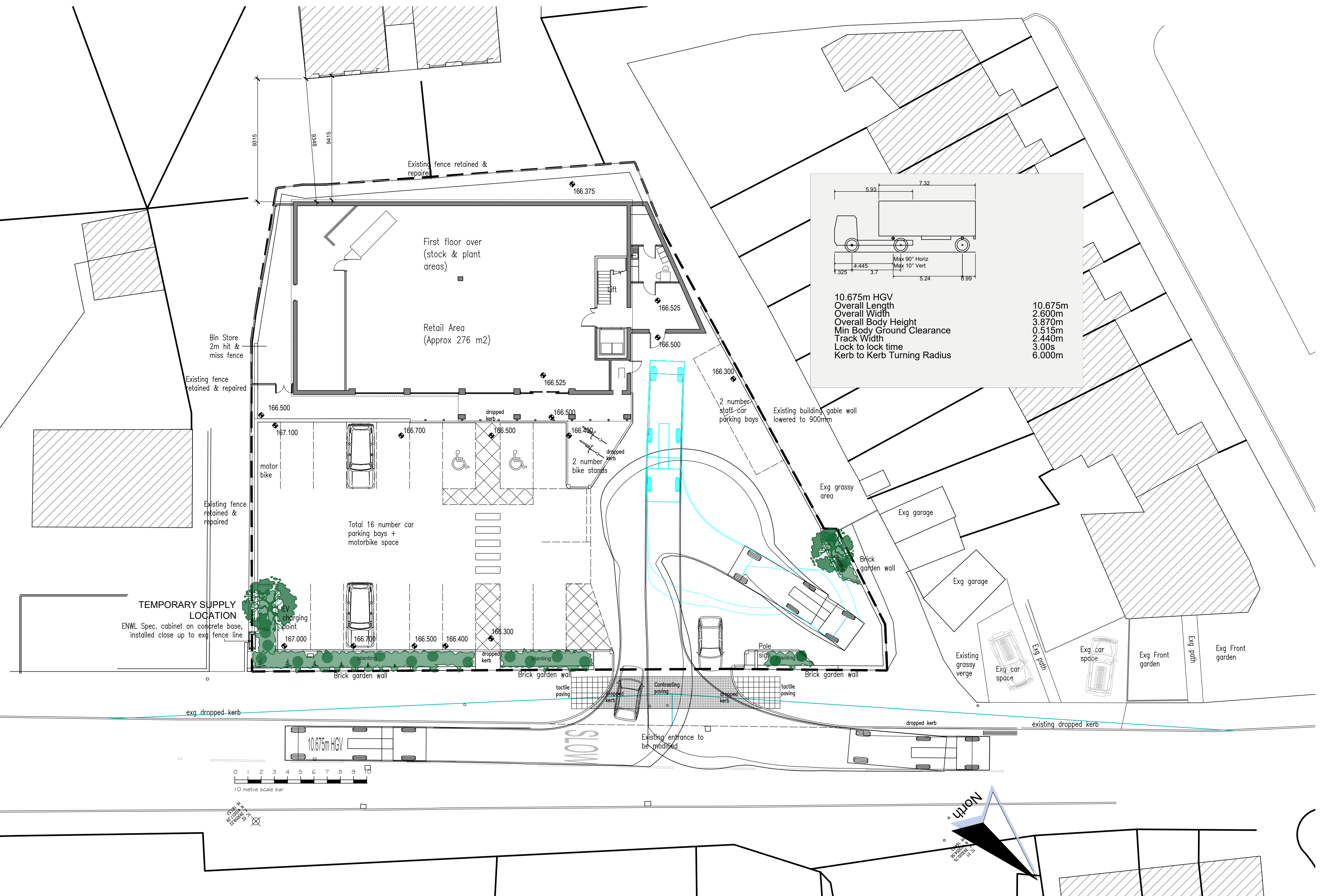
Notes: Do not scale from this drawing. This drawing is to be read in conjunction with all relevant design team specifications and drawings. All dimensions are to be checked on site prior to commencement of work any variations to be notified to the Project Architect. All components and materials are to be stored, protected, handled and installed in accordance with the manufacturer's recommendations. © Harry Walters & Livesey Ltd



HWL
HARRY WALTERS & LIVESEY Ltd

CLIENT James Hall & Co Ltd		PROJECT NAME Smithy Bridge Road, Littleborough.	
DRAWING NAME Site Plan		SCALE 1:200 @ A2	DRAWN BY KMc
DATE Dec 2022	JOB NUMBER 2016-333	DWG No 21	REV No P8
Registered Office • James Hall Spar Distribution Centre Bowland View Fulwood • Preston • Lancashire • PR2 5QT • Company No. 06235823		K.M. McFadyen, Dip. Arch. R.I.B.A. Tel No: 01772 706696 Email: office@HWL1.com	

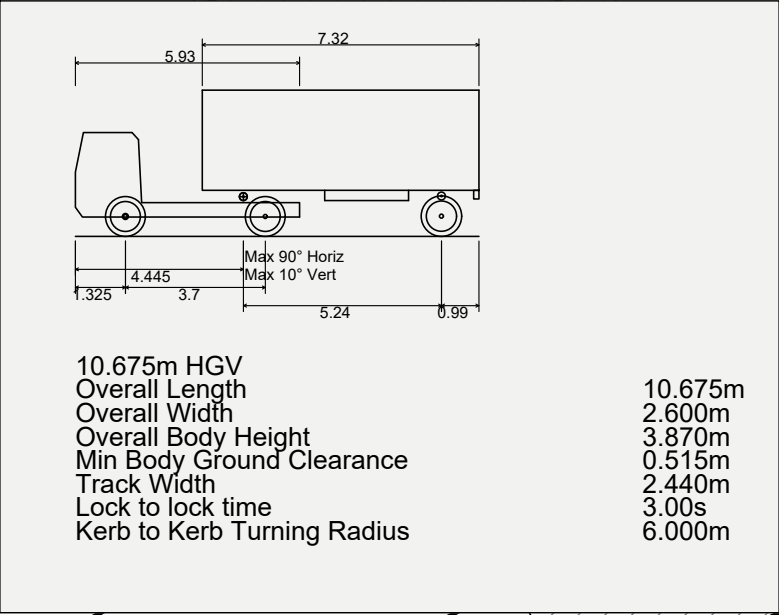
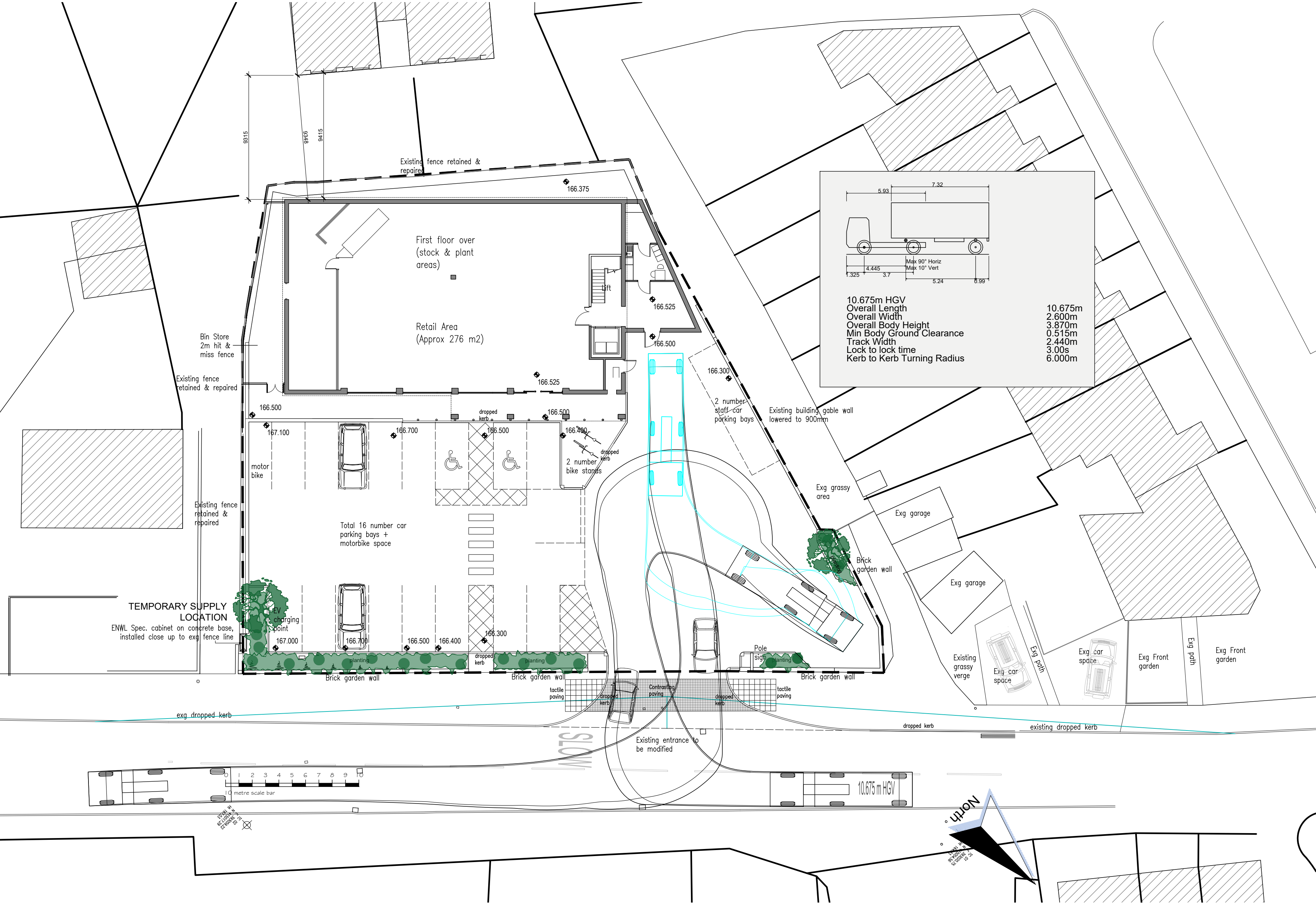
Notes: Do not scale from this drawing. This drawing is to be read in conjunction with all relevant design team specifications and drawings.
All dimensions are to be checked on site prior to commencement of work any variations to be notified to the Project Architect.
All components and materials are to be stored, protected, handled and installed in accordance with the manufacturer's recommendations.
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HWL
HARRY WALTERS & LIVESEY Ltd

CLIENT	PROJECT NAME		
James Hall & Co Ltd	Smithy Bridge Road, Littleborough.		
DRAWING NAME	SCALE	DRAWN BY	
10.65m Spar HGV autotracked L in L out	1:200 @ A2	KMc	
DATE	JOB NUMBER	DWG No	REV No
Dec 2022	2016-333	30	P8
Registered Office • James Hall Spar Distribution Centre Bowland View Fulwood • Preston • Lancashire • PR2 5QT • Company No. 06235823		K.M. McFadyen, Dip. Arch. R.I.B.A. Tel No: 01772 706696 Email: office@HWL1.com	

Notes: Do not scale from this drawing. This drawing is to be read in conjunction with all relevant design team specifications and drawings. All dimensions are to be checked on site prior to commencement of work any variations to be notified to the Project Architect. All components and materials are to be stored, protected, handled and installed in accordance with the manufacturer's recommendations. © Harry Walters & Livesey Ltd



HWL
HARRY WALTERS & LIVESEY LTD

CLIENT	James Hall & Co Ltd	PROJECT NAME	Smithy Bridge Road, Littleborough.
DRAWING NAME	10.675m Spar HGV autotracked R in R out	SCALE	1:200 @ A2
DATE	Dec 2022	JOB NUMBER	2016-333
Registered Office	James Hall Spar Distribution Centre Bowland View Fulwood • Preston • Lancashire • PR2 5QT • Company No. 06235823	DWG No	31
		REV No	P8
		K.M. McFadyen, Dip. Arch. R.I.B.A. Tel No: 01772 706696 Email: office@HWL1.com	

Appendix B

National Highways M62 Diversionary Routes

AREA 10 EMERGENCY DIVERSION ROUTES

M62 EASTBOUND CLOSURE - JUNCTION 20 TO 21 ROUTE IDENTIFICATION No: M62-E-10-2021

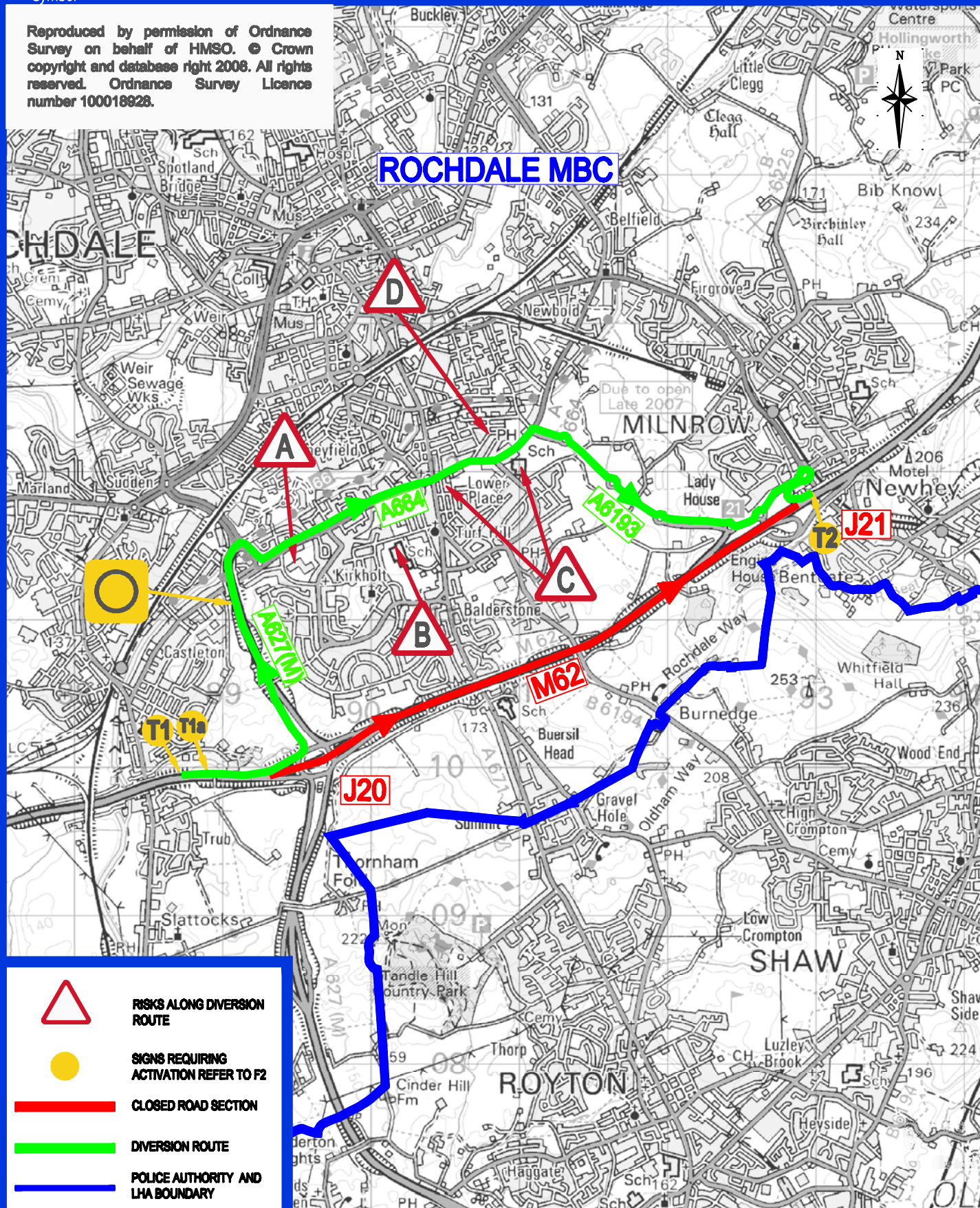
F1



Symbol

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ROCHDALE MBC



RISKS ALONG DIVERSION ROUTE



SIGNS REQUIRING ACTIVATION REFER TO F2



CLOSED ROAD SECTION



DIVERSION ROUTE



POLICE AUTHORITY AND LHA BOUNDARY



HIGHWAYS
AGENCY



REVISION NO.

2

DATE

MARCH 10

AREA 10 EMERGENCY DIVERSION ROUTES

M62 WESTBOUND CLOSURE - JUNCTION 21 TO 20

ROUTE IDENTIFICATION No: M62-W-10-2120

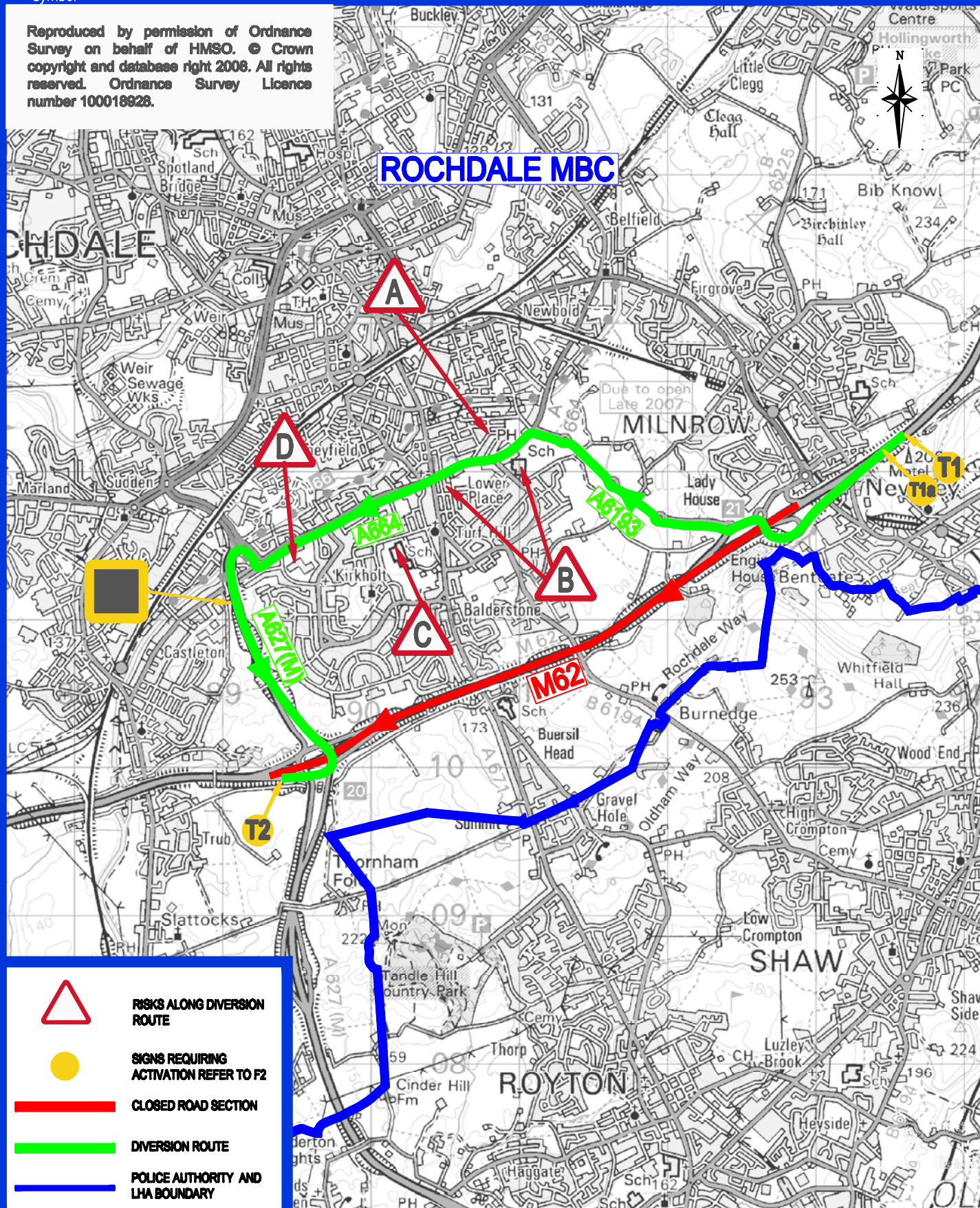
F1



Symbol

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ROCHDALE MBC



RISKS ALONG DIVERSION ROUTE



SIGNS REQUIRING ACTIVATION REFER TO F2



CLOSED ROAD SECTION



DIVERSION ROUTE



POLICE AUTHORITY AND LHA BOUNDARY



HIGHWAYS
AGENCY



REVISION NO.

2

DATE

MARCH 10

AREA 10 EMERGENCY DIVERSION ROUTES

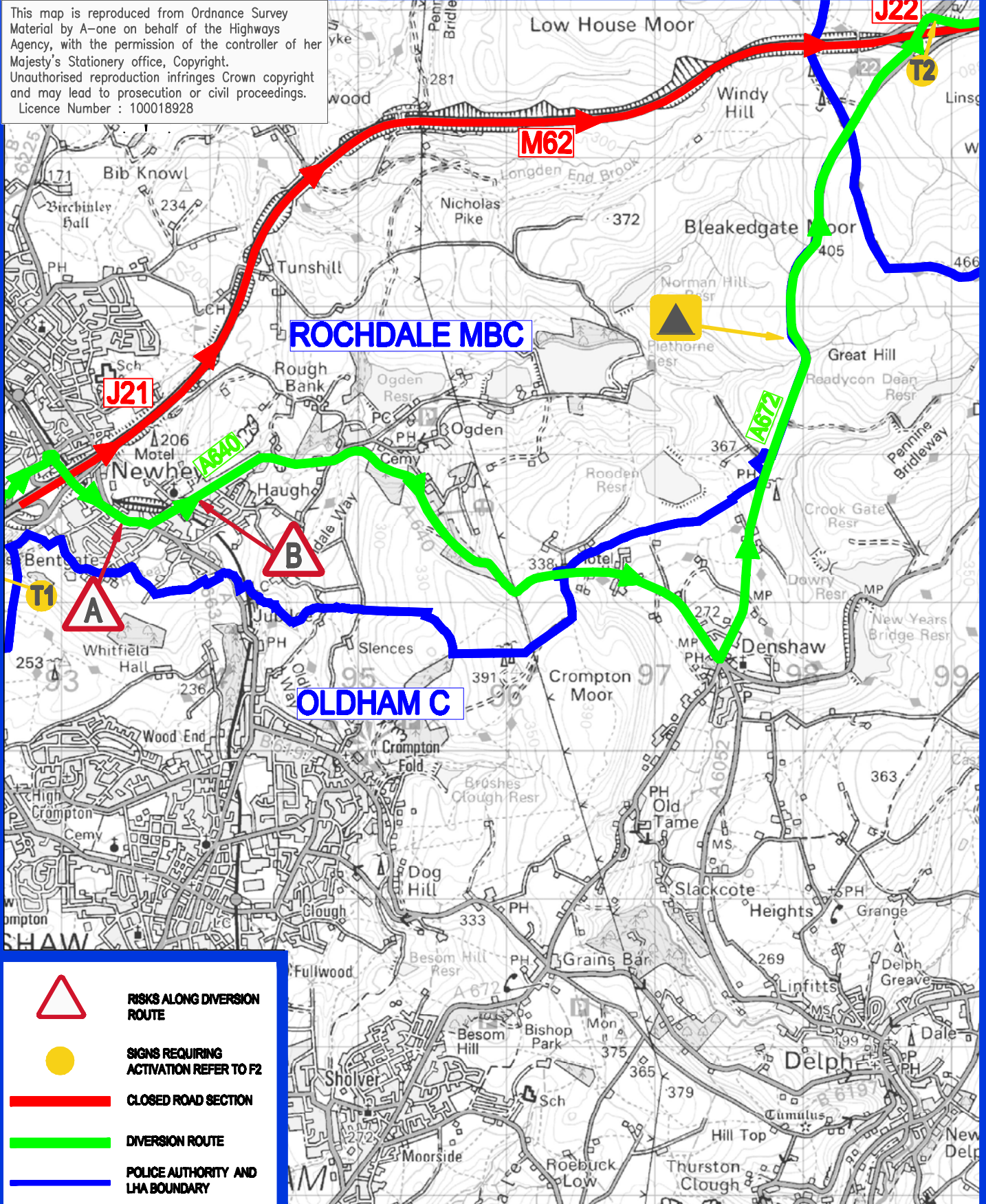


M62 EASTBOUND CLOSURE - JUNCTION 22 TO 21

ROUTE IDENTIFICATION No: M62-E-10-2122

F1

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REVISION NO.

2

DATE _____

MARCH 10

Appendix C

TRICS Output for Convenience Store - Weekdays

Calculation Reference: AUDIT-756701-221129-1126

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: Gross floor area
 Actual Range: 204 to 330 (units: sqm)
 Range Selected by User: 70 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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	1 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	4 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3

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	3
Built-Up Zone	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:

Not Known	1 days
E(a)	3 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
10,001 to 15,000	1 days
25,001 to 50,000	2 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	1 days
125,001 to 250,000	2 days
250,001 to 500,000	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	2 days
1.1 to 1.5	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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

Travel Plan:

No	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DY-01-O-01 NUNS STREET DERBY	SAINSBURY'S LOCAL	DERBY
	Edge of Town Centre Built-Up Zone Total Gross floor area:	204 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	305 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
3	SD-01-O-01 THE CIRCLE SWINDON	ONE STOP	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	292 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
4	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	330 sqm	
	Survey date: FRIDAY	07/04/17	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 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	204	0.490	1	204	0.000	1	204	0.490
06:00 - 07:00	2	255	6.483	2	255	6.483	2	255	12.966
07:00 - 08:00	4	283	8.223	4	283	7.958	4	283	16.181
08:00 - 09:00	4	283	8.311	4	283	8.223	4	283	16.534
09:00 - 10:00	4	283	6.101	4	283	5.836	4	283	11.937
10:00 - 11:00	4	283	5.393	4	283	5.128	4	283	10.521
11:00 - 12:00	4	283	5.128	4	283	5.482	4	283	10.610
12:00 - 13:00	4	283	6.985	4	283	6.720	4	283	13.705
13:00 - 14:00	4	283	5.924	4	283	5.836	4	283	11.760
14:00 - 15:00	4	283	5.570	4	283	5.747	4	283	11.317
15:00 - 16:00	4	283	6.012	4	283	5.836	4	283	11.848
16:00 - 17:00	4	283	7.427	4	283	7.515	4	283	14.942
17:00 - 18:00	4	283	7.073	4	283	7.162	4	283	14.235
18:00 - 19:00	4	283	9.107	4	283	9.107	4	283	18.214
19:00 - 20:00	4	283	8.930	4	283	8.488	4	283	17.418
20:00 - 21:00	3	280	3.099	3	280	2.980	3	280	6.079
21:00 - 22:00	3	280	1.788	3	280	2.145	3	280	3.933
22:00 - 23:00	1	204	3.922	1	204	3.431	1	204	7.353
23:00 - 24:00	1	204	1.961	1	204	2.451	1	204	4.412
Total Rates:			107.927			106.528			214.455

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:	204 - 330 (units: sqm)
Survey date range:	01/01/14 - 25/09/19
Number of weekdays (Monday-Friday):	4
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 D

TRICS Output for Convenience Store – Saturday

Calculation Reference: AUDIT-756701-221129-1128

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

09 NORTH
CB CUMBRIA 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: Gross floor area
Actual Range: 300 to 300 (units: sqm)
Range Selected by User: 70 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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:

Saturday 1 days

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

Selected survey types:

Manual count 1 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) 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:

Built-Up Zone 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:

E(a) 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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:

75,001 to 100,000 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.

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

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

Travel Plan:

No 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	CB-01-O-01	CO-OPERATIVE	CUMBRIA
	DENTON STREET		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	300 sqm	
	Survey date: SATURDAY	25/06/16	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 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	300	3.000	1	300	3.000	1	300	6.000
08:00 - 09:00	1	300	6.667	1	300	5.667	1	300	12.334
09:00 - 10:00	1	300	6.333	1	300	6.333	1	300	12.666
10:00 - 11:00	1	300	5.333	1	300	5.333	1	300	10.666
11:00 - 12:00	1	300	7.333	1	300	7.000	1	300	14.333
12:00 - 13:00	1	300	9.667	1	300	9.333	1	300	19.000
13:00 - 14:00	1	300	4.333	1	300	4.000	1	300	8.333
14:00 - 15:00	1	300	7.667	1	300	6.667	1	300	14.334
15:00 - 16:00	1	300	6.667	1	300	7.333	1	300	14.000
16:00 - 17:00	1	300	6.667	1	300	5.333	1	300	12.000
17:00 - 18:00	1	300	14.000	1	300	17.667	1	300	31.667
18:00 - 19:00	1	300	8.667	1	300	7.000	1	300	15.667
19:00 - 20:00	1	300	11.333	1	300	10.000	1	300	21.333
20:00 - 21:00	1	300	4.667	1	300	7.333	1	300	12.000
21:00 - 22:00	1	300	7.333	1	300	7.667	1	300	15.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			109.667			109.666			219.333

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:	300 - 300 (units: sqm)
Survey date range:	01/01/14 - 25/09/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
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.