

Transport Statement

TRANSPORT STATEMENT: RESIDENTIAL DEVELOPMENT

SITE: FORMER TACK LEA SITE, HEYWOOD, ROACHDALE
CLIENT: HALL & CO DEVELOPMENTS
DATE: September 2022
REFERENCE: VC0440 R1.1
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1 INTRODUCTION

Vectio Consulting Limited has been appointed by Hall & Co Developments to prepare a Transport Statement in support of a planning application for 27 houses and 6 apartments located within the grounds of the former Tack Lea works, Bury and Old Rochdale Road, Heywood.

1.1 Background

The application site is located in Heywood, within the administrative boundary of Rochdale Metropolitan Borough Council. Rochdale Metropolitan Borough Council act as both the Local Planning Authority and the Local Highway Authority.

1.1.1 Site Location

The site is located within the grounds of the former Tack Lea Works spanning approximately 0.88 hectares, as illustrated in Figure 1.

Image source: streetmap.co.uk



Figure 1: Site Location Plan

The site is accessed via a simple priority private drive arrangement served from Bury and Rochdale Old Road. The access has an informal bellmouth formation although provides some priority to pedestrians given the vehicle footway crossover layout as illustrated in Plate 1.

As part of the development of the proposed masterplan the applicant has entered into pre-application advice with the planning authority. A copy of the advice is presented in Appendix A.

2 EXTANT LAND USE

Originally the site building was occupied by the former Tack Lea Bleach Works although more recently was occupied by a firm called Melba who make traffic cones and other equipment for road maintenance.

The extant land use classification associated with the Tack Lea works and Melba Products Limited would have been classified as B2 – General Industry (Manufacturing).

The existing access serving the site is shown in the photograph presented in Plate 1.



Plate 1: Tack Lea Works Entrance

2.1 Planning History

The site has the following recent planning history:

- 09/D52014 | Outline Application (Including Means Of Access, Landscaping, Layout And Scale) For Erection Of 70 Bed Care Home With Day Centre And 8 Close Care Apartments, And Associated Car Parking | Tack Lea Works, Bury & Rochdale Old Road, Heywood – GRANT SUBJECT TO CONDITIONS
- 17/00359/FUL | Demolition of existing buildings on site and erection of 14 no. detached dwellings (Use Class C3) and associated access, parking and landscaping | Tack Lea Works Bury and Rochdale Old Road Heywood BL9 7UA – GRANT SUBJECT TO CONDITIONS

Other than the extant manufacturing land use, the planning history highlights that the Planning Authority approved an outline application in 2014 for a 70 bed care home. Furthermore in 2017 a Full application for the demolition of the existing building and erection of 14 dwellings was approved.

3 PROPOSED DEVELOPMENT

It is proposed to construct a mix of 33 dwellings within the grounds of the former works as discussed in the planning submissions accompanying Design and Access Statement. A summary of the development mix is included below:

- 7 no. 5 bed detached cottages;
- 6 no. 4 bed semi-detached Mill House;
- 4 no. 4 bed cottages;
- 6 no. 3 bed cottages;
- 4 no. 3 bed Mill House;
- 6 no. 2 bed apartments.

An extract of the illustrative site layout is shown in Figure 2 whilst a full A3 layout is presented in Appendix B.



Figure 2: Proposed Residential Development Layout

3.1 Internal Road and Parking Arrangements

The internal layout of the development site has been refined following receipt of pre-application advice from the LPA, including highways comments.

Leading from the access on Bury and Rochdale Old Road, a minimum 5.5m wide access road is proposed with 2m wide footways to either side. The extent of the internal spine road culminates at the western end of the site, in a turning head. The internal road dimensions are illustrated on the drawing presented in Appendix C.

On the western side of the internal spine road, approximately 11.5m from the Bury and Rochdale Old Road northern edge of carriageway alignment, a shared private drive proposed to serve parking for the apartments, the three bedroom cottages, and two of the four bedroom cottages is proposed, in the form of a footway crossover arrangement. The shared private drive loops round to the west, with the exit leading

back onto the internal adoptable turning head as shown on the internal layout drawing presented in Appendix C.

To demonstrate the suitability of the road for vehicle manoeuvres, a swept path analysis exercise has been undertaken using the Autodesk Software “Vehicle Tracking” demonstrating:

- Large Standard Design Vehicles (Cars) can pass one another at the access, on the internal bend within the site as the spine road turns into the site, along with manoeuvring into car parking spaces without the need for complicated turning manoeuvres.
- A large refuse vehicle can enter, turn, and exit the site in a forward gear, and;
- A fire appliance can enter, turn, and exit the site in a forward gear, including accessing the shared private drive area referred to above.

The drawing demonstrating the manoeuvres discussed above is presented in Appendix D, which illustrates the viability of the layout.

4 TRAFFIC IMPACT

This section considers the volume and type of traffic the extant, permitted and proposed land uses could generate on the local highway network. The assessment has utilised the TRICS interrogation results detailed in the Transport Statement prepared in support of the consented outline planning permission for 14 dwellings to obtain an indication of the 24-hour weekday trips the different land uses could generate. The interrogation was based on the following high level assumptions:

- Sites located in England excluding greater London;
- Weekday Trips;
- Average Trip Rates;
- Land uses: 02 – EMPLOYMENT, C - INDUSTRIAL UNIT; 05 – HEALTH, F – CARE HOME; 03 – Residential, A – HOUSES PRIVATELY OWNED; and,
- Suburban Area & Edge of Town locations.

A copy of the TRICS reports are presented in Appendix E, whilst a summary of the findings are presented in Table 1.

Table 1: Weekday Traffic Impact Summary

Land Use	No. units / size	Weekday Trips		
		Arr	Dept	Total
B2 Manufacturing Land use	2,400 sqm	36	38	73
C2 Care Home	70 bed	64	63	127
C3 Privately owned residential dwellings	33 no.	73	76	149

Based on the findings in Table 1, the proposed development is estimated to generate slightly more daily trips than the historically consented Care Home, an increase of 22 movements, on average less than one movement per hour.

Considering weekday peak hour trip generation of the proposed 33 unit residential development, Table 2 summarises the forecast movements, based on the data contained in the TRICS report.

Table 2: Weekday Peak Hour Trip Generation Forecasts

Land Use	Weekday AM Peak Hour (8-9)			Weekday AM Peak Hour (17-18)		
	Arr	Dept	Total	Arr	Dept	Total
Residential Trip Rate	0.131	0.382	0.513	0.328	0.179	0.507
Residential Trips	4	13	17	11	6	17

As summarised in Table 2, the site is only forecast to generate 17 vehicular movements during standard weekday peak hours. Noting that the net increase when compared to the historically consented site will be much less than this, no severe or materially detrimental impacts in terms of operational capacity, or highway safety are foreseen.

5 PARKING PROVISION

Parking standards are provided in Rochdale Borough Councils documents: Rochdale Adopted Core Strategy (October 2016) and Guidelines and Standards for Residential Development SPD (June 2016).

The SPD guidance states:

- *All car parking spaces must be at least 2.4 m in width x 4.8 m in length, although it is recommended that where practicable, the width of spaces should be 3.6 m to ensure that they are accessible to people with impaired mobility. In situations where garages may be counted towards car parking provisions for planning purposes, they will need to have internal dimensions of at least 5.5 metres in length and 3.5 metres in width.; and,*
- *Where a car parking space is proposed to the front of a garage with an up and over door, the length of the space must be increased to 5.5 m to allow space for the door to open.*

Although this guidance provides details regarding layout, it does not detail the number of spaces that should be provided per dwelling unit. The Rochdale Core Strategy in Appendix 5 does however provide such guidance, which is summarised in Table 3.

Table 3: Rochdale Metropolitan Borough Council Parking Standards

Development Type	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two Wheeled Vehicle Parking Provision
C3: Residential Dwelling			
Single Bedroom Houses & Dwellings in Town Centres	1.25 spaces per dwelling	No Standard	No Standard
2+ Bedroom Houses outside Town Centres	2 Spaces per dwelling (not including a garage)	No Standard	No Standard
Single Bedroom Apartments/Town Centre Flats & Apartments	1.25 spaces per dwelling	1 secure space per 5 dwellings (min 2 spaces)	Considered Individually
2+ Bedroom Apartments/Flats outside Town Centres	2 spaces per dwelling	1 secure space per 5 dwellings (min 2 spaces)	Considered Individually

Parking provision associated with the proposed layout is detailed in Table 4.

Table 4: Proposed Development Parking Provision

No of Beds	No of Units	Net provision (ex. Garages)	Core Strategy provision requirement
2/2+ Dwellings	27	55	54
2+ Bedroom Apartments	6	6	12
Total	33	64	66

64 parking spaces have been proposed across the site, which equates to 2 space under the maximum provision. It is therefore considered that sufficient parking quantum in terms of car parking has been proposed on site.

In addition to plot parking provision, 2 laybys have been proposed within the shared private drive, facilitating parking for an additional 4 vehicles for short periods of demand.

With regard to cycle parking, there are no parking standards associated with dwelling houses. Considering the apartments, one secure space per 5 dwellings is required, with a minimum of two spaces. As shown on the masterplan submitted in support of the planning application, two cycle stores have been proposed, one to the south of the apartment block adjacent to the apartment building bin store, and the second located to the north of the apartments, adjacent to the three bedroom Mill Houses, as per the extract shown in Figure 3. Within the store, space for at least 6 cycles to park has been accommodated.



Figure 3: Proposed Apartment Cycle Store Location

6 WASTE MANAGEMENT

The Guidelines and Standards for Residential Development SPD (June 2016) provides advice regarding waste collection for new developments, specifying:

- *3.12 Residential properties should accommodate space for bins to be stored out of public view to avoid bins dominating residential streets. Bins should be stored to the rear of a property away from the street scene and/or in a designated area that is well-designed, appropriately sited and screened: different requirements apply depending on the type of property and situation and further information on bin requirement, including the dimensions of bins and storage space requirements, are provided in Appendix 1. Doors and gates to any communal bin storage areas must be at least 250 mm wider than the largest container. Extensions to properties should not compromise the ability for the required bin storage areas to be provided.*
- *3.13 Bin storage areas that require excessive movements from the storage area to the street should be avoided. Any bin storage areas and access arrangement, including access routes for collection vehicles, should be provided in accordance with all relevant legislation and guidance, such as any relevant local planning documents, Building Regulations and Highways requirements. It may be the case that residents are required to present their bins at a collection point at the nearest adopted highway. Developers are expected to cover the costs of delivery and supply of all bins for new properties.*

Bin store locations for use during refuse collection days have been shown on the masterplan submitted in support of the planning application, along with the proposed site layout shown in the Proposed Access Arrangements Drawing (reference: 001) presented in Appendix C.

The 5 bedroom detached houses, 4 of the three bedroom cottages, and the apartments will have dedicated bin stores, whereas the remainder of dwelling bins will be wheeled to the roadside for collection during refuse collection days.

The drawings demonstrates that storage locations have been sited so as not to impact the safe operation of the internal highway, by means of not impacting pedestrians use of footways or visibility splays.

7 ACCESS ARRANGEMENTS

Access arrangements onto the highway network have been considered for both vehicular and non-vehicular users.

7.1 General Layout

It is proposed to retain the general access location and arrangement al-be-it reduce the access width and provide more formalised pedestrian facilities.

The access carriageway width is proposed to be 5.5m and benefits from 2.0 m wide footways leading into the site on both sides. A pedestrian dropped kerb crossing with tactile paving will also be provided across the bellmouth to provide enhanced facilities for the mobility impaired. A drawing illustrating the access arrangements is presented in Appendix C whilst an extract is shown in Figure 4.

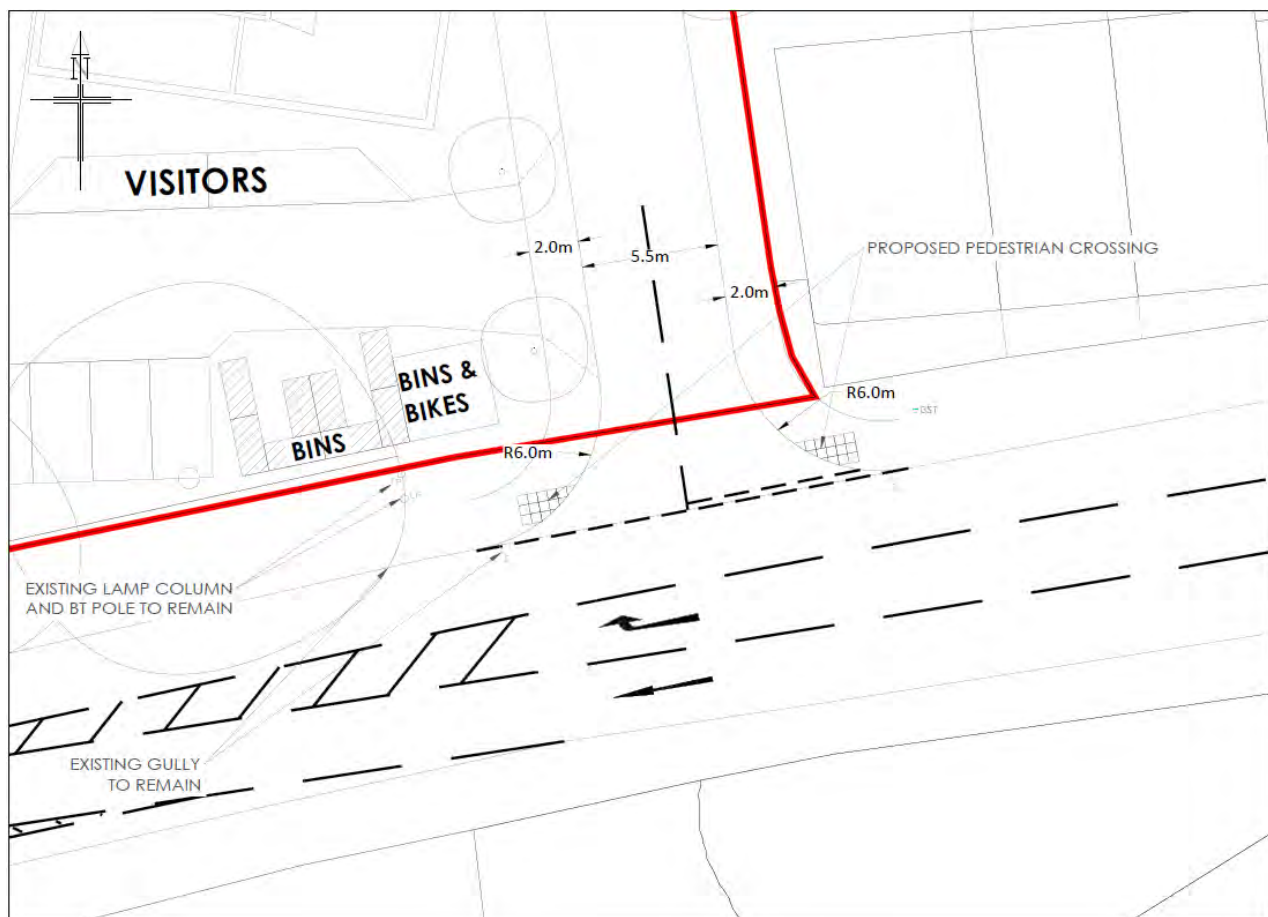


Figure 4: Proposed Vehicular Access

7.2 Visibility

A review of the available visibility splays achievable at the site access has been undertaken. Owing to the nature of the Bury and Rochdale Old Road, and its posted 40 mph (64 kph) speed limit, visibility splay criteria has been taken from DMRB other than where an x-distance of 2.4 m has been adopted due to the residential nature of the development. Visibility splays in excess of 102 m have been identified to be

achievable in both directions from the site access and as such meets the standards detailed in DMRB. The visibility splay drawing demonstrating this is presented in Appendix C.

7.3 Pedestrian and Cycle Access

Pedestrian and cycle access is proposed via the proposed primary vehicular access leading onto Bury and Rochdale Old Road.

8 ACCESSIBILITY

8.1 Local Environment for Pedestrians

The area surrounding the development site is generally flat and conducive to comfortable walking

Guidance on walking distances to local amenities is provided in the Chartered Institution of Highways and Transportation (CIHT) document, "Providing for Journeys on Foot " (2000). The Guidelines indicate that a walking distance of 400m is acceptable for trips within town centres and that a distance of 800m is acceptable elsewhere. The corresponding walking distances for commuting trips or elsewhere is given as 500m and 1km respectively. A "preferred maximum" walking distance of 2km is identified.

When assessing the accessibility of a site for pedestrians, and the proximity of local facilities, an average walking speed of 1.4 m/s can be assumed, which equates to approximately 400 metres in 5 minutes, at 3 mph. The CIHT document also contains a table of suggested walking distances for different purposes. Table 5 recreates this table.

Table 5: Extract from CIHT 'Guidelines for Providing Journeys on Foot, 2000'

	Town Centre (m)	Commuting School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

The 2km distance was subsequently adopted in central government guidance and was incorporated into the former PPG13 advice note, which stated that: "Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres".

Current guidance within the Manual for Streets (MfS) continues to adopt this guidance. Paragraph 4.4.1 of MfS states that: "Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km."

These guideline distances remain in use by local authorities to determine access to facilities by walking.

The CIHT Guidance advises that the 400m distance is equivalent to an approximate walking time of 5 minutes and this standard is typically adopted as the desirable maximum walking distance to local bus services. The corresponding walking distances of 1km and 2km are equivalent to approximately 12 minute and 25-minute walk times respectively. Figure 5 shows a 400m and 2km catchment walking iso-distance map from the approximate site entrance.

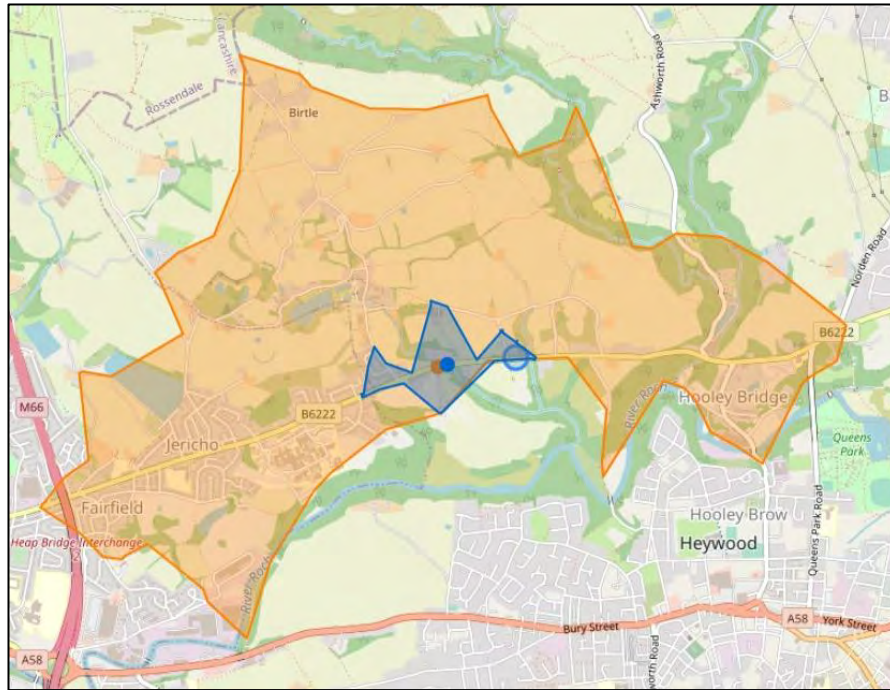


Figure 5: Walking Iso-distance Map

8.2 Local Facilities

A review of local facilities adjacent to the site has been undertaken. The location and distance from the site to these facilities are detailed in Table 6 and Figure 6 respectively.

Table 6: Distance of Local Facilities from the Proposed Development

Facilities	Distance from Site
Bus Stop (Bury and Rochdale Old Road)	17 m
Hooley Bridge Service Station	350 m
Pack Horse Inn	450 m
Fairfield General Hospital	1 km
Fairfield Community Primary School	1.2 km
St Margaret's C Of E Primary School	1.7 km
Longford Street Group Practice	2.7 km
Premier Stores, Peel Lane	2.7 km
Fletchers Dental Surgery	2.8 km
Morrisons, Heywood	2.8 km
Birtle View Medical Practice	3 km
Bury Interchange	4.6 km



Figure 6: Facilities Adjacent to the Proposed Development

Considering that the generally accepted maximum walking distances, as detailed in the Chartered Institute of Highway and Transportation document: Providing Journeys on Foot (2000), is 2km, with cycle trips being between 5km and 8km, the site is accessible to a range of local facilities.

8.3 Local Environment for Cyclists

Cycle trips provide a healthy alternative mode of transport as opposed to the private car, for journeys further to that of walking. It is generally considered that a distance of 5 km (3 miles) represents a reasonable cycling distance to and from work, while 8 km (5 miles) is a maximum realistic range for cycle trips.

The DfT in their Transport Statistics on Cycling in Great Britain state that the average length of a cycle journey is 3.84 km (2.4 miles).

PPG13 "A Guide to Better Practice" (2001) identified that people were prepared to cycle up to 8 km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT's LTN 2/08 'Cycle Infrastructure Design' (October 2008) states that 'in common with other modes, many utility cycle journeys are over short distances under three miles (4.8 km), although for commuter journeys, a trip distance of up to five miles (7.2 km) is not uncommon'.

It is therefore considered that a distance of 4 km (2.5 miles) represents a reasonable cycling distance and that 8 km (5 miles) is a maximum realistic range for cycle trips. A cycling iso-distance map showing the areas reachable by cyclists using the site is illustrated in Figure 7.

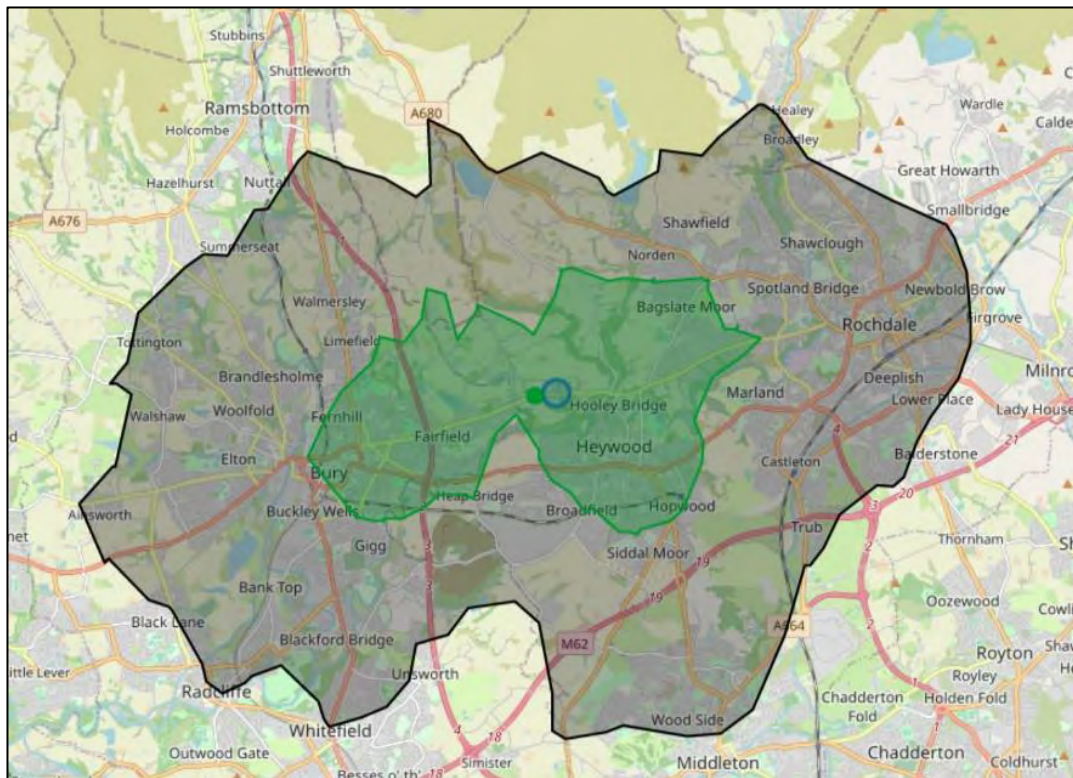


Figure 7: Cycling Iso-distance Map

Given the site location, and its area of accessibility for journeys by bicycle illustrated in Figure 7, it is considered that the site shows good potential for users to access the site by cycle, as the area is easily accessible within a 5 km radius to the whole of Heywood, and the following destinations within 8 km:

- Western and central Rochdale
- Bury
- Heywood
- North Middleton
- Blackford Bridge
- Tottington

8.4 Bus Stops

There are two bus stops located directly adjacent to the sites main entrance. Photographs of the existing bus stops are shown in Plates 2 and 3.



Plate 2: Eastbound Bus Stop



Plate 3: Westbound Bus Stop

The bus stops are frequented by bus services 467, 468 and B4 operated by Rosso Bus. The bus stops benefit from time tables and flag poles.

A summary of the frequencies and headways is presented in Table 7.

Table 7: Bus Stop Headway and Frequency Summary

Service No.	Operator	Start	End	Areas served	Frequency Mon - Fri	Frequency Sat & Sun
467/468	Rosso	Rochdale	Bury	Rochdale Interchange, Daniel Fold, Cutgate Shopping Centre, Bamford War Office, Fairfield Hospital, Bury Interchange	Approx. 3 services per hour	Sat: Approx. 3 services per hour Sunday: every 30 mins
B4 Bury Bolts	Rosso	Hopwood	Bury	Hopwood, Heywood, Jericho, Fairfield General Hospital, Topping Fold, Ferngrove, Bury	Every hour	Sat: every hour Sunday: 5 services a day

An extract from the network bus map can be seen in Figure 8.

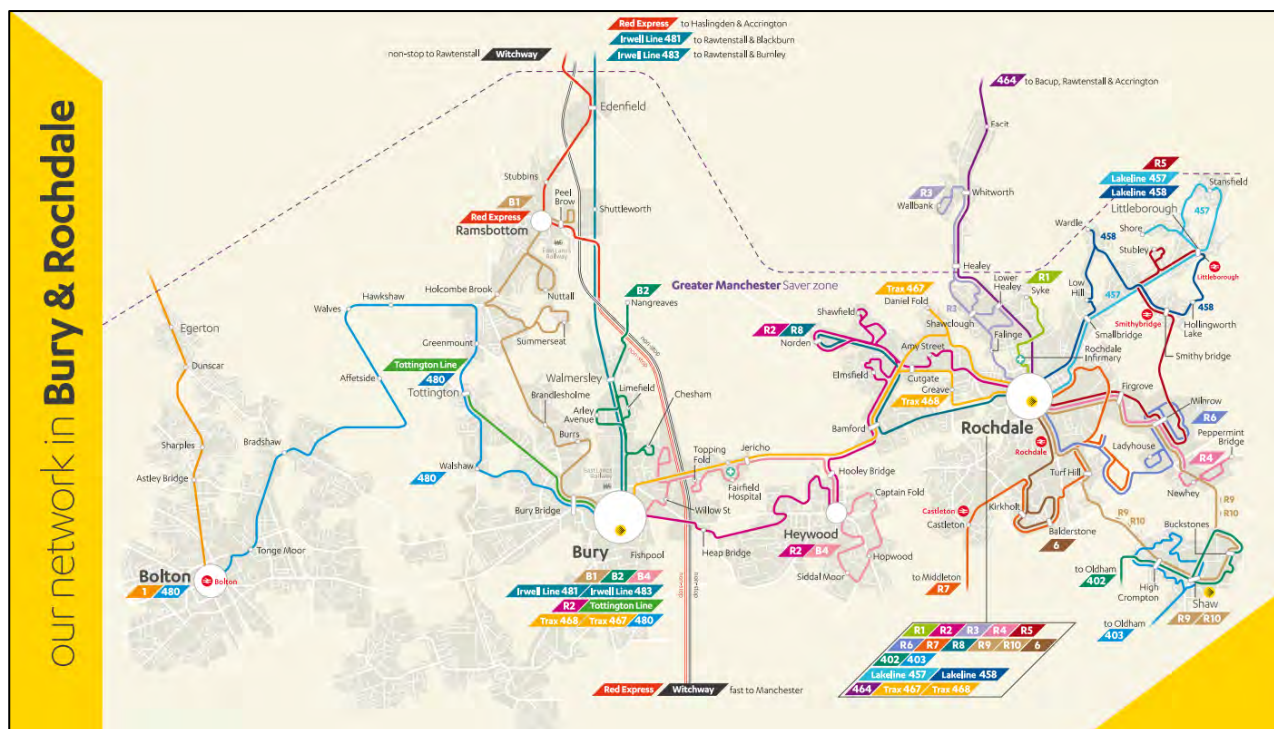


Figure 8: Bus Network Map

It is therefore considered that the existing bus service is accessible both within the industry guidance threshold of 400 m for all proposed dwellings within the development and benefits from a good level of service.

8.5 Tram Stop

The nearest tram stop is in Bury, approximately 4.5km to the south west of the site. The tram is operated by Metrolink and provides access into Manchester, Manchester Airport and the suburbs. An extract from the network map is shown in Figure 9, whilst a full version can be seen in Appendix F.

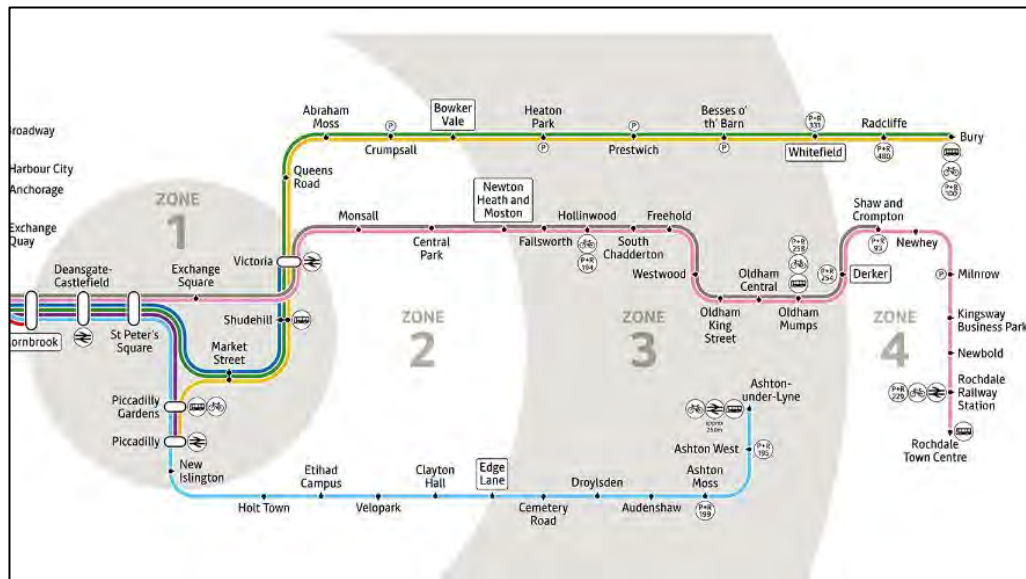


Figure 9: Tram Network Map

Whilst outside of acceptable walking distances Bury Tram is accessible by other means of travel from the proposed site.

8.6 Train Station

The nearest train station is Rochdale, approximately 7.4km to the south east of the proposed development. The station benefits from the following facilities:

- Pay phones
- Toilets
- Car park
- Ticket Office
- Ticket machine
- Step free coverage
- Ramp for train

The station is operated by Northern Railway, an extract from the network map can be seen in Figure 10 whilst a full version is in Appendix G.

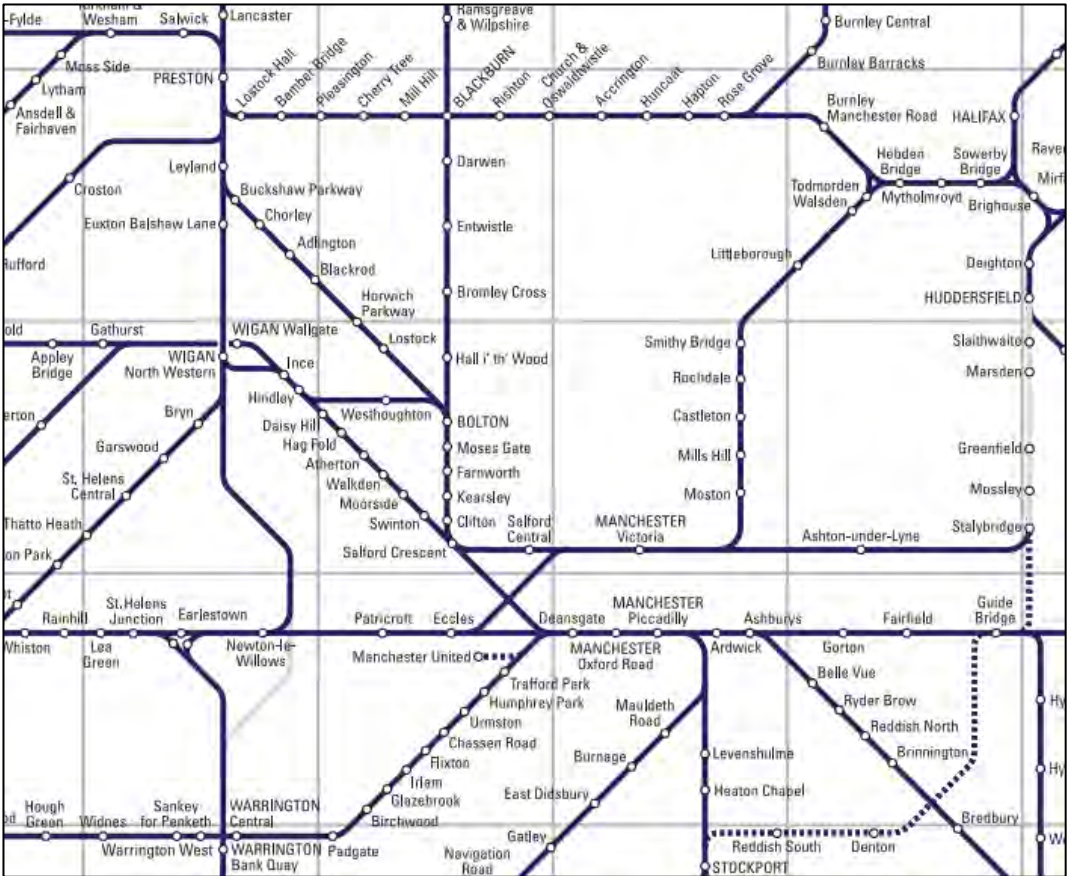


Figure 10: Train Network Map



9 ROAD SAFETY

A review of the local recorded road traffic accident records has been undertaken for the most recent 5-year period that data has been available. This assessment has been based on the publicly available www.crashmap.co.uk website. The extent of the study area is illustrated in Figure 11.

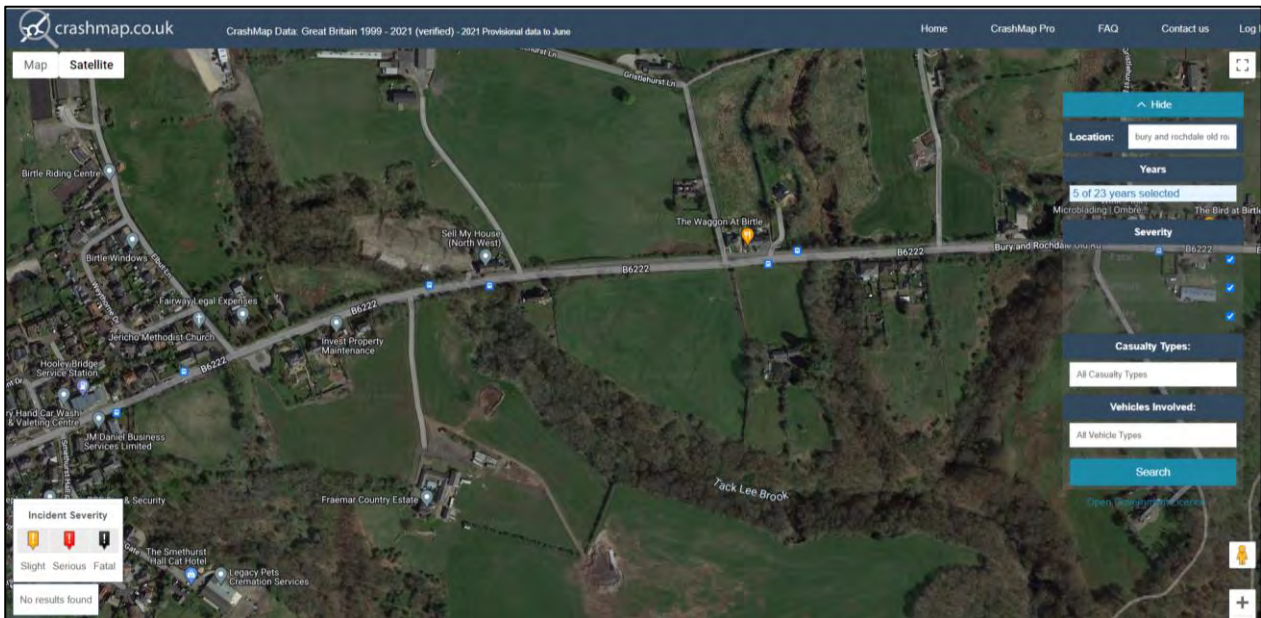


Figure 11: Accident Analysis Study Area

The analysis has identified that no accidents have occurred in the study area adjacent to the site within the 5 year assessment period.

The accident records above do not highlight any specific trends or patterns that would give rise to the proposed development exacerbating any existing accident issues.

10 SUMMARY AND CONCLUSIONS

Vectio Consulting Limited has been appointed by Hall & Co Developments to prepare a Transport Statement in support of a planning application for 27 houses and 6 apartments located within the grounds of the former Tack Lea works, Bury and Old Rochdale Road, Heywood.

The application site is located in Heywood, within the administrative boundary of Rochdale Metropolitan Borough Council. Rochdale Metropolitan Borough Council act as both the Local Planning Authority and the Local Highway Authority.

10.1 Summary

This report has considered the transport impacts the proposed development may create on the adjacent highway network and suitability of sites internal layout considering:

- Traffic impact;
- Access arrangements;
- Internal road layout;
- Parking provision;
- Waste management;
- Accessibility; and,
- Road safety.

The assessment has identified that the proposals will create a low increase in daily trips when compared to the historically consented care home land use (granted in 2014), equating to 22 additional vehicular movements during a standard week day. In terms of weekday peak hour trip generation, the proposed 33 unit development site is forecast to create 17 vehicular movements during each peak hour. Noting that the net increase when compared to the historically consented site will be much less than this, no severe or materially detrimental impacts in terms of operational capacity, or highway safety are foreseen.

When compared to the historic manufacturing use (Tack Lea Works), the nature of the residential development would also generate significantly fewer HGV related movements.

The proposed access arrangements have been discussed, with a similar priority access junction being proposed when compared to that of the consented outline 14 unit residential scheme. The access includes 6m radii, 2m footways to either side and an uncontrolled pedestrian crossing across the bellmouth including dropped kerbs and tactile paving. Vehicle swept path analysis has been presented that demonstrates the viability for cars, refuse vehicles, and fire appliances to enter and exit the access in a forward gear. It has also been demonstrated that the access layout achieves the necessary 2.4m by 102m visibility splays, as per the consented scheme.

Internal to the site it is proposed for the spine road and turning head to be adopted by the highway Authority. The spine road achieves a minimum road carriageway width of 5.5m, and benefits from 2.0m footways to either side. Private drives and shared private drives are accessed by means of standard footway crossover arrangements.

A vehicle swept path analysis exercise has been undertaken demonstrating that cars can easily enter the site, and undertake simple manoeuvres to park in parking spaces. Similarly it has been demonstrated in the swept analysis drawing that both refuse and fire appliance vehicles can enter, turn and exit the site in a forward gear.

A review of the applicable car parking standards has been undertaken. Parking policy requires a maximum quantum of 66 parking spaces across the site. 64 parking spaces have been proposed across the site, which equates to 2 spaces under the maximum provision. It is therefore considered that sufficient parking quantum has been proposed on site. The layout also benefit from two parking laybys within the shared private drive, facilitating short term parking for 4 visitor cars.

With regard to cycle parking there is no policy requirement to provide cycle parking for dwelling houses. With regard to the apartments, two cycle stores have been proposed to the north of the apartment block with the ability for at least six bicycles to be stored. This level of provision meets the minimum policy requirements.

The report discusses refuse collection and highlights the siting of locations for wheelie bins to be stored during refuse collection days, at easily accessible locations adjacent to the proposed adopted highway, sited so as not to impact visibility spays or pedestrian footways.

A review of accessibility by walking and cycling has been undertaken considering access to local facilities and areas adjacent to the site, concluding that there are primary schools, health and retail facilities within acceptable walking distances from the site, along with other facilities slightly further afield. Adjacent to the site there are a number of bus stops within industry standard walking distances which should encourage public transport use.

In addition to the above, a review of the latest 5 years' worth of recorded traffic accident records has been undertaken, concluding that there are no accident trends or patterns that would indicate that the proposed development would exacerbate any historic accident issues.

10.2 Conclusions

The assessments undertaken within the report conclude that in terms of highways and transportation, the proposed development is not expected to have a severe, nor detrimental impact on the safe operation of the adjacent public highway network.

APPENDIX A: Preapplication Advice Response





ROCHDALE
BOROUGH COUNCIL

ECONOMY DIRECTORATE

PLANNING AND DEVELOPMENT

Daniela Ripa
Interim Head of Planning Services

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Web: www.rochdale.gov.uk

Email: michael.atkinson-smith@rochdale.gov.uk

Direct Line: 01706 925976

Reference: PREAPP/00032/22

Date: 9th June 2022

Paul Nellist
Asteer Planning LLP
Minshulls House
14 Cateaton Street
Manchester
M3 1SQ

BY EMAIL ONLY

Dear Paul,

Reference No:	PREAPP/00032/22
Proposal:	Proposed residential development
Location:	Tack Lea Works, Bury and Rochdale Old Road, Heywood

I write in reference to your request for pre-application advice for the proposed residential development of the above referenced site comprising a mix of 1, 2, 3 & 4 bedroom dwellings (44 dwellings in total).

This response is based on the following list of submitted plans, documents and supporting information:

- Location Plan REF. A645_P_001
- Proposed Site Plan ref. A645_SK_10D
- Tack Lea Works Pre-Application Submission dated April 2022 by Ollier Smurthwaite Architects

EIA Screening Opinion

The proposed development would be categorised as an urban development project that would not exceed the applicable threshold and criteria in Part 10 of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). The site is also not within a 'Sensitive Area' as defined by the Regulations. On this basis, a formal request for an EIA Screening Opinion is not required.



Development Plan / Principle of Development

The comments provided are made in light of the Development Plan for Rochdale. This consists of the Rochdale Core Strategy (CS), adopted 2016, and saved Unitary Development Plan (UDP) policies. A list of the relevant policies contained within the Development Plan is appended to this letter.

Other material considerations include, amongst other things, Supplementary Planning Documents (SPDs), Development Plan Documents (DPDs), the Greater Manchester Joint Minerals Plan, the National Planning Policy Framework (NPPF), the National Planning Practice Guidance (NPPG) and the draft Places for Everyone plan (PFE).

Green Belt

The site lies within the Green Belt, as designated under the provisions of Policy G/D/2 of the Rochdale Unitary Development Plan and the accompanying Proposals Map. The site is also allocated as a major existing developed site in the Green Belt as per the provisions of saved policy D/5 of the UDP – the policy does relate specifically to ‘limited infilling’ and was adopted in order to ensure that employment sites then in continuing use (*circa* 2006) could benefit from continued development and remain in use for those purposes throughout the plan period. The proposal at hand relates to the wholesale redevelopment of the site for residential purposes and therefore strictly falls outside of the scope of the policy.

In the intervening period, the Council has adopted the Rochdale Core Strategy (CS). CS Policy G4 sets out that the Council will continue to protect from development *inter alia* areas of Green Belt forming the Pennine rural fringe to the north of the borough, where its primary role is to prevent encroachment into the countryside. Development is restricted to those limited types of development which are deemed not to be inappropriate by national planning policies unless very special circumstances can be demonstrated.

Paragraph 149 of the National Planning Policy Framework (the Framework) sets out that LPAs should regard the construction of new buildings as inappropriate in Green Belt, subject to identified exceptions, including the limited infilling or the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt than the existing development.

It is noted that the buildings that were previously on site have now been demolished, but given that planning permission 17/00359/FUL remains extant by virtue of having been commenced, the presence of the former buildings on site would be a material consideration in the determination of any application. It is also noted that the proposed development, whilst providing a greater number of dwellings than the previously approved scheme, would have a smaller footprint, floor area and extent of hardstanding. On this basis, it is considered that a case could be made in support of the principle of development overall for the scheme proposed, but this must be robustly set out within the required Planning Statement.



Flexible workspace & Café / Farm Shop / Retail Use

A Retail Impact Assessment and Sequential Test would be required for any retail use in accordance with adopted Rochdale Core Strategy policy E1. However, it is not considered that this would be an appropriate facility to be provided on site, primarily as a result of the incompatibility with residential uses in this location and highways, access and parking impacts. A small-scale flexible workspace with ancillary café could potentially be complimentary to the development but I have concerns that the nature and location of the site would not lend itself particularly well to such a use and it is likely that patronage would be low, whilst the use would also attract ongoing maintenance liabilities and operational costs. As with a retail use, parking and access issues are likely to be problematic.

The nearby Pavilion Bistro on Birtle Road appears to work relatively well in its location and serves the residents of the close-by development at Birtle Brook. However, it also acts a meeting point for leisure activities, is on a walking route and benefits from ample parking, which the unit proposed on-site would all benefit less from. Notably, there is a vacant unit at Birtle Brook which does not ever appear to have been occupied, despite the popularity of that development. I would therefore suggest re-considering this element of the proposals.

Historic Environment

In accordance with the requirements of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is noted that the Birtle Conservation Area is situated approximately 170m to the north-west of the nearest edge of the application site. The conservation area focuses on the former Bleach Works, now redeveloped into Birtle Brook Village, and includes a number of other historic terraces of cottages and the Pack Horse Inn Public House. An extension to the conservation area was previously tabled by the Authority, which would have included the application site, but was never progressed.

In light of the separation distance, the nature of the intervening topography and the extent of mature vegetative screening afforded by the surrounding woodland it is not considered that the development would impact on the character or significance of the Birtle Conservation Area.

The overall design ethos of the scheme which attempts to reflect the identity of the former dye works is welcomed.

Please also see Archaeology section below.

Design, Layout & Visual Appearance

The Government recently published (July 2021) changes to the National Planning Policy Framework (NPPF) of which places a stronger emphasis on design. This shift towards best practice in design is strongly in line with current national objectives to create beautiful places, as has been a central focus in the July 2021 NPPF update as accompanied by the National Design Guide and National Model Design Code, together with the Building for a Healthy Life



design guide/code. Together, these documents represent material considerations in the determination of any planning application, and the broad requirements are largely reflected within Policies DM1 and P3 of the Council's adopted Core Strategy, which require development proposals to demonstrate high quality design.

Layout

The National Design Guide establishes the layout of development proposals as a key component of well-designed places, where well-designed new development is integrated into its wider surroundings physically, visually and socially; demonstrating an understanding of the existing patterns of built form. Building for a Healthy Life states that the use of positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character are features which contribute to well-designed places, which would largely accord with the contents of the National Model Design Code.

Broadly, the high level approach to layout in the scheme is considered to be acceptable, but there are various issues that have been identified that would need to be addressed:

- Despite some variation in parking layout, overall the development would appear to have potential to be dominated by parked cars, which would undermine the positive design characteristics of the development and the dwellings themselves.
- There doesn't appear to be room for all of the parking areas in the north west corner of the site to be accessed safely and conveniently;
- The main carriageway through the site would need to be constructed to an adoptable standard and this is not indicated at present.
- The two dwellings in the immediate centre of the site would appear to be confused in terms of fronts and backs, and the garden spaces are not ideally laid out. Of notable concern is the height of the boundary treatment that would be required for privacy around the easternmost of the central two dwellings - a stone wall could be somewhat visually attractive but it would still be a dominant feature and would present a significant safety issue in terms of visibility for vehicles using this proposed private driveway area.
- The Council normally expects that any private driveways serving more than 5 dwellings should be adopted.
- Some of the proposed parking spaces throughout the site appear to be directly in front of where windows or doors would be expected to be positioned.
- The visitor parking spaces immediately adjacent to the site entrance present both a highway safety issue and an issue in respect of visual appearance of the development.



Dwelling Design

The National Design Guide references the scale, appearance materiality and detailing of buildings as key components for well-designed places, and states that well-designed places are based on a sound understanding of the features of the site and the surrounding context. The Building for a Healthy Life guidance document encourages the use of positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials to reflect local character.

Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.

Broadly the design ethos for the dwellings themselves is considered to be satisfactory and well-reasoned. Please note the forthcoming changes to the Buildings Regulations, however, which will influence the final design details of the dwellings. This is referred to further the Climate Change Adaptation section below.

Private amenity spaces should be of a sufficient size to serve the style and type of property that they form a part of. The appropriate size, shape and position for an external amenity space can be defined by considering how the associated building sits in the wider context, including access to public and open spaces and how the amenity space will be used, what for, and by whom. I have particular concern about the amount of tree cover of some of the private garden areas – where trees block light to gardens or dwellings, there is commonly pressure to remove them as they can have a negative impact on living standards and amenity. I believe that this is one of the key barriers to achieving the desired number of units on site and should be carefully addressed and considered in any application for planning permission.

Well-designed shared amenity spaces should feel safe and secure for their users, where all of the residents who share them can access them easily. To this end, the proposed communal garden would likely be better located in a more central position within the site. Similarly, the required Local Area for Play would benefit from being in a more accessible and overlooked location as otherwise it has the potential to be underutilised, a receptor for antisocial behavior and a maintenance liability.

Boundary treatments will be an important consideration and ideally should fit in with the overall design ethos of the development, rather than being an afterthought. Please provide these details at initial application stage.

I would encourage the use of 3D visuals in any future application for planning permission and the inclusion within the application of as much detail as possible in relation to the finer details such as materials which will be crucial to the overall design and appearance of the development. A detailed Design and Access Statement should be submitted which justifies the design approach to the proposed development.



Residential Amenity Standards

The site largely stands in isolation from other residential properties, with the exception of the shared boundary with no. 65 Bury and Rochdale Old Road.

Core Strategy Policy DM1 requires, amongst other things, that development proposals are compatible with surrounding land uses and that they do not adversely affect the amenity of residents. The development should be laid out such that it will accord with the standards set out in the Council's 'Guidelines and Standards for Residential Development' SPD, to ensure that satisfactory intervening distances can be achieved between proposed and existing dwellings in the interest of light/outlook/privacy. These standards should also be applied across the site between the new dwellings. A notable issue has been identified in respect of the size and length of the rear gardens right in the centre of the site, whereby the minimum required distance of 10.5m where the garden is overlooked from the rear does not appear to have been achieved.

Highways, Access & Parking

Any planning application must be accompanied by a Transport Statement (TS) drafted in line with current standards.

The site is not in a sustainable location and reliance on a car for access is likely to be high which must be reflected in the traffic generation figures used in the TS. Bury and Rochdale Old Road is a busy classified road and an appropriate visibility splay will be required at the proposed access point. As with the previously approved application, the Highways Authority is likely to request the introduction of waiting restrictions around the junction to ensure any proposed visibility splay is maintained.

There are a number of highway issues associated with the proposed layout. For a development of this size the Council would normally require the access roads to be adopted via a s38 agreement and the main access road does not appear to be to an adoptable standard. The lack of footways to both sides of the carriageway and lack of an appropriate turning heads are the main concerns. Any submitted highway layout must deliver safe management of the highway network and be practical in terms of future highway maintenance responsibilities for the Council. Appropriate access and turning facilities must be provided within the design especially for refuse collection.

In addition there are shown to be twelve dwellings being served from a private driveway to the rear of the 'retail' unit; the maximum number of dwellings that would normally be permitted to be served by an unadopted access is five and the Highway Authority is therefore unlikely to support this element of the proposed layout. Private waste, servicing and maintenance arrangements are a potential tool available to overcome this issue so that the design approach is not undermined, but this must be fully addressed as part of any application for planning permission and further enhanced discussions including representatives from the Highways Authority alongside your transport consultant may be advisable at an early stage.



Concerns have been raised about the visitor parking spaces and their proximity to the junction of the proposed access and Bury and Rochdale Old Road. The visibility between vehicles entering the development and vehicles reversing in or out of these parking spaces is poor and likely to increase potential conflict and impact on road safety.

The proposed retail/community hub raises a number of issues including customer parking and servicing requirements. Servicing or customer parking from Bury and Rochdale Old Road would not be supported because of the previously mentioned visibility requirements from the new access. These issues would need to be addressed in any subsequent planning application and TS.

As the site is in a semi-rural location car use will be high which must be reflected in the parking provision.

All driveways and parking spaces must be SuDS compliant

As previously mentioned it is a requirement that all service vehicles should be able to enter the site and have an appropriate turning facility, in addition we would expect that bin storage areas are within the required maximum distance for collection from the adopted highway.

Any impact on road safety must be addressed within any subsequent TS.

Biodiversity Net Gain & Ecological Impacts

The site lies adjacent to, and partially within, the Grade A Tack Lee & Gristlehurst Woods Site of Biological Importance, an area of woodland on the banks of the River Roch and its tributaries which supports a variety of woodland communities. Further from the site, the SBI forms part of an important corridor of Ancient Woodland including Ashworth Valley, Naden Brook and Elbut Wood.

The Greater Manchester Ecology Unit note that the principle of development on site has been established and that former buildings on the site have now been demolished and the site at least partially cleared.

This site has been subject to relatively recent surveys and assessments for Ecology and Trees associated with permission 17/00359/FUL, and subsequent applications for the discharge of relevant conditions. The habitats recorded during the previous ecology survey included semi-natural broad-leaved woodland, dense scrub, scattered broad-leaved trees, ruderal herb and standing open water - of particular note are the two ponds within the boundaries of the site.

However, some of these surveys are now a little dated, and the layout of the proposed development has changed. It is therefore a requirement that updated ecology and arboriculture surveys are provided to inform any new application.



It is important to note that whilst local policy requires no net loss of biodiversity, the revised NPPF requires enhancement, regardless of the requirements of the Environment Act 2021. Any application should therefore include an ecological mitigation and enhancement plan that demonstrates net gain with the net gain assessment using the Defra metric (currently version 3). For the avoidance of doubt, it would be expected that Biodiversity Net Gain would be delivered within the site rather than off-site.

The Environment Agency has identified constraints on this site that fall within their remit. The Environment Agency now operates a chargeable service for planning advice and we would advise that you contact them to discuss. Alternatively, you are welcome to contact them directly at SPPlanning.RFH@environment-agency.gov.uk should you wish to request a free preliminary opinion.

Natural England is a statutory consultee for planning applications which might affect internationally and nationally designated nature conservation sites (Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites), for development affecting significant areas of best and most versatile agricultural land and for development requiring Environmental Impact Assessment.

Natural England is not a statutory consultee at the pre-application stage and therefore is unable to provide advice free of charge. However, where a development proposal may result in significant environmental impacts or significant opportunities for environmental gain Natural England has introduced a Discretionary Advice Service (DAS) on a cost recovery basis so that they can work with applicants, developers, and consultants to take appropriate account of environmental considerations at an early stage of the process to improve the quality of applications before they are submitted. Please visit the GOV.uk [website](#) for more information and a downloadable request form [here](#).

Drainage and Flood Risk

The application site is located within Flood Zone 1 and the site measures in excess of 1 Hectare. Accordingly, the application should be accompanied by an outline drainage strategy/SUDs assessment and a Flood Risk Assessment is required.

Rainfall runoff should be attenuated such that any rainfall discharges from the developed site are not increased. Greenfield runoff rate of 5 l/s/ha shall be applied, unless an assessment conclusively demonstrates greenfield runoff to be greater than this. The minimum practical flow control value that can be applied using a vortex flow control is 5 l/s so that the outlet diameter of the flow control does not block. A 50% reduction in the brownfield run off rate is expected.



In respect of surface water drainage proposals, the site should be drained in the most sustainable method in accordance with the hierarchy set out within the National Planning Practice Guidance. Additional advice on Sustainable Urban Drainage for major development is available on the council's website, and guidance is provided by United Utilities on their respective website.

Any new hardstanding areas will lead to surface water runoff. Before planning to discharge surface water to public sewer, it will be necessary to demonstrate that infiltration is not feasible by carrying out permeability tests on site in accordance with BRE 365 Guidance. Permeable paving is one of the optimal methods of reducing the runoff.

The capacity of SuDS must provide effective drainage for the development, taking account of the likely impacts of climate change and the likely changes in impermeable area within the site over the lifetime of the development.

New climate change allowances were published on 10 May 2022. You will need to ensure the new allowances are incorporated into the flood risk assessment and sustainable drainage design.

A detailed Drainage Plan has not been submitted with your request for advice but the Council's Drainage and Flooding Engineer will provide detailed comments during the application process once the design and layout has been finalised.

For the building, a foul water discharge consent agreement from United Utilities will be required. Early engagement with United Utilities is recommended.

An editable Word version of the required NW SuDS Pro-forma (Version 5) and supporting guidance note are appended to this letter.

Rochdale Core Strategy policy G8 and saved UDP policies EM/7 and EM/8 are relevant.

Ground Contamination and Coal Mining

The application should be accompanied by at least a Phase I Site Investigation or Preliminary Risk Assessment to provide an initial assessment of potential land contamination within/adjacent to the site. If an initial assessment identifies a need for further intrusive investigations or remediation strategy to be required, which is likely, these would be required as part of pre-commencement conditions on any permission unless provided as part of the main application.

The site does not lie within the Development High Risk Area for Coal mining. A Coal Mining Risk Assessment is therefore not required.



Energy Demand/Climate Change Adaptation

Core Strategy Policy G1 sets out measures to address climate change and emissions, whilst Policy G2 requires that new development adheres to the energy hierarchy. The development should be designed in order to meet the requirements of these policies and an Energy Statement should be submitted with the application setting out the detail of how the development complies with the policy base. Where it is possible for developments to achieve higher standards than required by building regulations and contribute actively towards targets for a net zero carbon future will be considered a strong positive in the planning balance of any such application.

Please note that the Government has made changes to the Building Regulations which will influence current and future housing design. Announced in December 2021, the uplift to Part L (Conservation of Fuel and Power) and F (Ventilation) of the Building Regulations and the new Parts O (Overheating) and S (Infrastructure for charging electric vehicles) comes into effect on 15 June 2022. The changes to Part L are a steppingstone to the introduction of the Future Homes Standard in 2025, which is an important contribution to the Government's target to meet net zero emissions by 2050.

Please also note that the transitional arrangements for the regulations (the means by which older regulations can be applied) apply on a building-by-building basis, not site wide. Therefore, any building that has not been started by June 2023 will need to comply with the new regulations. This should be considered as part of the total project development and phasing plan.

Air Quality

CS Policy G9 seeks to reduce all forms of pollution and contamination in the borough by amongst other things, focusing on measures that reduce air pollution in Air Quality Management Areas. The site itself does not lie within an Air Quality Management Area but an Air Quality Assessment should be scoped and prepared in line with IAQM guidance which focusses on the impact of the additional traffic generated on B6222 Bury and Rochdale Old Road, sections of which are part of the Local Air Quality Management Area, together with any sensitive receptors (dwellings, schools, health facilities etc.) located around the site.

It would be expected that EV charging infrastructure would be included in any parking provision that may be provided on site. In line with the GM Clean Air Plan and GM 2040 Transport Strategy, electric charge points should be provided at all dwellings with a driveway or allocated parking space(s).

A Dust Management Plan as part of a wider Construction and Environmental Management Plan would be required by condition of any planning permission, unless submitted with the application at the outset.



Designing out Crime

A Crime Impact Statement (CIS) is a validation requirement and legislative requirement for major residential development.

The Crime Impact Statement should:

- Be prepared by a suitably qualified and experienced professional that is able to offer impartial and objective crime prevention advice, i.e. a professional individual/organisation independent of the design process.
- Highlight all relevant crime and disorder issues currently experienced in the neighbourhood in which the development site is located, and any crime and disorder issues that the proposed development may generate or attract.
- Consider the crime and disorder issues, and include a review of how these issues might affect future both users of the development and the local community, and identify design solutions that will reduce the development's and the local community's vulnerability to crime and disorder, and promote a safe and secure development.

Please remember that the design process is iterative and therefore the CIS should inform the design as well as critique it. The CIS can then be submitted as part of the planning application, indicating that the proposed development has been designed to avoid/reduce the adverse effects of crime and disorder and enabling the planning process to run more smoothly.

Archaeology

The Greater Manchester Archaeological Advisory Service (GMAAS) has provided a detailed consultation response which is appended to this letter, the contents of which should be carefully noted.

Planning Obligations and Section 106 Requirements

The Core Strategy requires, at a minimum for proposals of this scale, developer contributions in relation to Affordable Housing, Public Open Space (POS), formal sports provision and primary & secondary education provision. Please note that all developer contributions are index linked.

Affordable Housing

The Council's affordable housing requirements are set out in the Affordable Housing SPD. Where on-site provision is proposed, a total of 15% of total site capacity should be provided at an affordable level (discount of 50% against the average market cost of the dwellings on



the site). Where an off-site commuted sum payment is proposed, this should equate to 7.5% of the Gross Development Value.

Affordable Housing Quota Contribution	x Financial contribution/ Discount	= Developers contribution / discount
(15% of total site capacity)	(50% average open market value)	(7.5% contribution of the total scheme value)

It would be expected that affordable housing would be provided on site, in accordance with the above formula.

Public Open Space/Outdoor Sports Provision

The Council's Public Open Space requirements are set out in the Provision of Recreational Open Space in New Housing SPD. The open space standard is 2.1 hectares per 1000 population; this is split between 1.1 hectares of Outdoor Sports Provision and 1.0 hectares of Local Open Space. The occupancy rate used in the calculation (see page 11 of the SPD) is 1 person per bedroom. In the case of residential developments of between 100 bedrooms to 399 bedrooms expected that there would be on-site POS provision, including a Local Area for Play (LAP). Detail of the design of the facility and future management arrangements would be required as part of any application for planning permission.

A contribution towards off-site formal sports provision is expected. This would be spent on improvements to outdoor sports provision within the local area to be of benefit to the residents of the new development.

POS and outdoor sports commuted sum figures are calculated in accordance with the latest table of charges.

Education

The need to provide contributions towards education provision has arisen as a result of schools within the Borough reaching capacity; there is significant pressure for school places in the local area and both primary and secondary education contributions will be required for such a residential development within the area.

Government guidelines state that the amount of money that is required through developer contributions for education provision needs to reflect the current cost of providing school places.

Calculating the Contribution:

XX units x 0.25 (primary yield factor) x £12,817.74 = £ XXXX

XX units x 0.1 (secondary yield factor) x £16,022.17 = £ XXXX



Education contribution per pupil costs are index linked and updated on the 1st January each year in line with inflation. Any deviation from this requirement would need to be justified by detailed evidence. If the argument for not complying with this requirement is based around site viability then this would need to be accompanied a detailed viability assessment.

Viability

The Council is mindful of the need to ensure that financial planning obligations do not undermine the viability and deliverability of any scheme, having regard to site specific requirements, whilst ensuring that the impacts of the development are adequately mitigated. As such, the developer may wish to provide a viability appraisal at application stage, which may demonstrate the ability of the scheme to provide the contributions. Should a viability appraisal be submitted, the Council requires an independent review of such appraisals, with the cost to be met by the applicant.

Public and Stakeholder Consultation

The Council has an adopted Statement of Community Involvement that we would encourage developers to consider when preparing engagement plans. We encourage developers to seek to engage with local residents and, where appropriate, undertake consultation with ward councillors. The application site is located within the Norden ward.

The method of consultation undertaken by yourselves, detail of where any consultation event was held and details of how the development has been presented to the local community should be outlined within a Statement of Community Involvement to be submitted with any application for planning permission. This statement should also include details of the feedback received, including if any amendments have been made as a result of comments received.



Conclusion

I note that the principle of residential development on site has been established by virtue of the extant planning permission ref. 17/00359/FUL and also note that the scheme has been designed to result in a reduction in volume, floorspace and hardstanding over that permission. That being said, the significant increase in unit numbers appears to have presented issues in respect of amenity standards, quality of private & shared outdoor amenity areas and a dominance of parking to the fronts of buildings within the development. Therefore, whilst the overall design ethos is largely supported, whether such numbers can be made to work within the constraints of the site is debatable. From an urban design perspective, I am minded to suggest that a re-jig losing a minimum of 6-8 units rather than 1 or 2 might start to lead you towards a layout that works more favourably. This is so that the LAP can be brought into the heart of the site and merged with the desired communal garden area, parking provision can be better incorporated so it is not dominant, access and servicing can be adequately accommodated and individual dwellings will not be unfavorably situated as a result of trying to fit in things around them. In addition, the orientation of the private garden areas, and the impacts of existing trees, needs to be given much greater consideration. Furthermore, there is also a clear opportunity here to incorporate SuDS features into the landscaping which I would like to see explored further.

Planning Performance Agreements

Central government encourages the use of Planning Performance Agreements (PPA). A PPA is an agreement between the Local Planning Authority and an applicant to provide a project management framework for handling a major planning application. The agreement sets out the standard of service and target decision programme that can be expected. In recognition of the additional burden of work and activity which the agreed programme is likely to require of the LPA, an additional fee contribution will be required and agreed between the LPA and the applicant prior to the submission of the planning application. Please let me know if you wish to discuss this further.



Validation Requirements

In the event that a formal planning application is submitted, the following list of supporting information would be required:

- Compliance with National Information Requirements
- Compliance with the Council's adopted Local List.
- Air Quality Assessment
- Arboricultural Impact Assessment
- Archaeological Desk Based Assessment
- Biodiversity Statement
- Construction Management Plan (can be conditioned in the alternative)
- Crime Impact Statement
- Design & Access Statement
- Energy and Climate Change Adaptation Statement
- Flood Risk Assessment and Outline Drainage Strategy including completed NW SuDS pro-forma Version 5
- Heads of Terms for Section 106 agreement
- Phase I Ecology Survey
- Phase I Site Investigation Report/PRA and Phase II Ground Investigation & Remediation Strategy (the latter pair can be conditioned in the alternative)
- Planning Statement
- Statement of Community Involvement (can be included in Planning Statement)
- Transport Statement

Please note that any advice provided above is an informal opinion of the author only and is made without prejudice to any formal determination which may be given in the event of an application being submitted. In particular, it does not constitute a formal decision of the Council with regard to any future planning applications, which will be subject to wider consultation and publicity, and provides no guarantee of a future decision.

Yours sincerely,



Michael Atkinson-Smith
Senior Planning Officer
Planning & Development



Appendix 1 – Relevant Policies

In addition to the requirements of the National Planning Policy Framework, any application for the proposed use of the site would be subject to an assessment against the following list of key policies contained within the Rochdale Core Strategy:

SP3/H The Strategy for Heywood

SD1	Delivering sustainable development
DM1	General development requirements
DM2	Delivering planning contributions and infrastructure
SO2	Creating successful and healthy communities
C1	Delivering the right amount of housing in the right places
C3	Delivering the right type of housing
C6	Improving health and well being
C7	Delivering education facilities
C8	Improving community, sport, leisure and cultural facilities
SO3	Improving design, image and quality of place
P1	Improving image
P2	Protecting and enhancing character, landscape and heritage
P3	Improving design of new development
SO4	Promoting a greener environment
G4	Protecting Green Belt
G6	Enhancing green infrastructure
G7	Increasing the value of biodiversity and geodiversity
G8	Managing water resources and flood risk
G9	Reducing the impact of pollution
SO5	Improving accessibility and delivering sustainable transport
T2	Improving accessibility

The following saved policies from the Rochdale Unitary Development Plan (UPD) are also relevant:

G/D/2	Green Belt
D/5(v)	Infilling at Major Existing Developed Sites in the Green Belt
EM/7	Development and Flood Risk
EM/8	Protection of Surface and Ground Water
NE/2	Designated Sites of Ecological and Geological/Geomorphological Importance

Additional Core Strategy and saved UDP policies may also be relevant depending upon the details of any submitted proposal.



Supplementary Planning Documents:

- Guidelines and Standards for Residential Development (June 2016)
- Residential Design Guide (September 2007)
- Biodiversity and Development (January 2008; Updated February 2017)
- Provision of Recreational Open Space in New Housing (March 2008; Updated January 2017)
- Climate Change Adaption (June 2012)



APPENDIX B: Masterplan





PROPOSED SITE PLAN GROUND

Tack Lea Works, Bury

27no. Houses & 6no.
Apartments with
64no. Parking Spaces

ACCOMMODATION SCHEDULE

Residential		
	7no. 5 BED DETACHED COTTAGES (1,790sqft ave.)	12,530sqft
	6no. 4 BED SEMI-DETACHED MILL HOUSE (1,500sqft ave.)	9,000sqft
	4no. 4 BED COTTAGES (1,180sqft ave.)	4,720sqft
	6no. 3 BED COTTAGES (980sqft ave.)	5,880sqft
	4no. 3 BED MILL HOUSE (975sqft ave.)	3,900sqft
	6no. 2 BED APARTMENTS (675sqft ave.)	4,050sqft

NET SALEABLE **40,080sqft**

REVISION	DATE	DESCRIPTION

CLIENT:	
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
ADDRESS: TACK LEA WORKS, BURY	
DRAWING TITLE: PROPOSED SITE PLAN	
SCALE: 1:750@A3	DATE: MAY 2021
DRAWING NO: A645_SK_10N	

OLLIER SMURTHWAITE ARCHITECTS

106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY
T: 0161 883 0838
F: 0161 883 0839
E: mail@olliersmurthwaite.com

APPENDIX C: Access Arrangement Drawing



[illegible][illegible]

KEY:-

- EXTENT OF HIGHWAY TO BE ADOPTED
- ▨ WHEELIE BIN STORAGE LOCATION DURING COLLECTION DAYS

PLAY AREA

WOODLAND WALK

OUTSIDE DINING

EXISTING POND

BIN STORE

EXISTING SUB STATION

BIKE STORE

RED LINE DENOTES FENCE LINES FROM TOP

FOOTWAY CROSSOVER ARRANGEMENT SERVING SHARED PRIVATE DRIVE

FOOTWAY CROSSOVER ARRANGEMENT SERVING SHARED PRIVATE DRIVE

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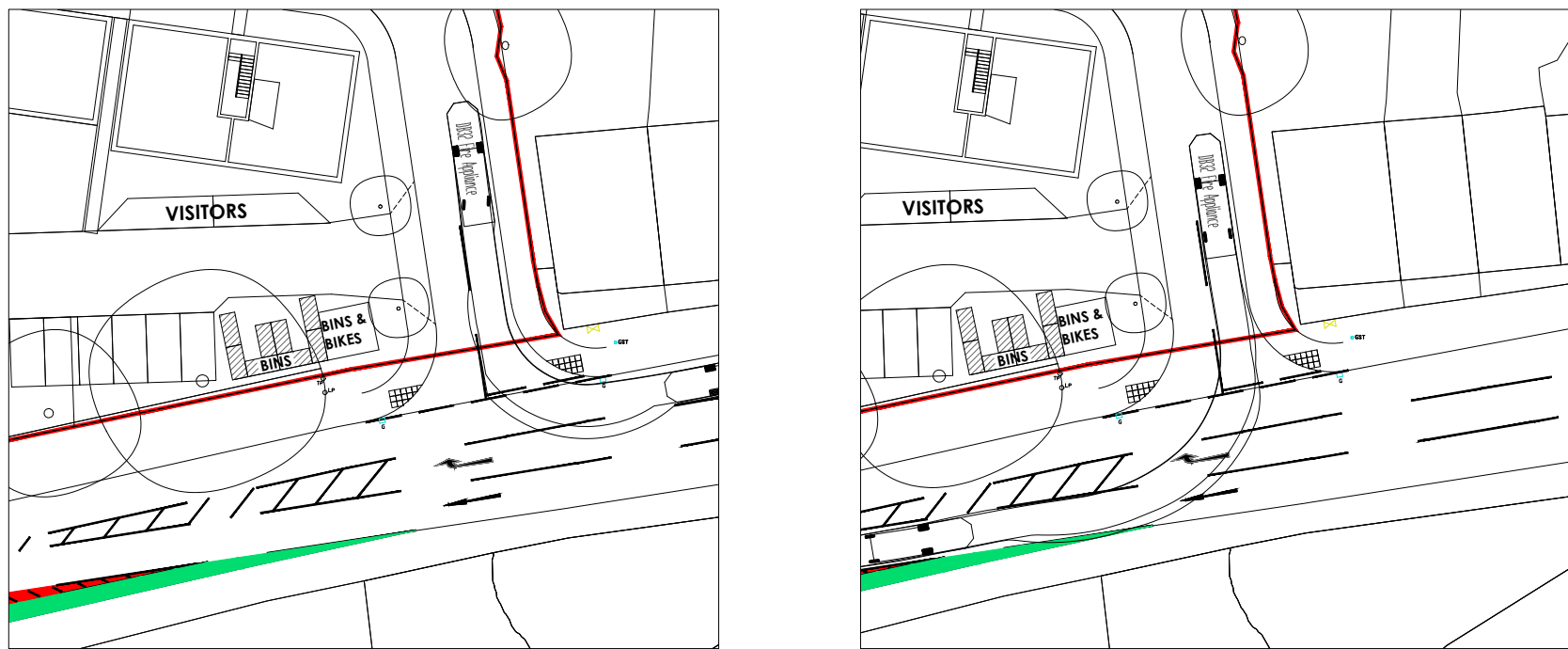
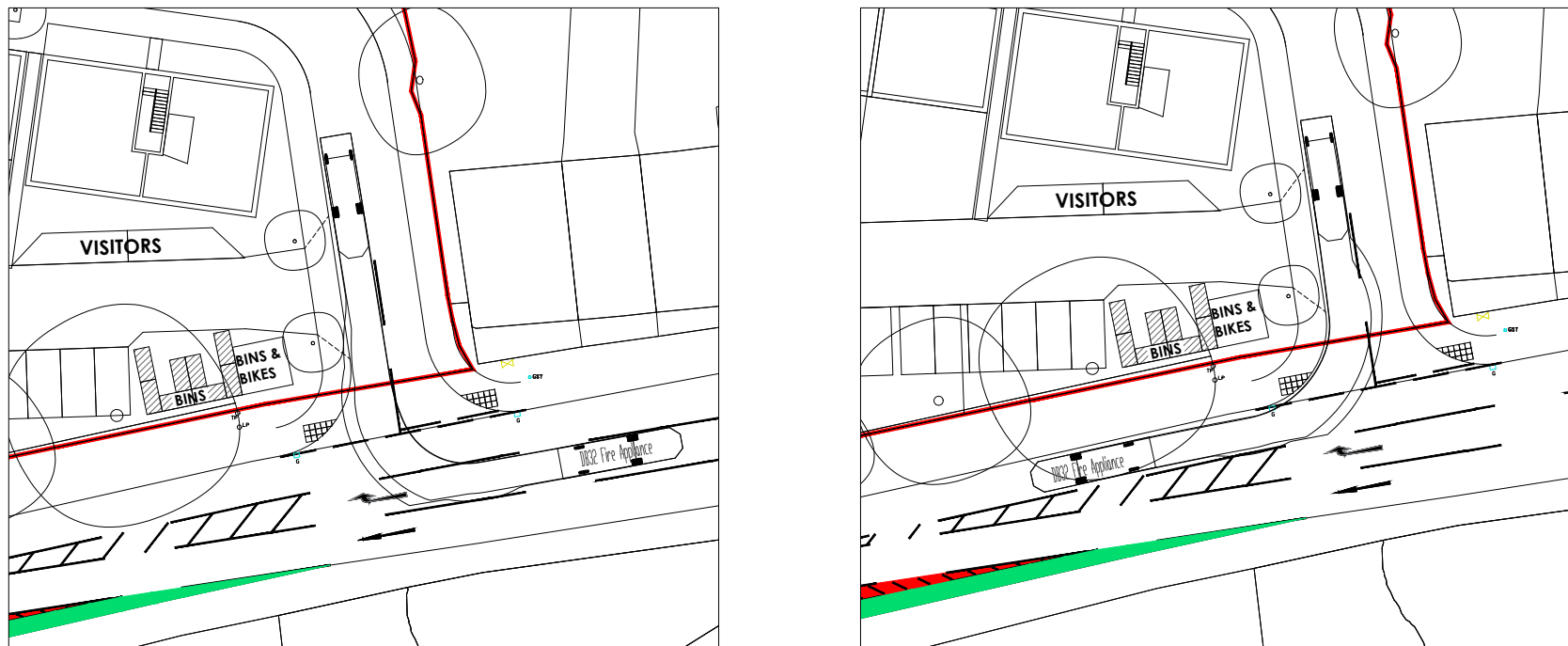
[illegible]

APPENDIX D: Swept Path Analysis Drawing

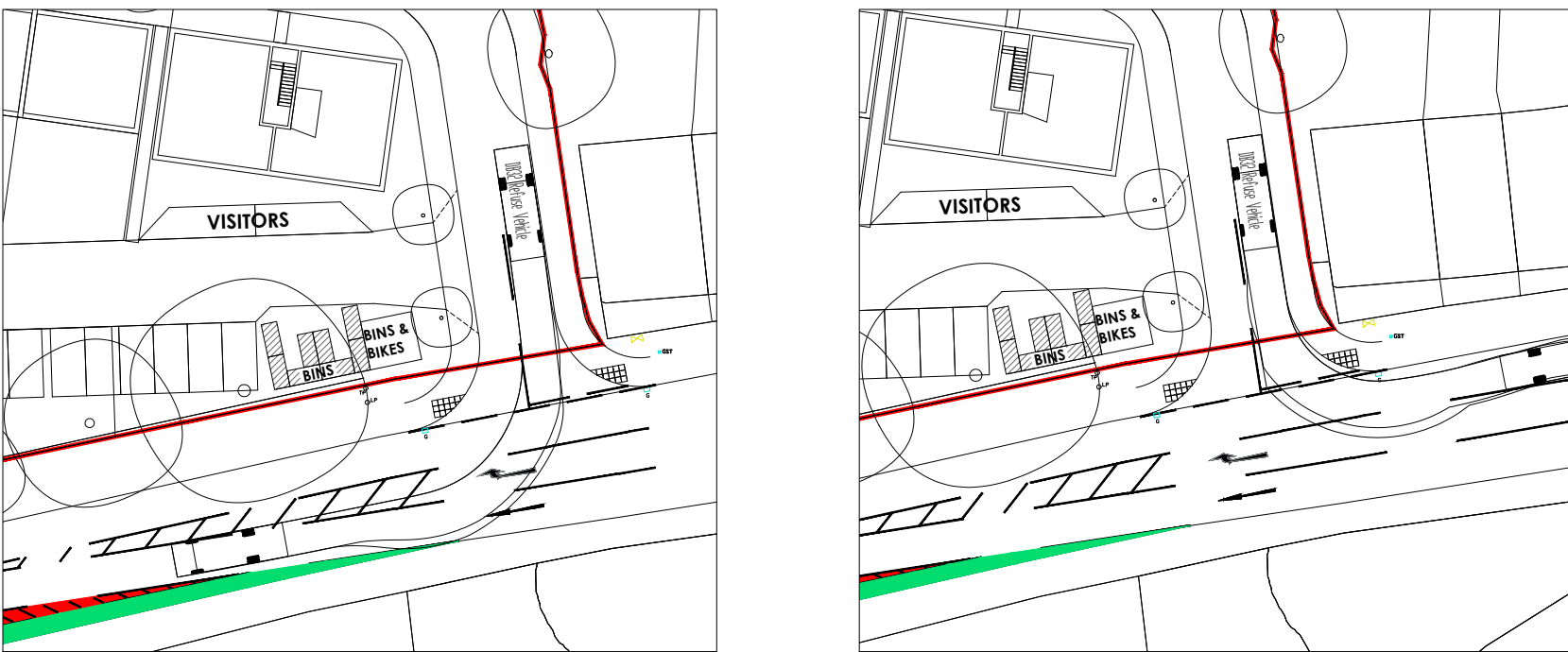
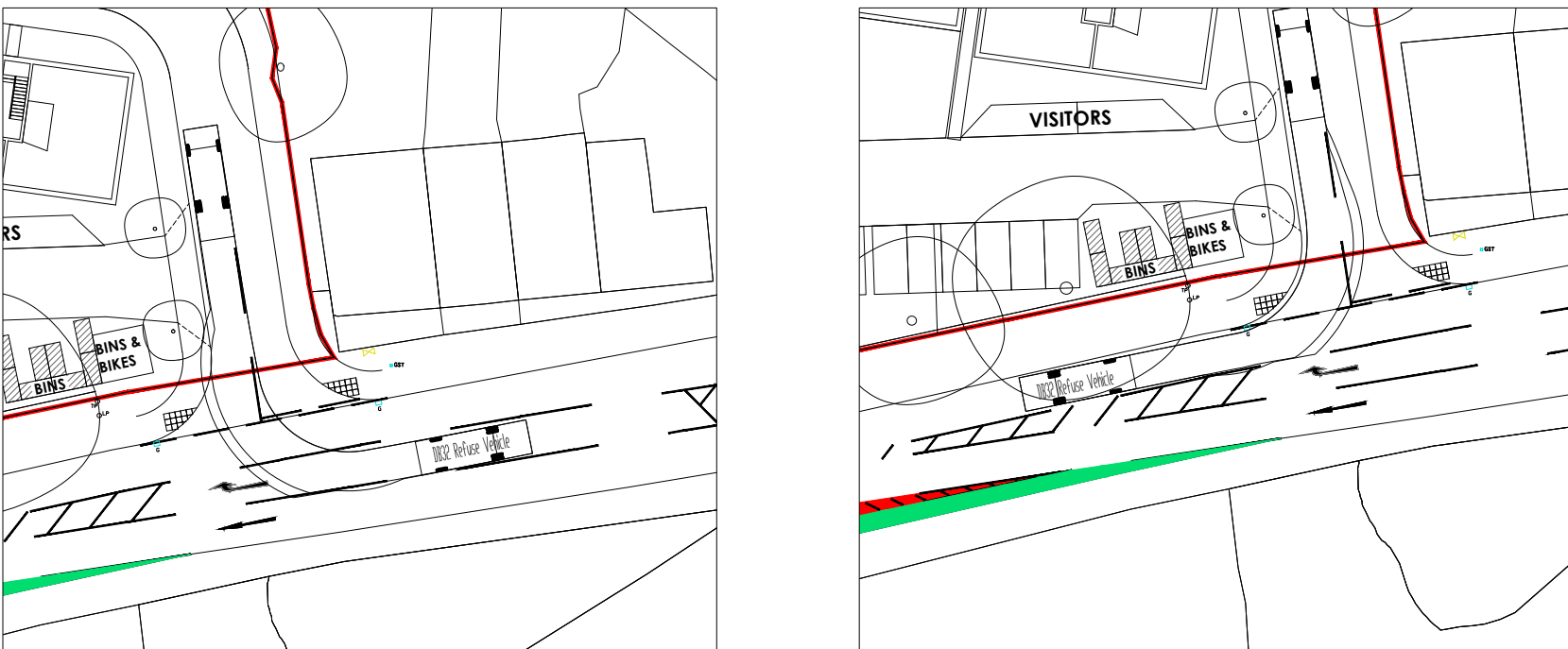


SWEPT PATH ANALYSIS

FIRE APPLIANCE ACCESS MANOEUVRES (Scale : 1:500)



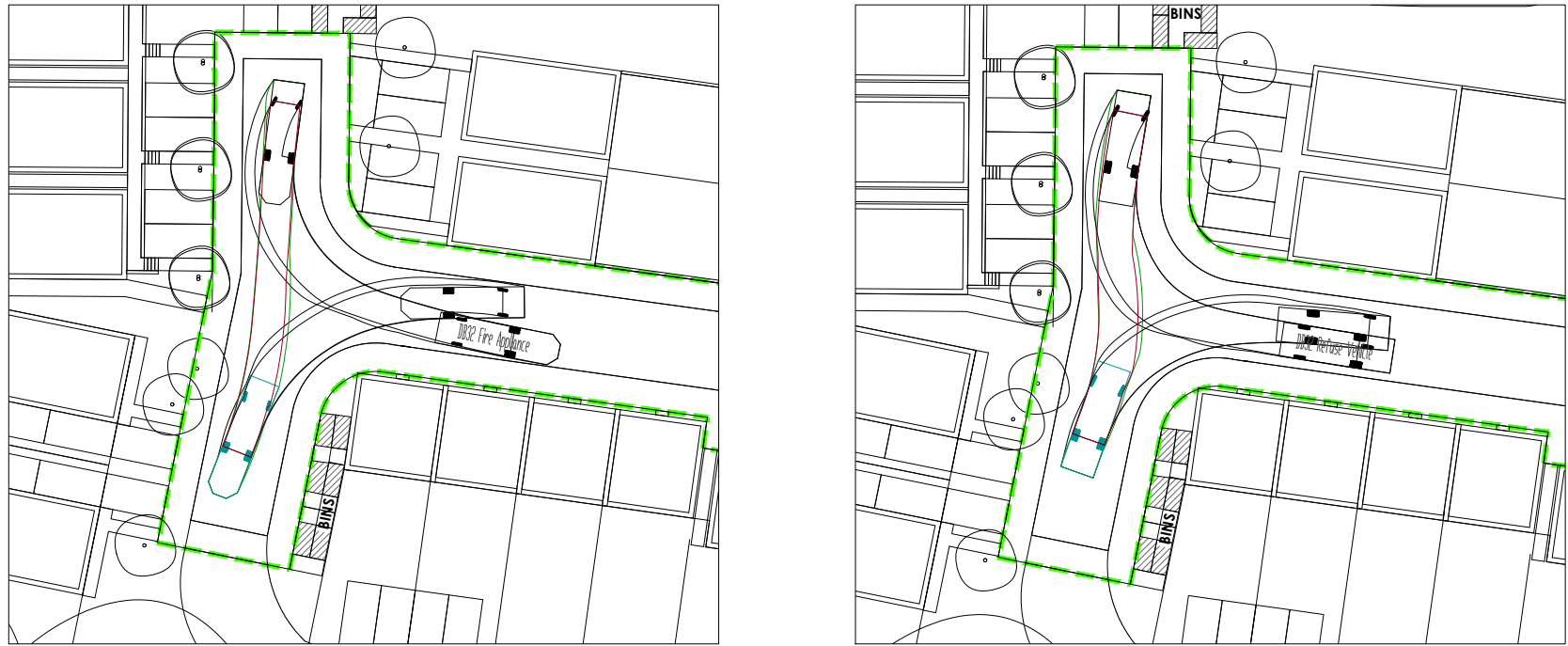
REFUSE ACCESS MANOEUVRES (Scale : 1:500)



CAR ACCESS MANOEUVRES (Scale : 1:500)



TURNING HEAD MANOEUVRES (Scale : 1:250)



FIRE APPLIANCE

REFUSE VEHICLE

PRIVATE DRIVE FIRE APPIANCE MANOEUVRE (Scale : 1:500)



CAR PARKING MANOEUVRES (Scale : 1:500)



APPENDIX E: TRICS Reports

B2 Manufacturing Land use



Calculation Reference: AUDIT-310901-160531-0519

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	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

Filtering Stage 2 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: 950 to 20000 (units: sqm)
Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 19/10/15

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	6 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	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:

Industrial Zone	5
Commercial 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.

Filtering Stage 3 selection:

Use Class:

B2

6 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 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:

50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No

6 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.

LIST OF SITES relevant to selection parameters

1	BR-02-C-01 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm Survey date: MONDAY 19/10/09	MECH. ENGINEERS BRISTOL CITY Survey Type: MANUAL
2	DS-02-C-02 PONTEFRACT STREET DERBY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm Survey date: THURSDAY 25/06/15	ENGINEERED PRODUCTS DERBYSHIRE Survey Type: MANUAL
3	DV-02-C-01 PLYMBRIDGE ROAD ESTOVER PLYMOUTH Edge of Town Industrial Zone Total Gross floor area: 20000 sqm Survey date: TUESDAY 17/07/12	TUBE MANUFACTURE DEVON Survey Type: MANUAL
4	HE-02-C-02 COLLEGE ROAD BURCOTT HEREFORD Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13	THERMAL PROCESSING HEREFORDSHIRE Survey Type: MANUAL
5	NR-02-C-01 RHOSILI ROAD BRACKMILLS NORTHAMPTON Edge of Town Industrial Zone Total Gross floor area: 11500 sqm Survey date: THURSDAY 27/11/08	PAPER COMPANY NORTHAMPTONSHIRE Survey Type: MANUAL
6	TW-02-C-01 SHAFTESBURY AVENUE TYNE POINT IND. ESTATE JARROW Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 950 sqm Survey date: THURSDAY 15/11/12	INDUSTRIAL UNIT TYNE & WEAR 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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	6338	0.034	6	6338	0.024	6	6338	0.058
07:30 - 08:00	6	6338	0.197	6	6338	0.024	6	6338	0.221
08:00 - 08:30	6	6338	0.100	6	6338	0.037	6	6338	0.137
08:30 - 09:00	6	6338	0.155	6	6338	0.029	6	6338	0.184
09:00 - 09:30	6	6338	0.084	6	6338	0.042	6	6338	0.126
09:30 - 10:00	6	6338	0.058	6	6338	0.053	6	6338	0.111
10:00 - 10:30	6	6338	0.039	6	6338	0.029	6	6338	0.068
10:30 - 11:00	6	6338	0.024	6	6338	0.026	6	6338	0.050
11:00 - 11:30	6	6338	0.042	6	6338	0.026	6	6338	0.068
11:30 - 12:00	6	6338	0.026	6	6338	0.029	6	6338	0.055
12:00 - 12:30	6	6338	0.045	6	6338	0.071	6	6338	0.116
12:30 - 13:00	6	6338	0.042	6	6338	0.060	6	6338	0.102
13:00 - 13:30	6	6338	0.082	6	6338	0.084	6	6338	0.166
13:30 - 14:00	6	6338	0.171	6	6338	0.037	6	6338	0.208
14:00 - 14:30	6	6338	0.066	6	6338	0.179	6	6338	0.245
14:30 - 15:00	6	6338	0.087	6	6338	0.055	6	6338	0.142
15:00 - 15:30	6	6338	0.045	6	6338	0.113	6	6338	0.158
15:30 - 16:00	6	6338	0.060	6	6338	0.087	6	6338	0.147
16:00 - 16:30	6	6338	0.032	6	6338	0.063	6	6338	0.095
16:30 - 17:00	6	6338	0.018	6	6338	0.168	6	6338	0.186
17:00 - 17:30	6	6338	0.016	6	6338	0.105	6	6338	0.121
17:30 - 18:00	6	6338	0.018	6	6338	0.105	6	6338	0.123
18:00 - 18:30	6	6338	0.018	6	6338	0.063	6	6338	0.081
18:30 - 19:00	6	6338	0.013	6	6338	0.037	6	6338	0.050
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.472			1.546			3.018

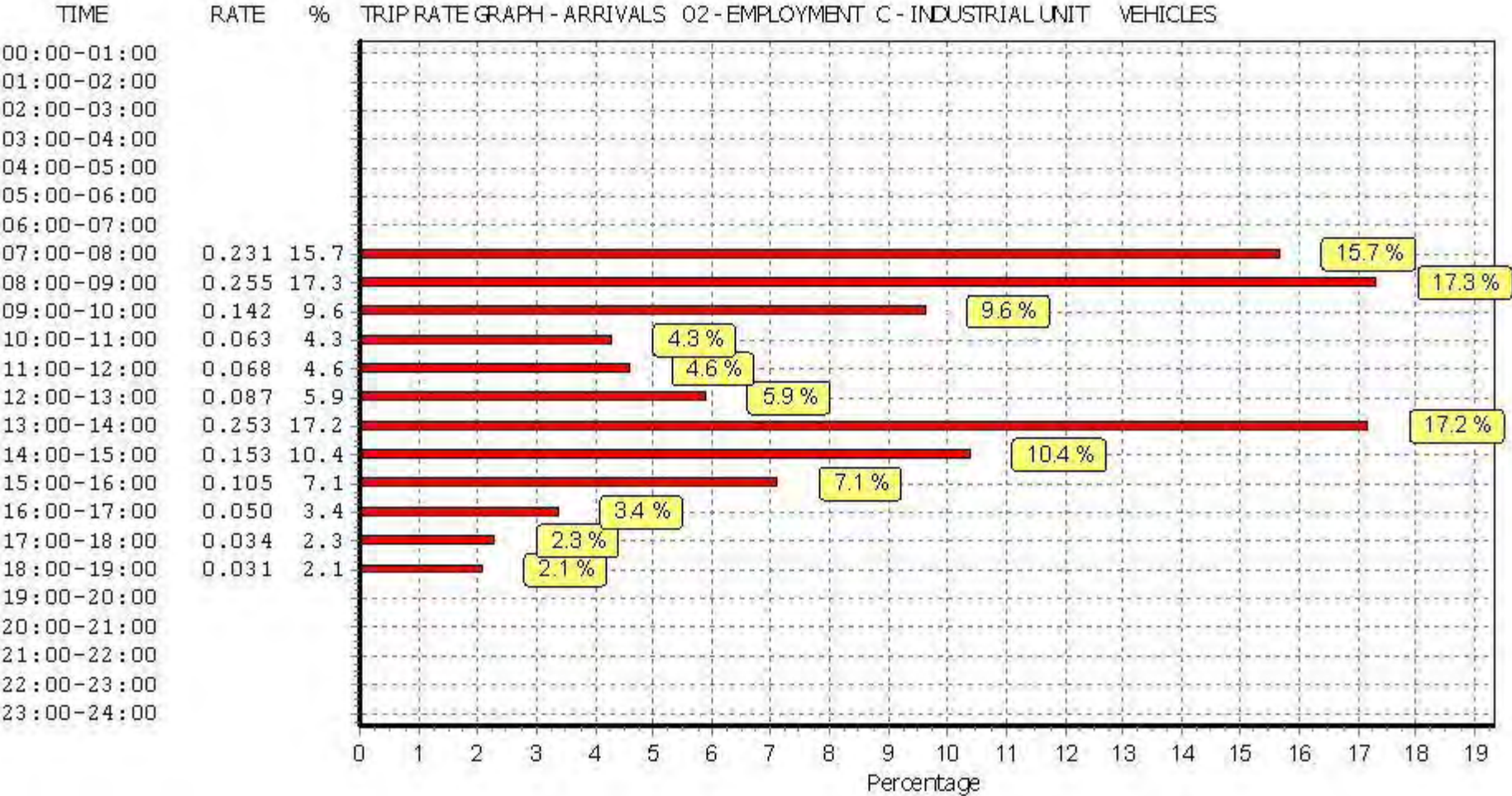
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

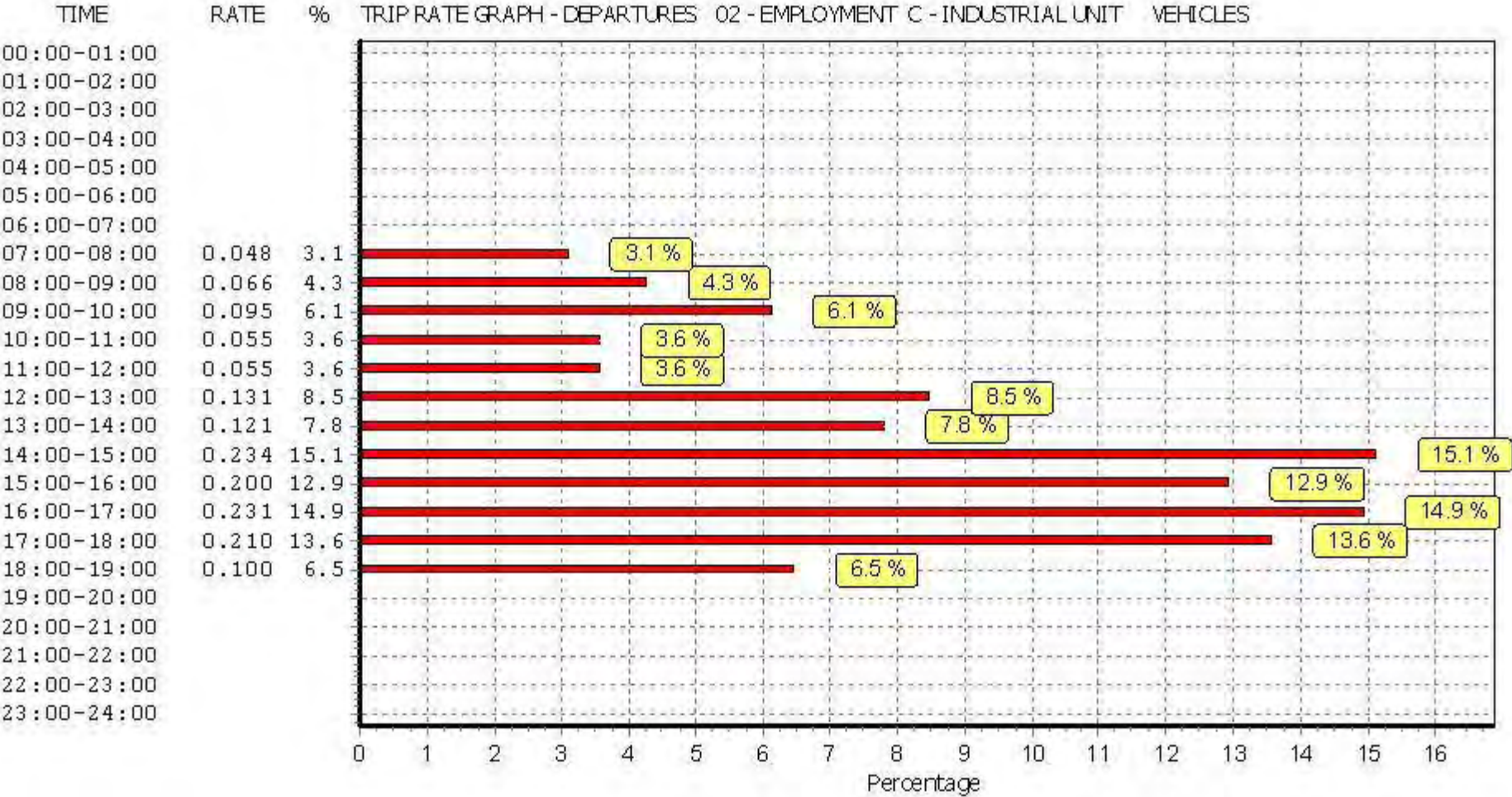
Parameter summary

Trip rate parameter range selected:	950 - 20000 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

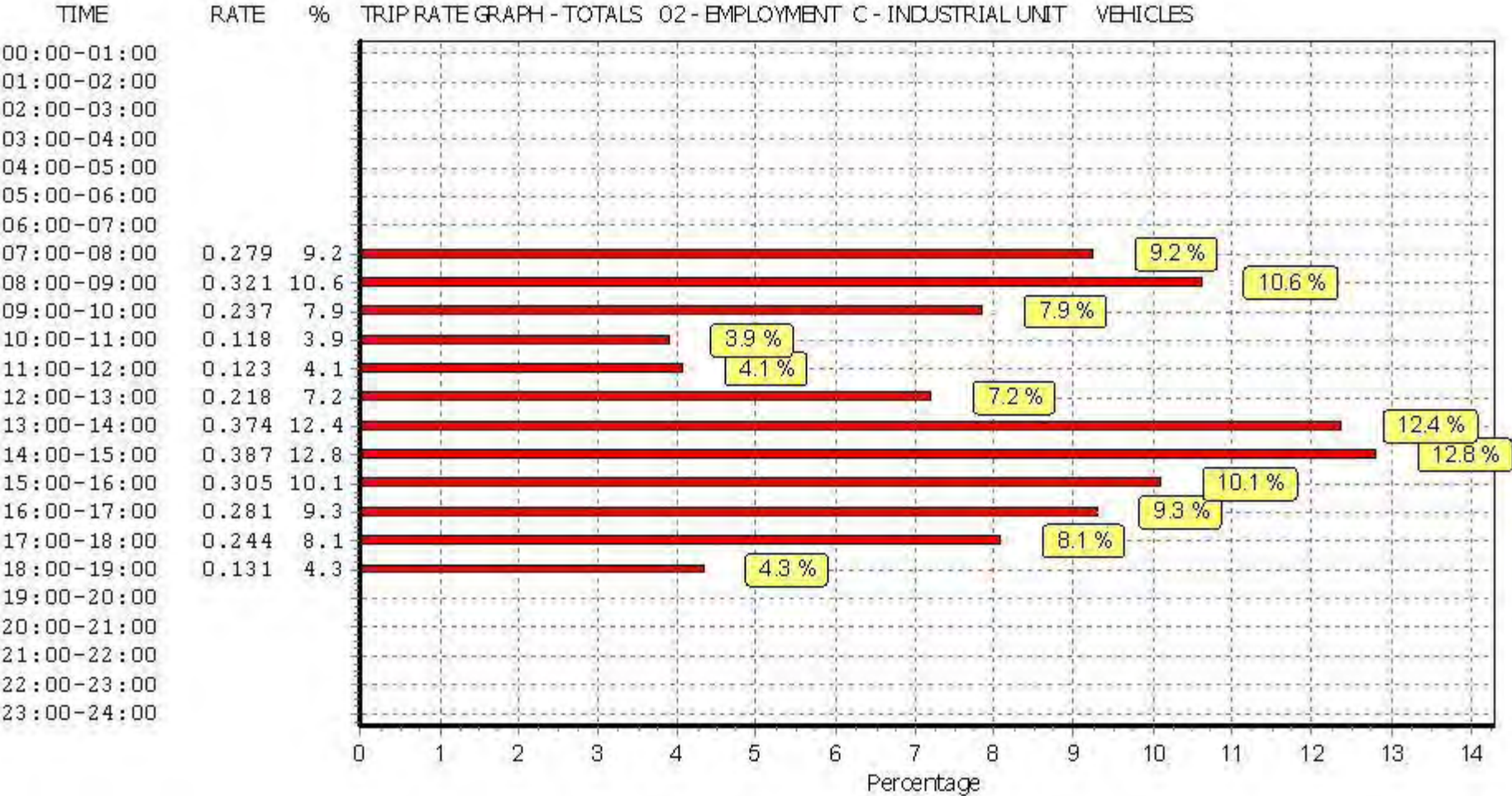
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TAXIS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
07:30 - 08:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
08:00 - 08:30	6	6338	0.003	6	6338	0.003	6	6338	0.006
08:30 - 09:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
09:00 - 09:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
09:30 - 10:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
10:00 - 10:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
10:30 - 11:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
11:00 - 11:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
11:30 - 12:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
12:00 - 12:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
12:30 - 13:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
13:00 - 13:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
13:30 - 14:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
14:00 - 14:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
14:30 - 15:00	6	6338	0.003	6	6338	0.003	6	6338	0.006
15:00 - 15:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
15:30 - 16:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
16:00 - 16:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
16:30 - 17:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
17:00 - 17:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
17:30 - 18:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
18:00 - 18:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
18:30 - 19:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.006			0.012

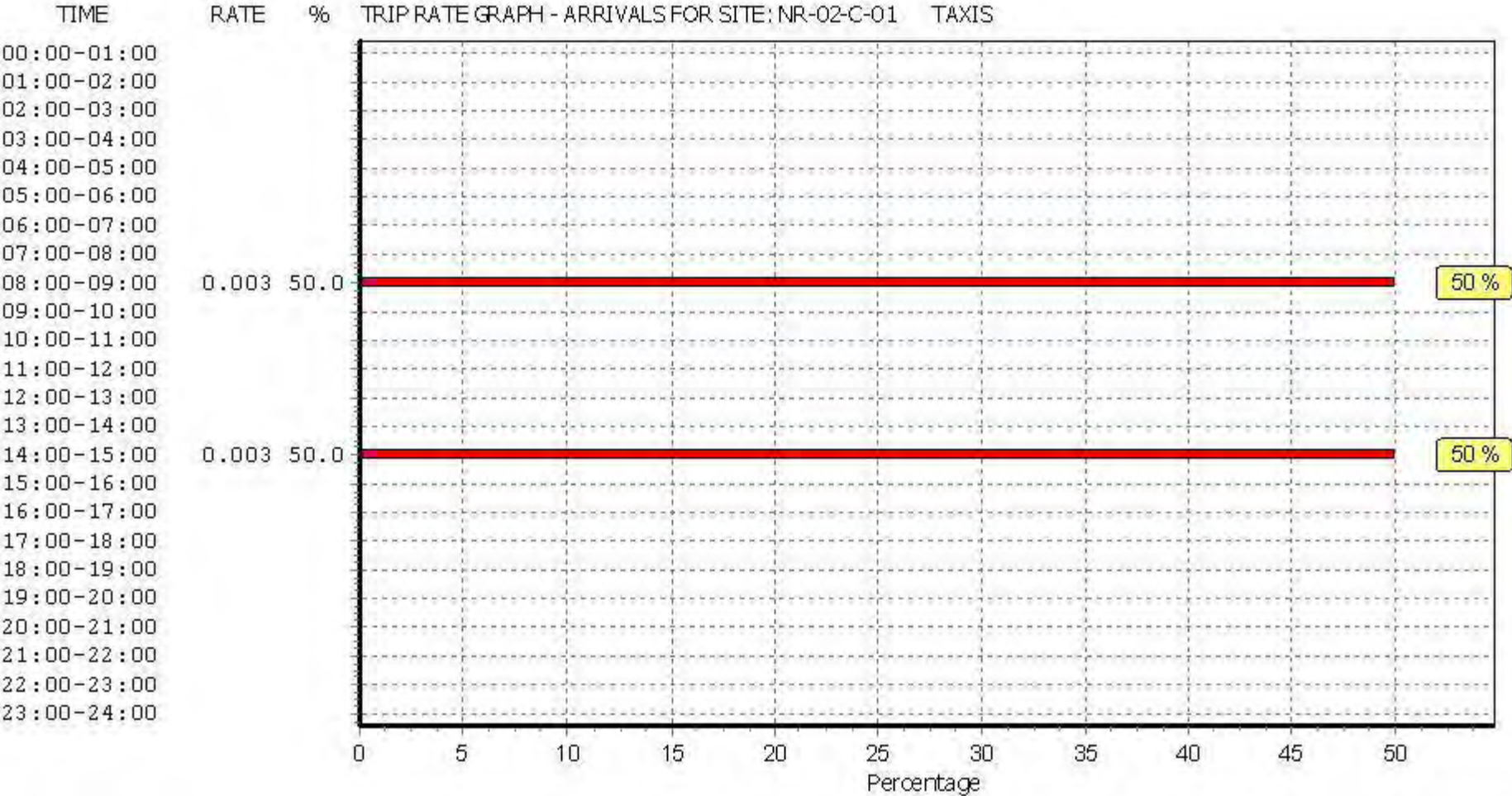
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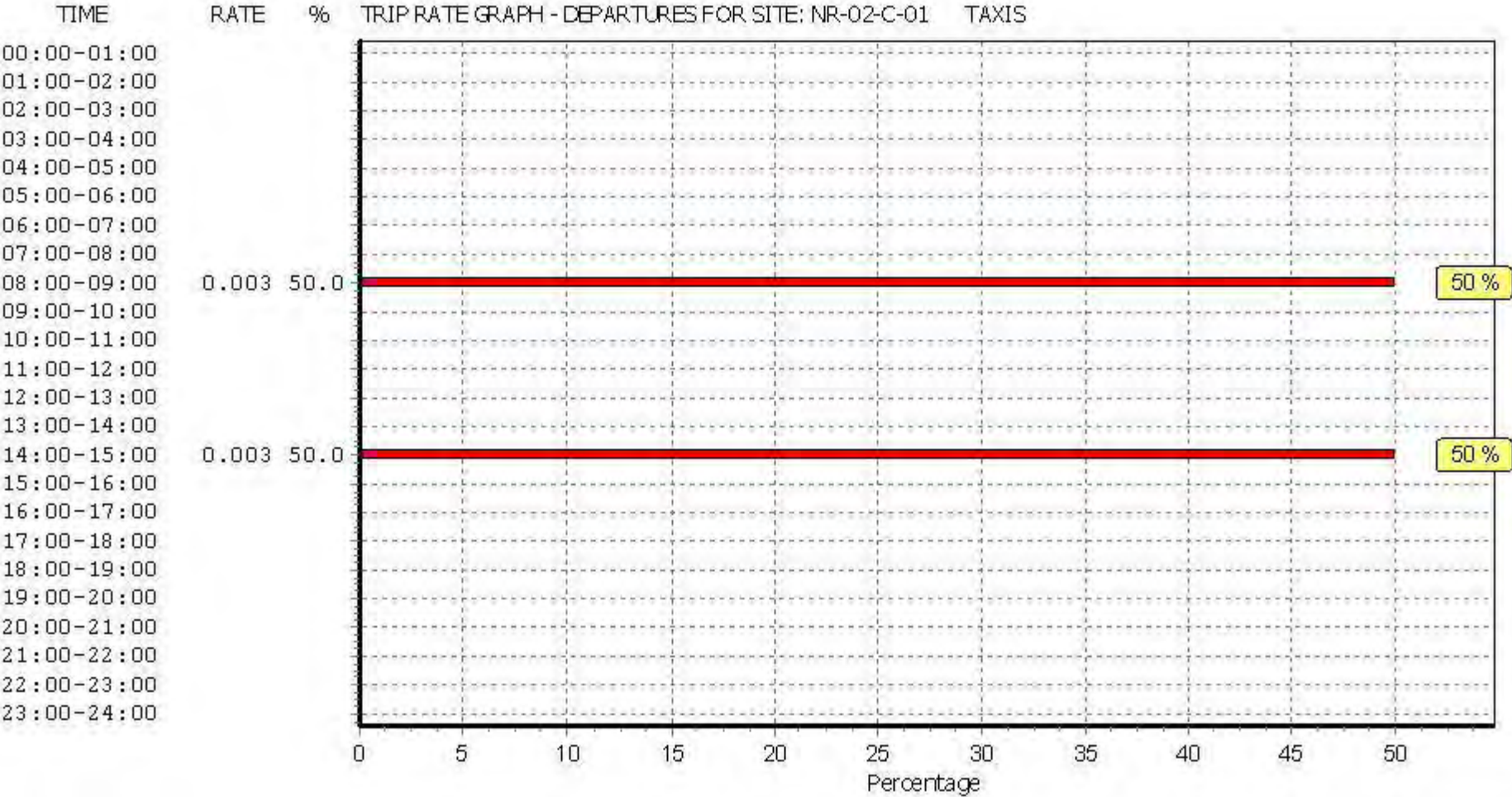
Parameter summary

Trip rate parameter range selected:	950 - 20000 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

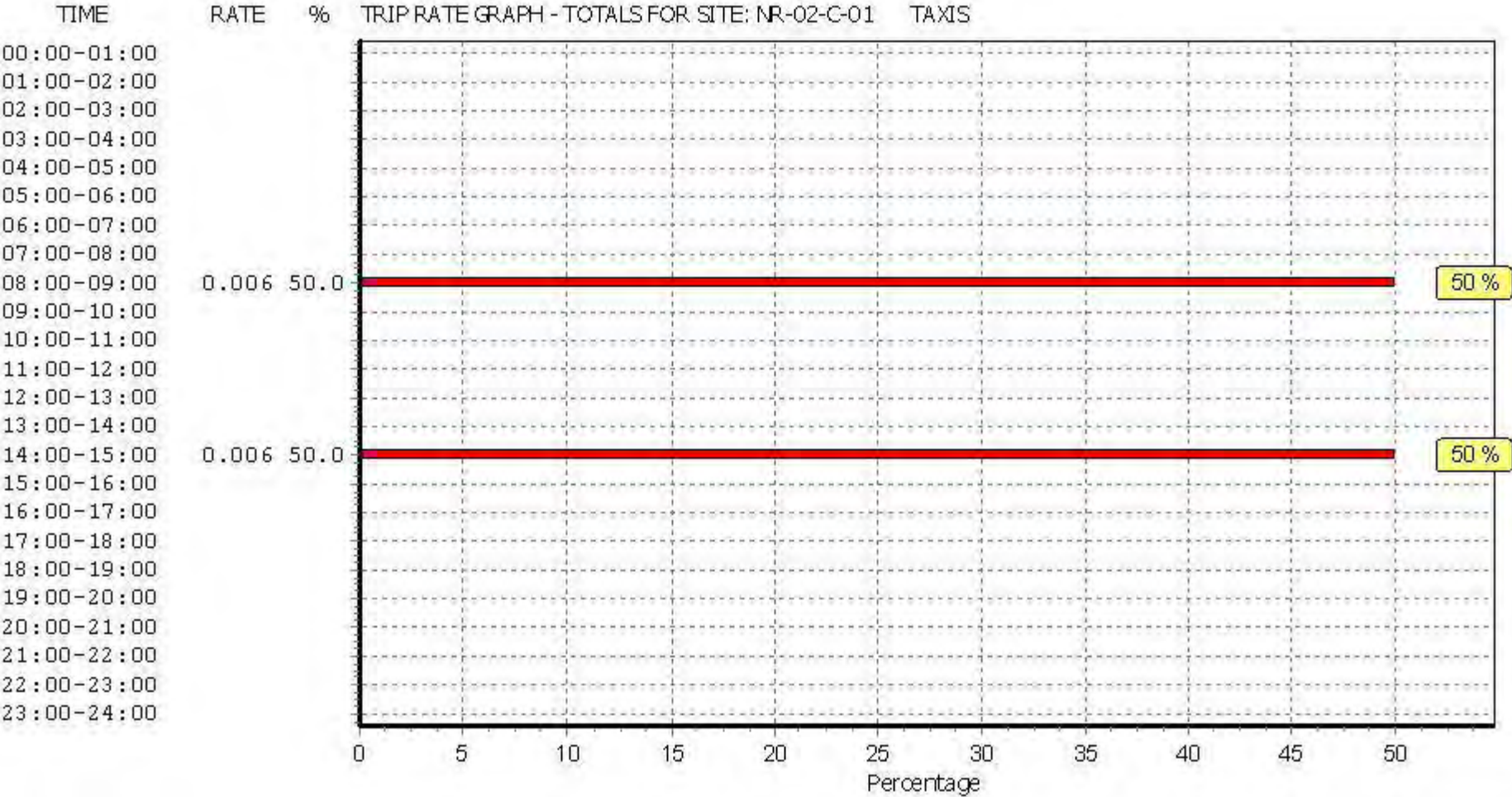
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	6338	0.003	6	6338	0.003	6	6338	0.006
07:30 - 08:00	6	6338	0.005	6	6338	0.008	6	6338	0.013
08:00 - 08:30	6	6338	0.003	6	6338	0.008	6	6338	0.011
08:30 - 09:00	6	6338	0.011	6	6338	0.008	6	6338	0.019
09:00 - 09:30	6	6338	0.013	6	6338	0.008	6	6338	0.021
09:30 - 10:00	6	6338	0.003	6	6338	0.005	6	6338	0.008
10:00 - 10:30	6	6338	0.011	6	6338	0.011	6	6338	0.022
10:30 - 11:00	6	6338	0.008	6	6338	0.011	6	6338	0.019
11:00 - 11:30	6	6338	0.003	6	6338	0.003	6	6338	0.006
11:30 - 12:00	6	6338	0.003	6	6338	0.003	6	6338	0.006
12:00 - 12:30	6	6338	0.011	6	6338	0.008	6	6338	0.019
12:30 - 13:00	6	6338	0.013	6	6338	0.008	6	6338	0.021
13:00 - 13:30	6	6338	0.005	6	6338	0.008	6	6338	0.013
13:30 - 14:00	6	6338	0.008	6	6338	0.003	6	6338	0.011
14:00 - 14:30	6	6338	0.011	6	6338	0.003	6	6338	0.014
14:30 - 15:00	6	6338	0.013	6	6338	0.003	6	6338	0.016
15:00 - 15:30	6	6338	0.005	6	6338	0.000	6	6338	0.005
15:30 - 16:00	6	6338	0.008	6	6338	0.003	6	6338	0.011
16:00 - 16:30	6	6338	0.003	6	6338	0.005	6	6338	0.008
16:30 - 17:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
17:00 - 17:30	6	6338	0.003	6	6338	0.000	6	6338	0.003
17:30 - 18:00	6	6338	0.003	6	6338	0.000	6	6338	0.003
18:00 - 18:30	6	6338	0.000	6	6338	0.003	6	6338	0.003
18:30 - 19:00	6	6338	0.003	6	6338	0.000	6	6338	0.003
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.149			0.112			0.261

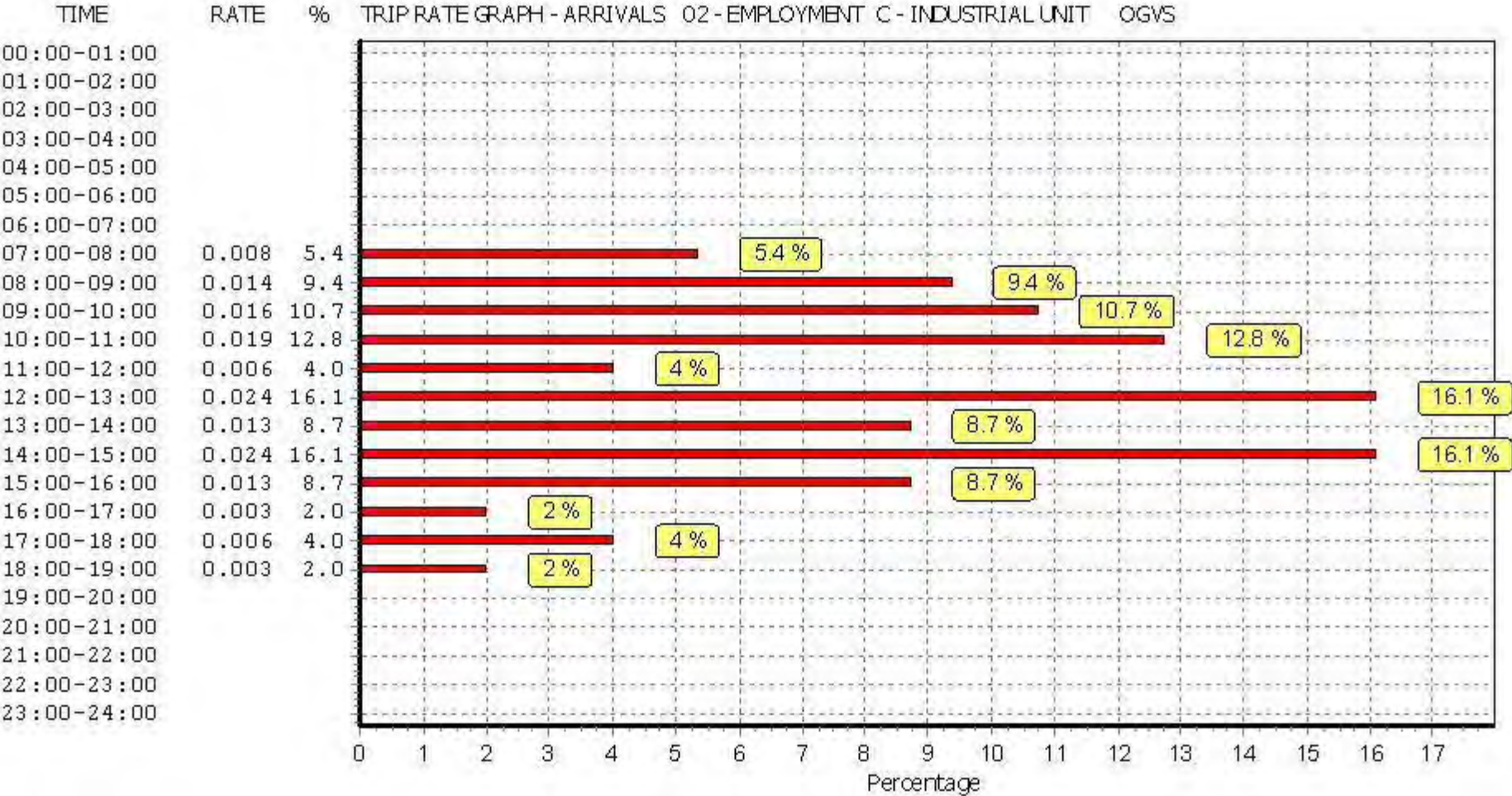
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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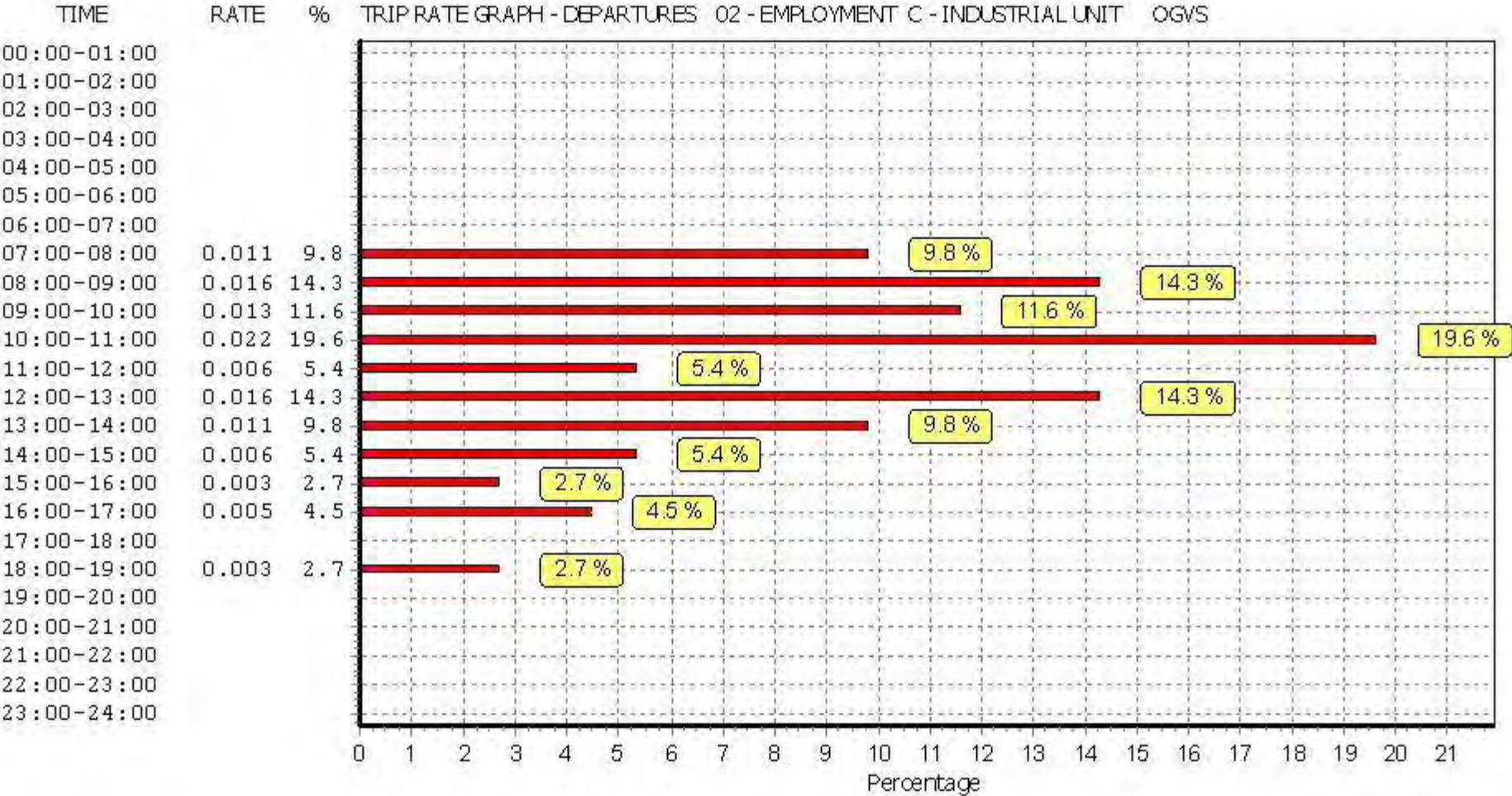
Parameter summary

Trip rate parameter range selected:	950 - 20000 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

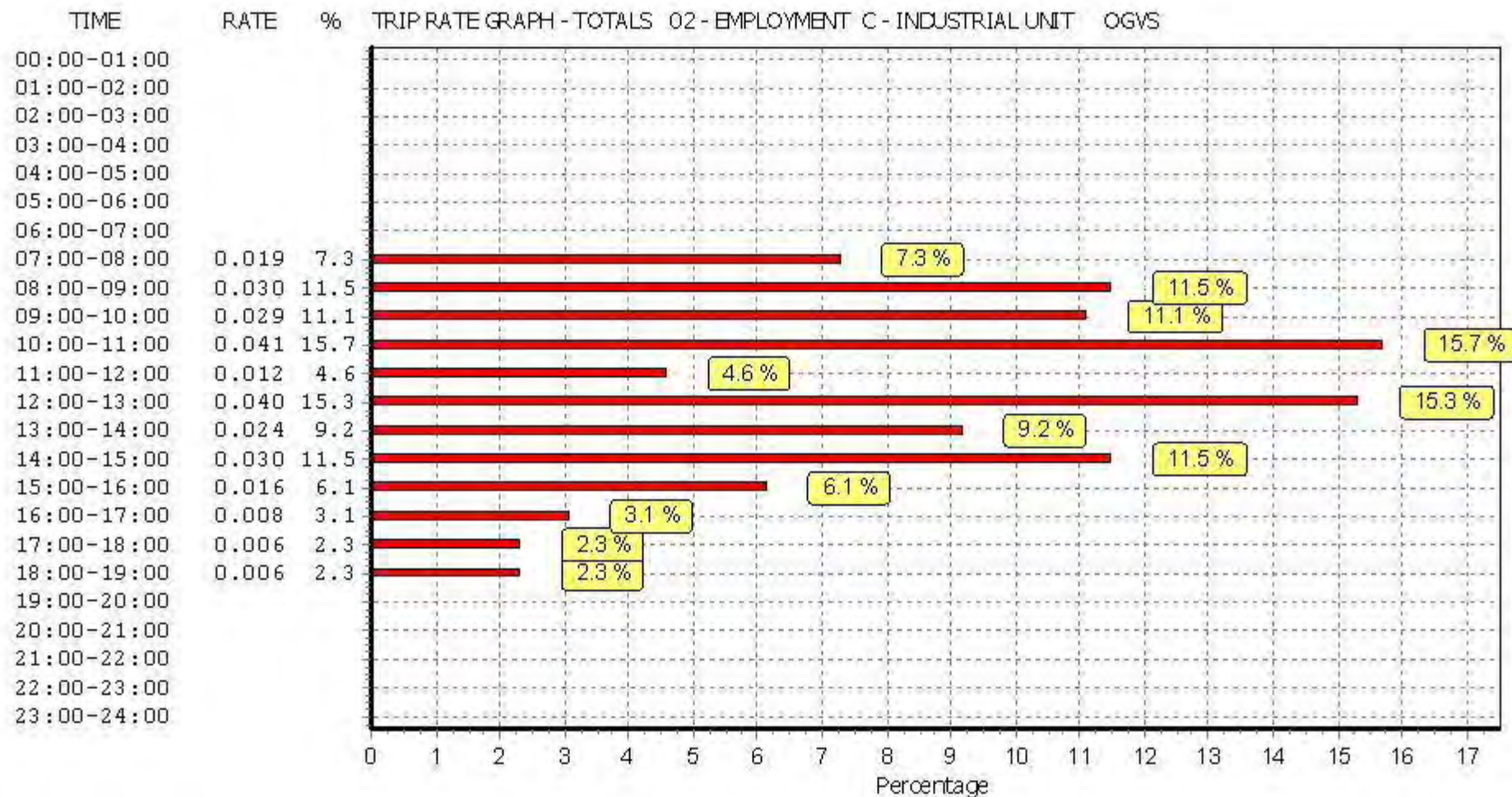
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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
07:30 - 08:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
08:00 - 08:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
08:30 - 09:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
09:00 - 09:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
09:30 - 10:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
10:00 - 10:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
10:30 - 11:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
11:00 - 11:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
11:30 - 12:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
12:00 - 12:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
12:30 - 13:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
13:00 - 13:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
13:30 - 14:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
14:00 - 14:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
14:30 - 15:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
15:00 - 15:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
15:30 - 16:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
16:00 - 16:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
16:30 - 17:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
17:00 - 17:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
17:30 - 18:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
18:00 - 18:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
18:30 - 19:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

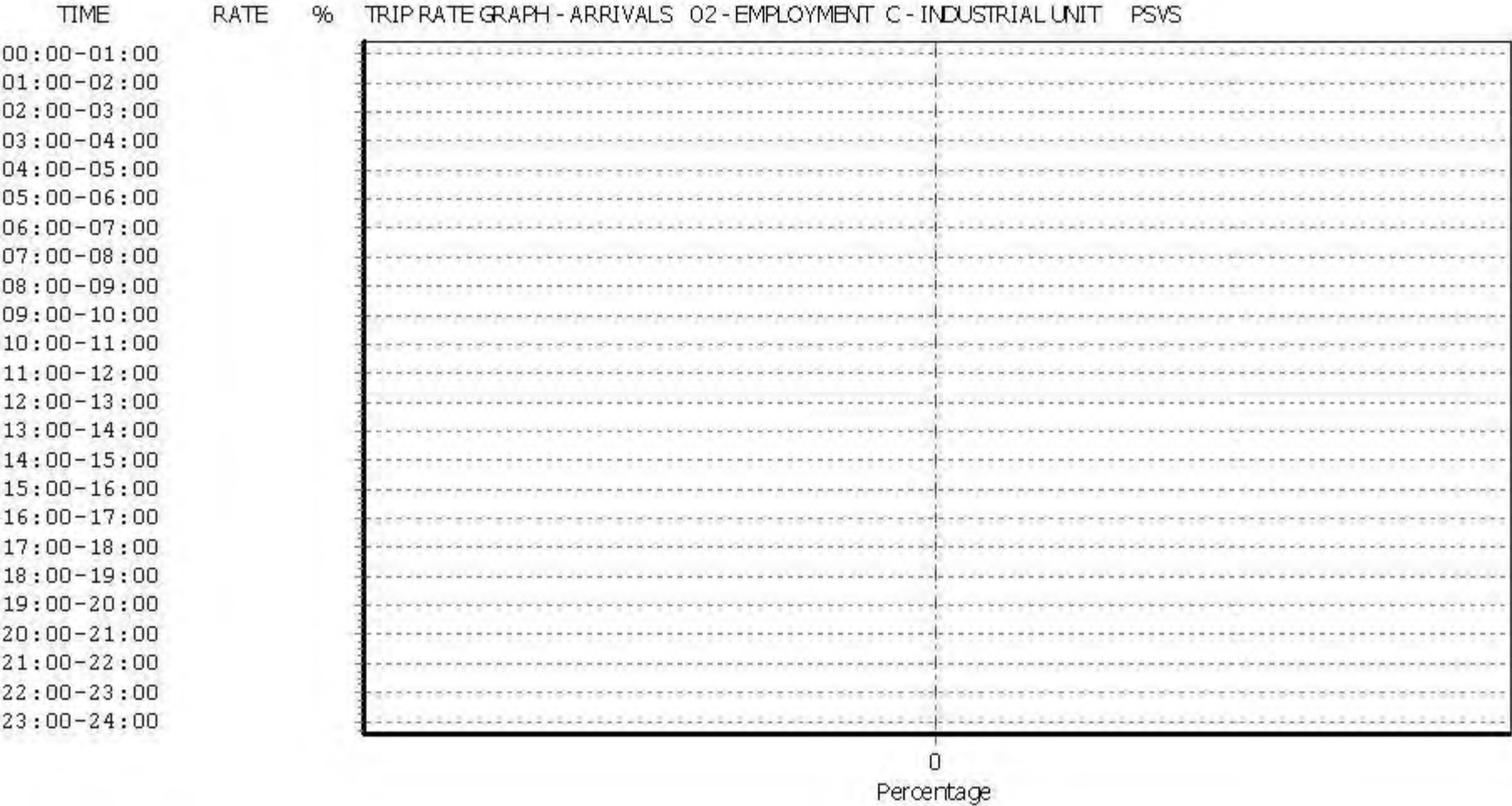
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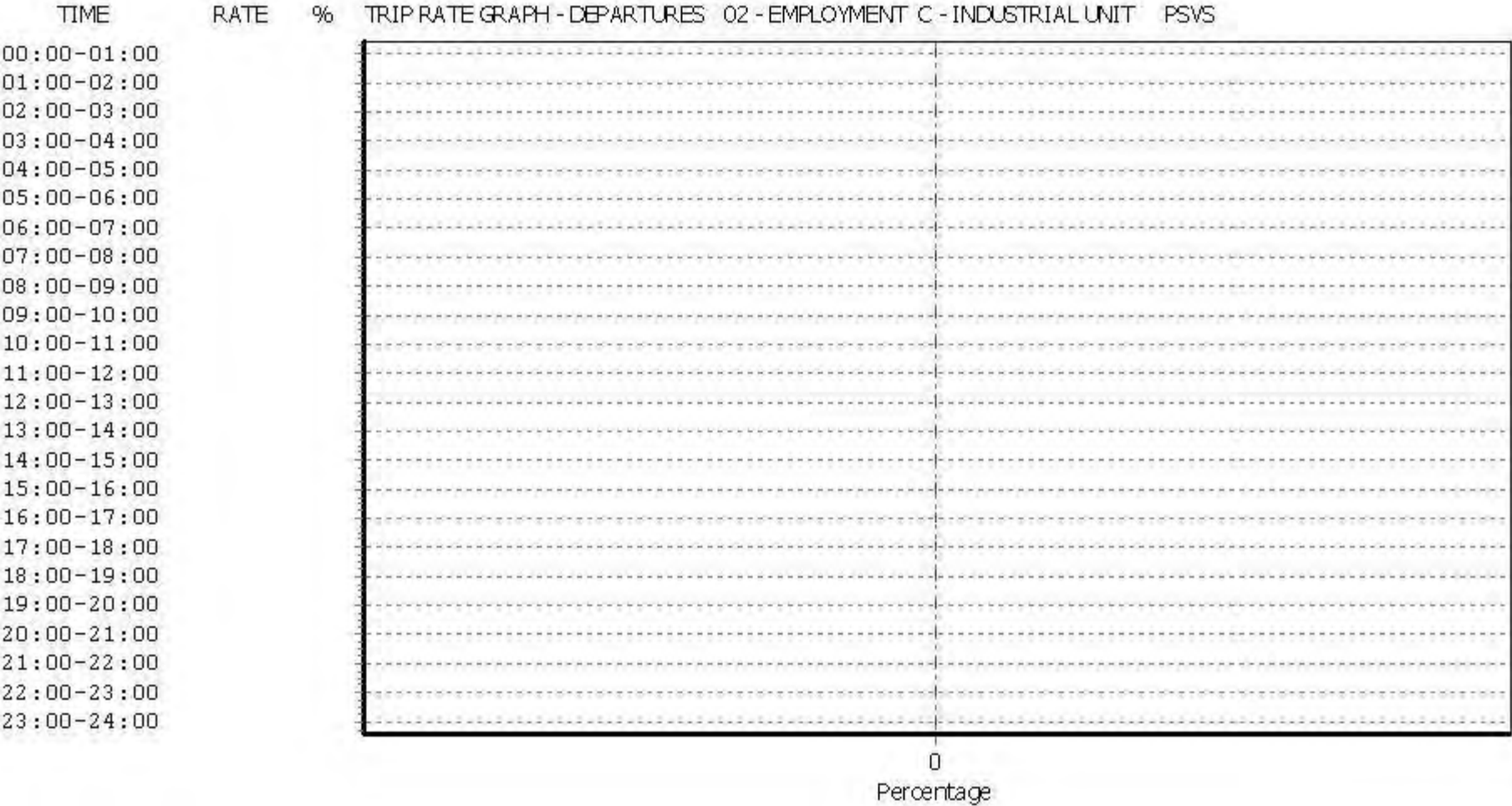
Parameter summary

Trip rate parameter range selected:	950 - 20000 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

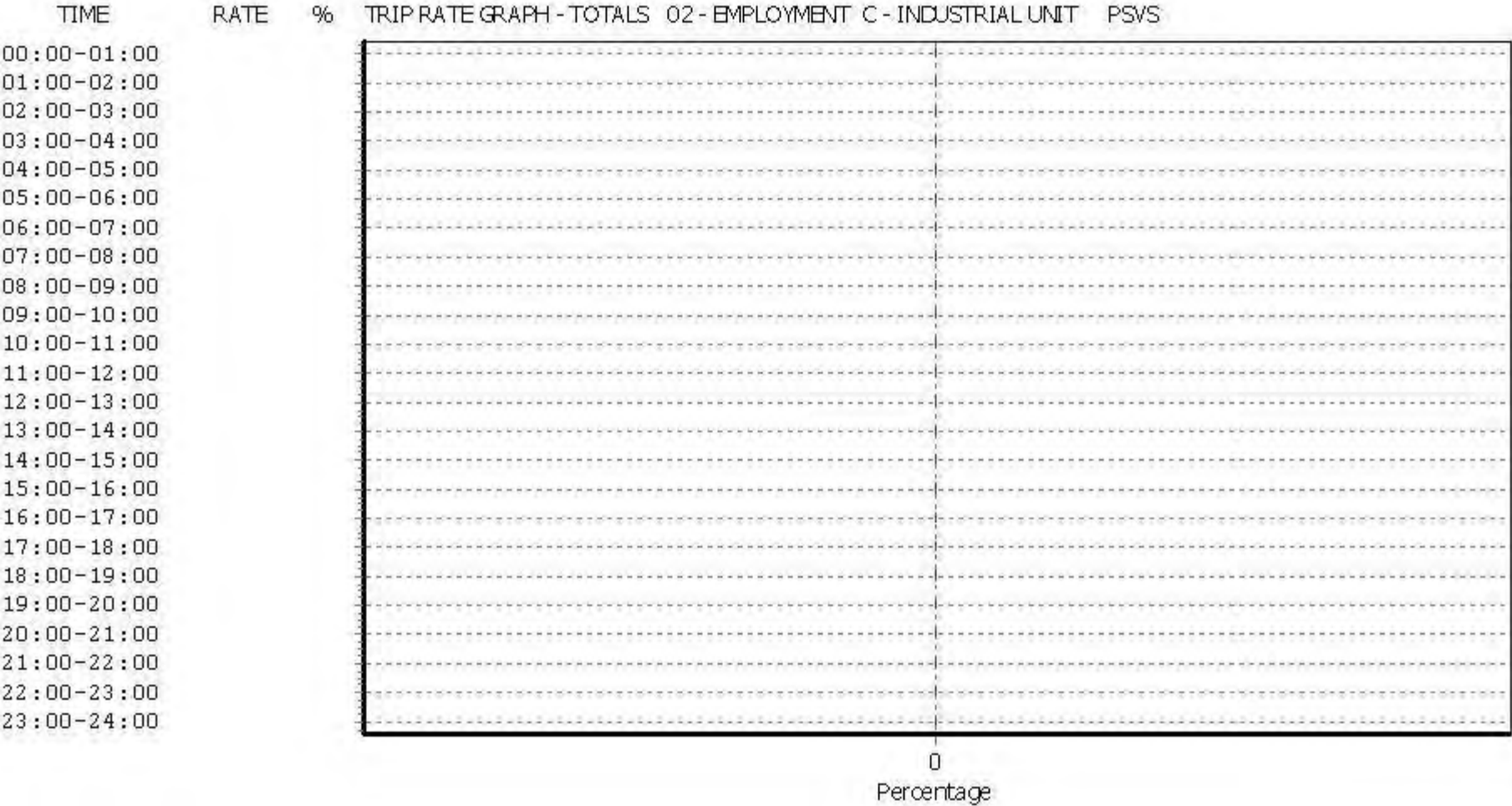
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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CYCLISTS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
07:30 - 08:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
08:00 - 08:30	6	6338	0.003	6	6338	0.003	6	6338	0.006
08:30 - 09:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
09:00 - 09:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
09:30 - 10:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
10:00 - 10:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
10:30 - 11:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
11:00 - 11:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
11:30 - 12:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
12:00 - 12:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
12:30 - 13:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
13:00 - 13:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
13:30 - 14:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
14:00 - 14:30	6	6338	0.011	6	6338	0.000	6	6338	0.011
14:30 - 15:00	6	6338	0.008	6	6338	0.008	6	6338	0.016
15:00 - 15:30	6	6338	0.003	6	6338	0.000	6	6338	0.003
15:30 - 16:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
16:00 - 16:30	6	6338	0.000	6	6338	0.003	6	6338	0.003
16:30 - 17:00	6	6338	0.000	6	6338	0.003	6	6338	0.003
17:00 - 17:30	6	6338	0.000	6	6338	0.000	6	6338	0.000
17:30 - 18:00	6	6338	0.000	6	6338	0.000	6	6338	0.000
18:00 - 18:30	6	6338	0.000	6	6338	0.003	6	6338	0.003
18:30 - 19:00	6	6338	0.000	6	6338	0.003	6	6338	0.003
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.025			0.023			0.048

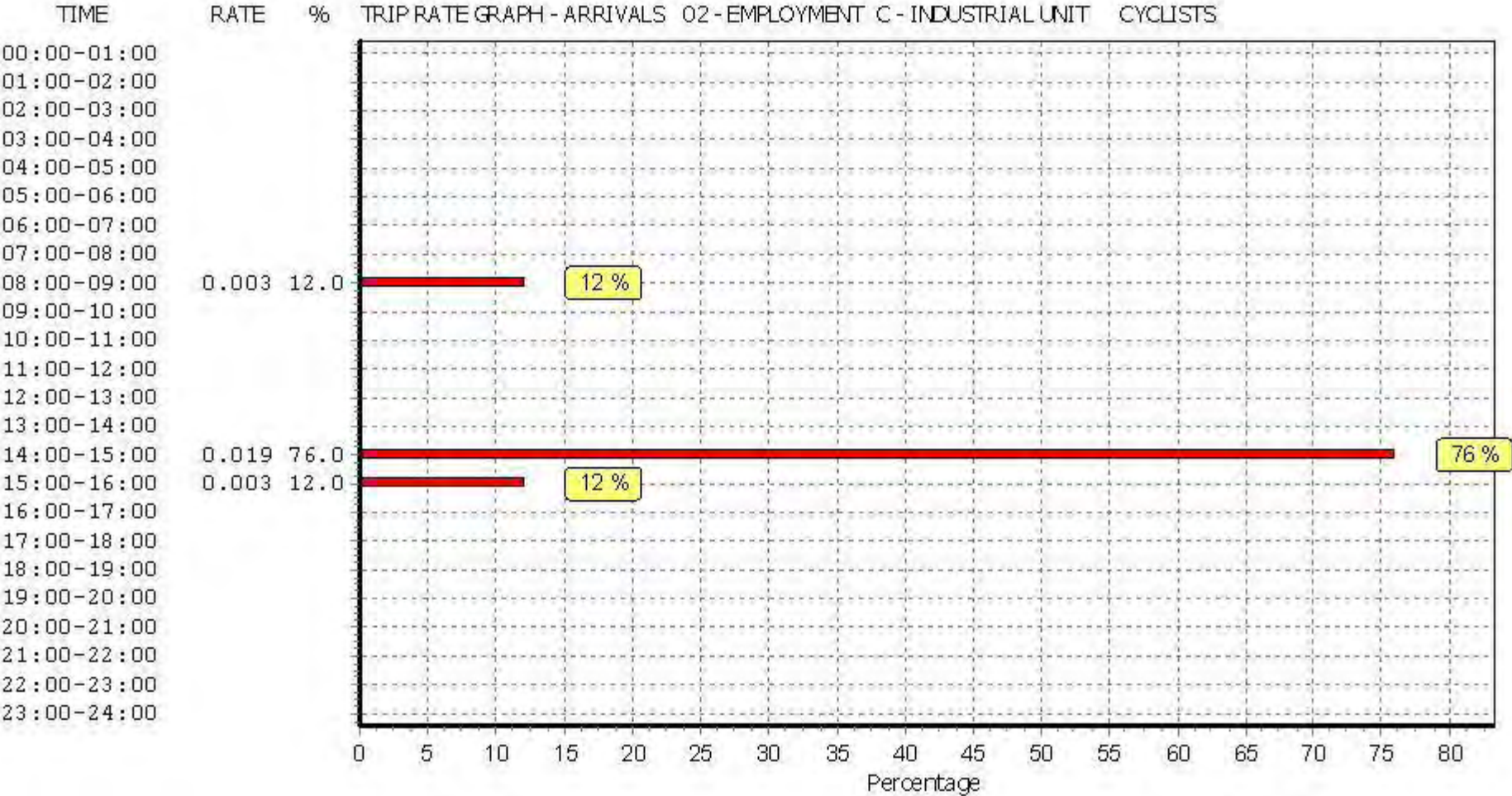
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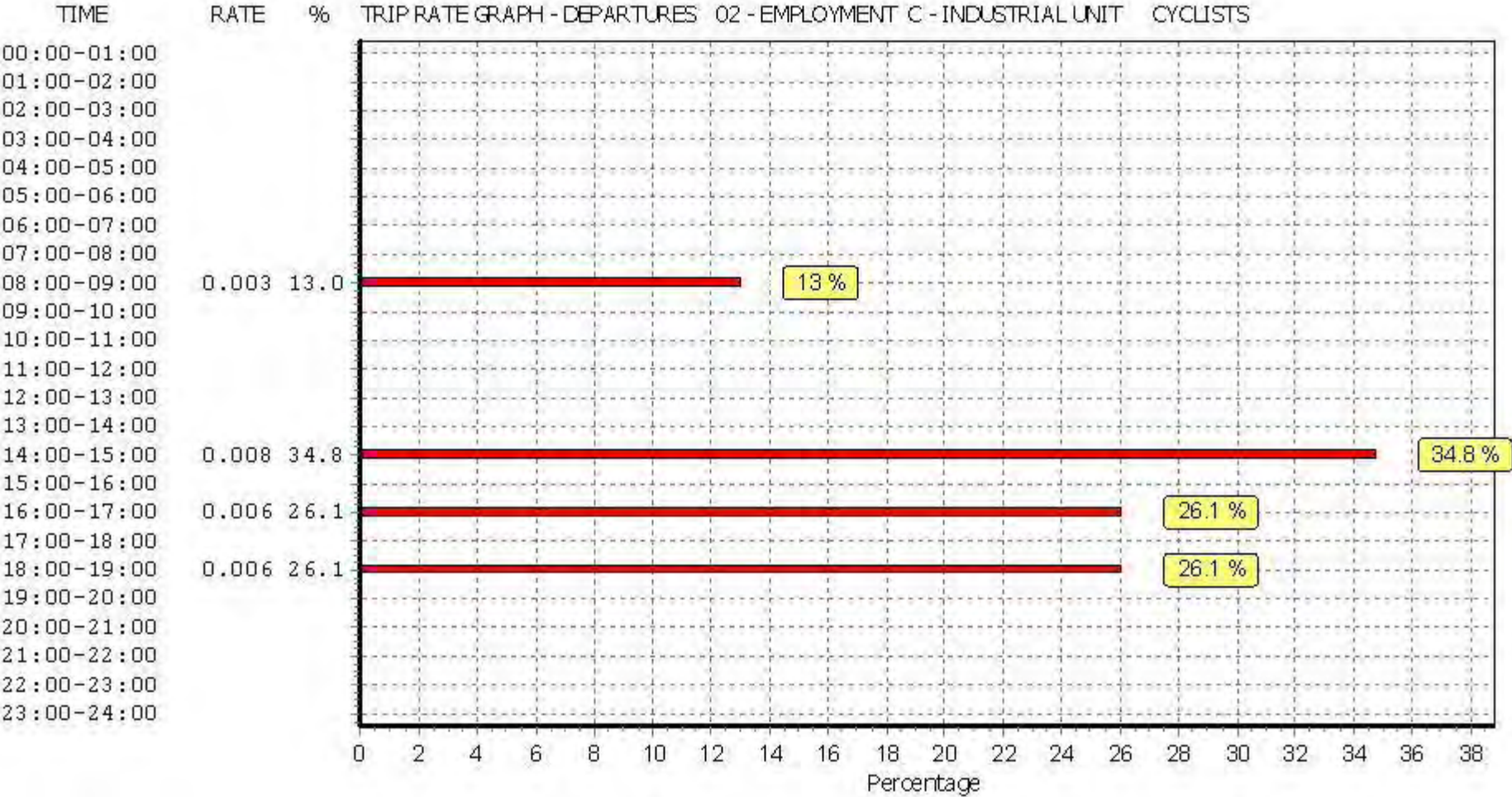
Parameter summary

Trip rate parameter range selected:	950 - 20000 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

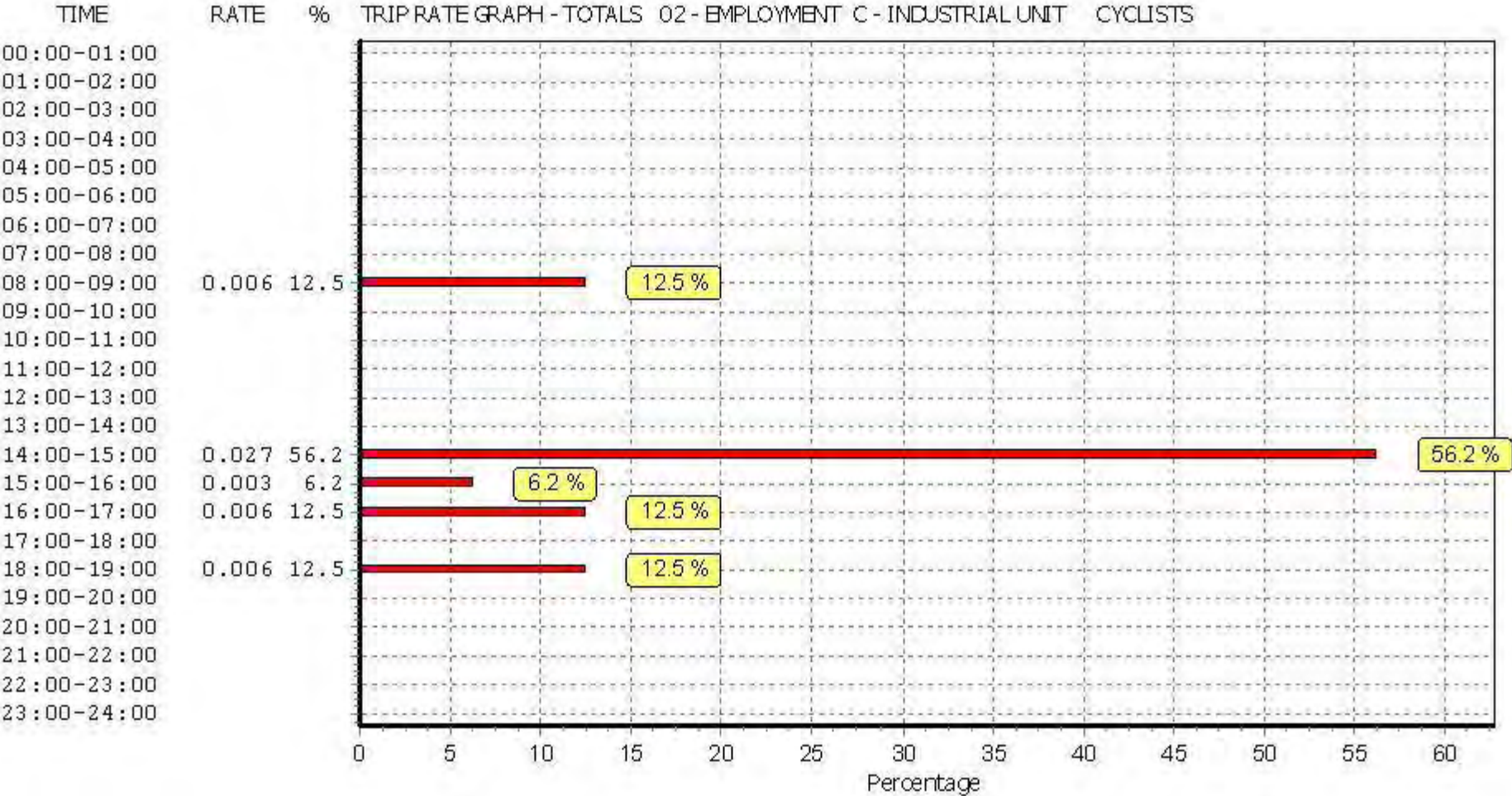
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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C2 Care Home



Calculation Reference: AUDIT-310901-160531-0520

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	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

Filtering Stage 2 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 residents
Actual Range: 17 to 120 (units:)
Range Selected by User: 17 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 18/09/15

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	3 days
Thursday	1 days
Friday	2 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)	7
Edge of Town	2
Neighbourhood Centre (PPS6 Local 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.

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.

Filtering Stage 3 selection:

Use Class:

C2

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 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 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
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 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	2 days
1.1 to 1.5	7 days
1.6 to 2.0	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:

No

10 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.

LIST OF SITES relevant to selection parameters

1	CH-05-F-01 CREWE ROAD HASLINGTON NEAR CREWE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of residents: 88 Survey date: FRIDAY 17/10/08	NURSING HOME	CHESHIRE	Survey Type: MANUAL
2	DC-05-F-02 WHARNCLIFFE ROAD BOSCOMBE BOURNEMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 43 Survey date: WEDNESDAY 16/07/08	NURSING HOME	DORSET	Survey Type: MANUAL
3	DS-05-F-01 29 VILLAGE STREET DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 70 Survey date: TUESDAY 21/10/14	NURSING HOME	DERBYSHIRE	Survey Type: MANUAL
4	GM-05-F-03 HALIFAX ROAD ROCHDALE Edge of Town Residential Zone Total Number of residents: 30 Survey date: WEDNESDAY 29/05/13	NURSING HOME	GREATER MANCHESTER	Survey Type: MANUAL
5	HF-05-F-01 EXPLORER DRIVE WATFORD Suburban Area (PPS6 Out of Centre) Development Zone Total Number of residents: 120 Survey date: WEDNESDAY 16/07/08	NURSING HOME	HERTFORDSHIRE	Survey Type: MANUAL
6	NY-05-F-01 HARROGATE ROAD RIPON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 38 Survey date: MONDAY 22/09/08	NURSING HOME	NORTH YORKSHIRE	Survey Type: MANUAL
7	SF-05-F-01 COLCHESTER ROAD IPSWICH Edge of Town Residential Zone Total Number of residents: 17 Survey date: FRIDAY 18/09/15	CARE HOME	SUFFOLK	Survey Type: MANUAL
8	WG-05-F-01 BARKHAM ROAD WOKINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 58 Survey date: TUESDAY 20/11/12	NURSING HOME	WOKINGHAM	Survey Type: MANUAL

VC0052 - Former Tack Lea Works, Proposed Residential Developmen

LIST OF SITES relevant to selection parameters (Cont.)

9	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
10	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	HYDE PARK		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	55	0.094	10	55	0.045	10	55	0.139
08:00 - 09:00	10	55	0.078	10	55	0.065	10	55	0.143
09:00 - 10:00	10	55	0.051	10	55	0.020	10	55	0.071
10:00 - 11:00	10	55	0.072	10	55	0.052	10	55	0.124
11:00 - 12:00	10	55	0.060	10	55	0.072	10	55	0.132
12:00 - 13:00	10	55	0.049	10	55	0.051	10	55	0.100
13:00 - 14:00	10	55	0.070	10	55	0.067	10	55	0.137
14:00 - 15:00	10	55	0.092	10	55	0.083	10	55	0.175
15:00 - 16:00	10	55	0.054	10	55	0.094	10	55	0.148
16:00 - 17:00	10	55	0.056	10	55	0.063	10	55	0.119
17:00 - 18:00	10	55	0.051	10	55	0.092	10	55	0.143
18:00 - 19:00	10	55	0.051	10	55	0.074	10	55	0.125
19:00 - 20:00	9	52	0.073	9	52	0.049	9	52	0.122
20:00 - 21:00	8	53	0.026	8	53	0.045	8	53	0.071
21:00 - 22:00	1	38	0.026	1	38	0.026	1	38	0.052
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.903			0.898			1.801

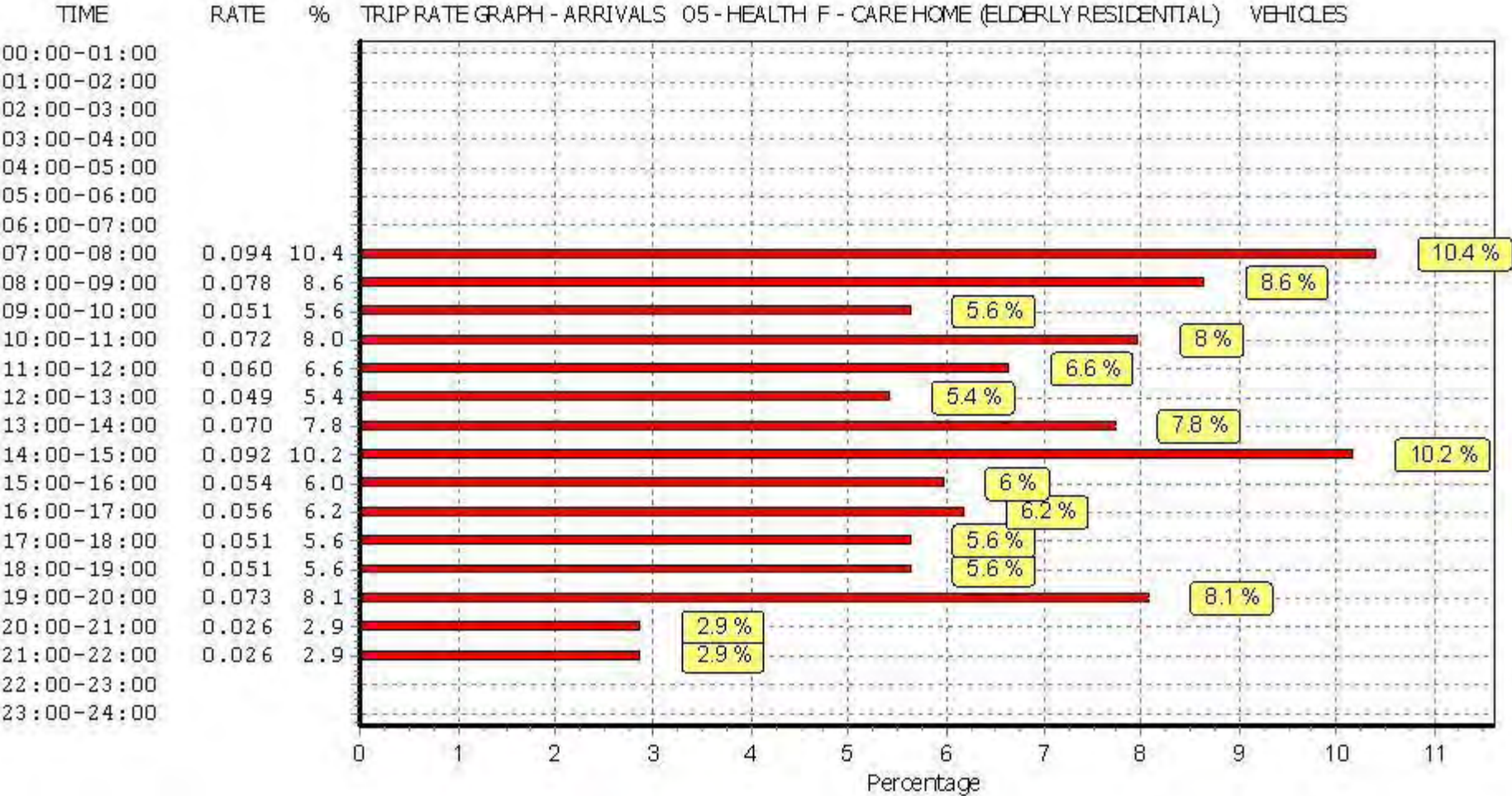
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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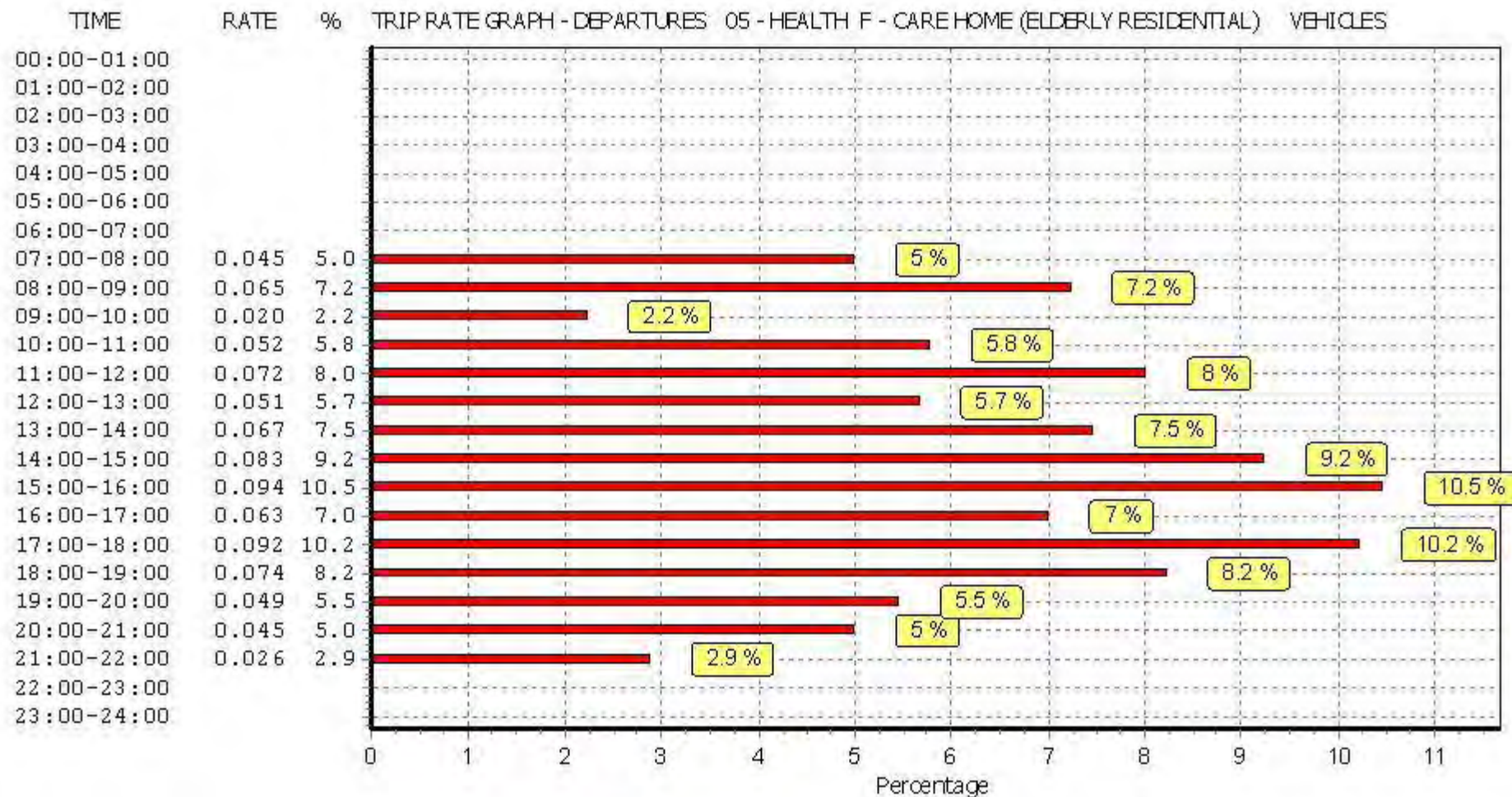
Parameter summary

Trip rate parameter range selected: 17 - 120 (units:)
 Survey date range: 01/01/08 - 18/09/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

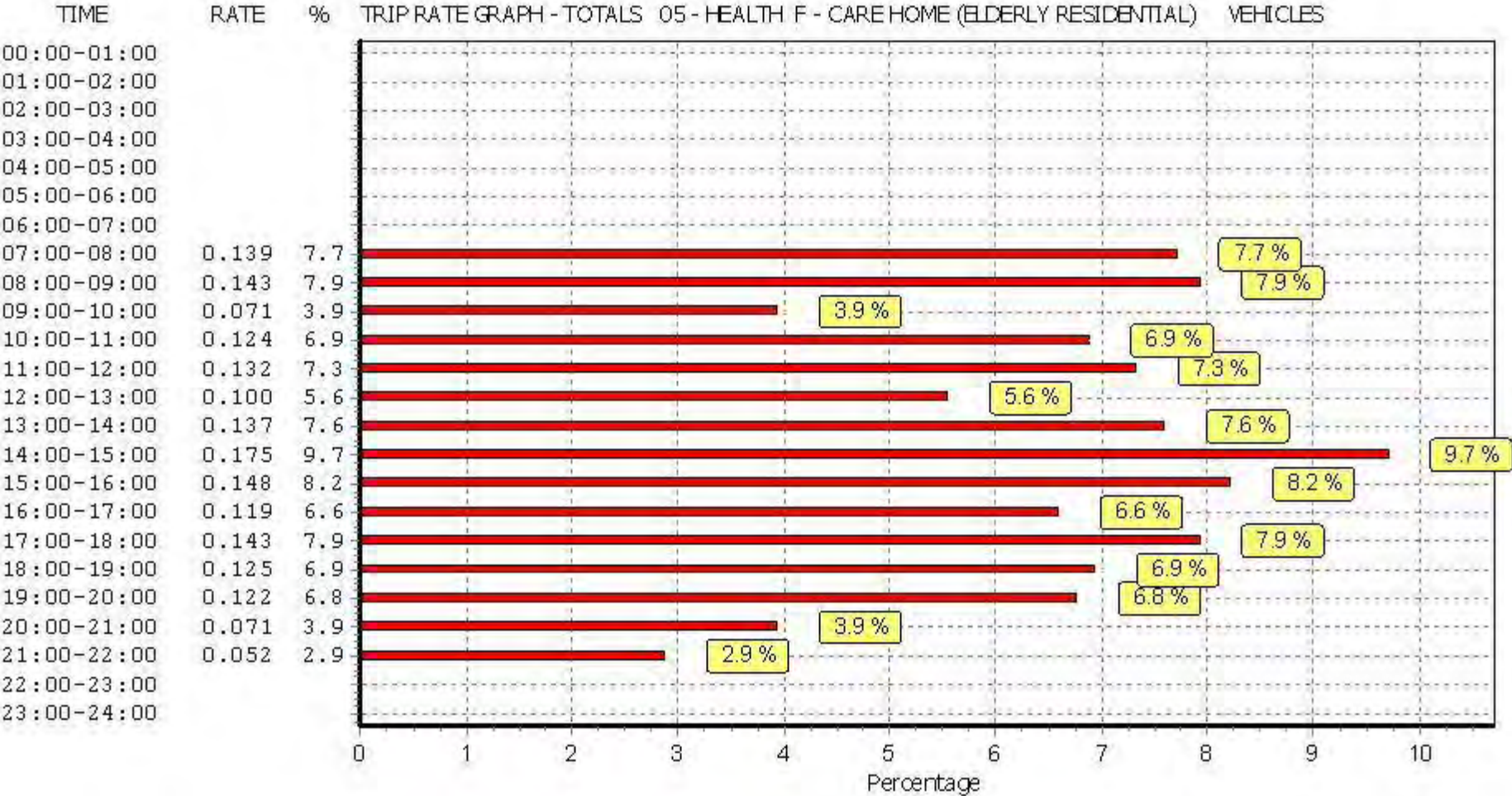
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	55	0.002	10	55	0.000	10	55	0.002
08:00 - 09:00	10	55	0.002	10	55	0.004	10	55	0.006
09:00 - 10:00	10	55	0.002	10	55	0.002	10	55	0.004
10:00 - 11:00	10	55	0.002	10	55	0.000	10	55	0.002
11:00 - 12:00	10	55	0.002	10	55	0.004	10	55	0.006
12:00 - 13:00	10	55	0.005	10	55	0.004	10	55	0.009
13:00 - 14:00	10	55	0.004	10	55	0.005	10	55	0.009
14:00 - 15:00	10	55	0.007	10	55	0.007	10	55	0.014
15:00 - 16:00	10	55	0.005	10	55	0.004	10	55	0.009
16:00 - 17:00	10	55	0.004	10	55	0.005	10	55	0.009
17:00 - 18:00	10	55	0.002	10	55	0.002	10	55	0.004
18:00 - 19:00	10	55	0.004	10	55	0.004	10	55	0.008
19:00 - 20:00	9	52	0.002	9	52	0.002	9	52	0.004
20:00 - 21:00	8	53	0.000	8	53	0.000	8	53	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.043			0.043			0.086	

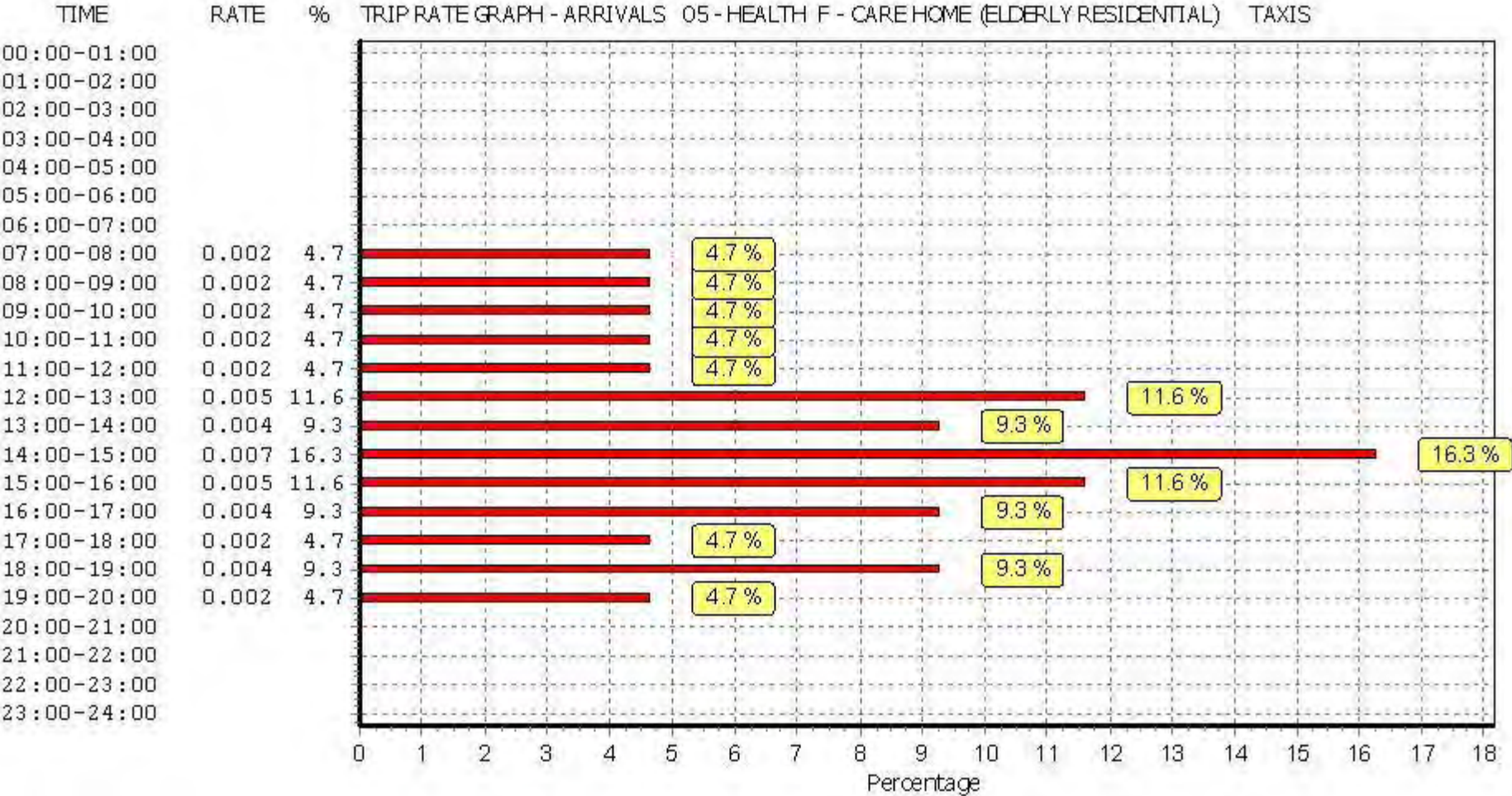
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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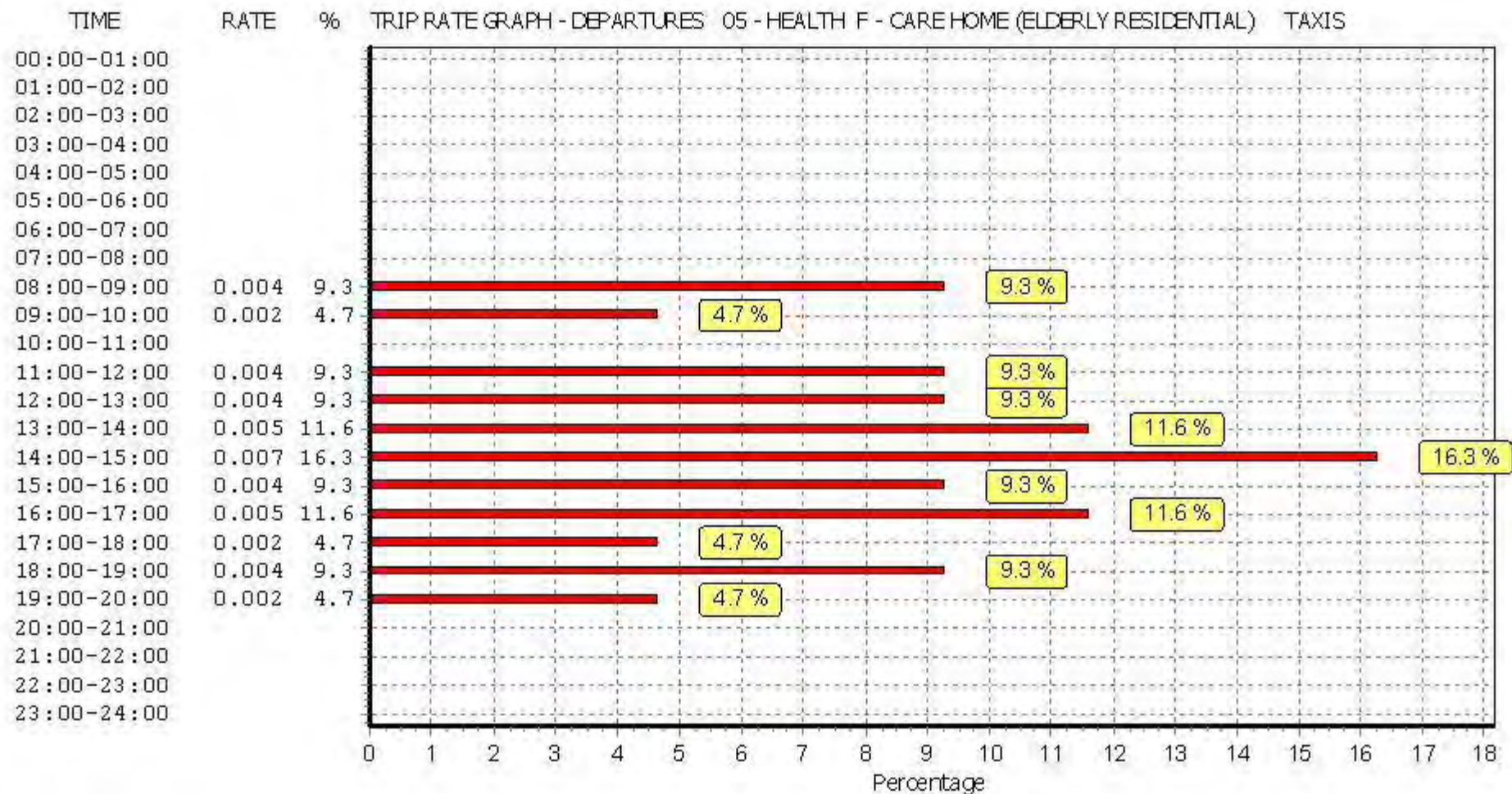
Parameter summary

Trip rate parameter range selected: 17 - 120 (units:)
 Survey date range: 01/01/08 - 18/09/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

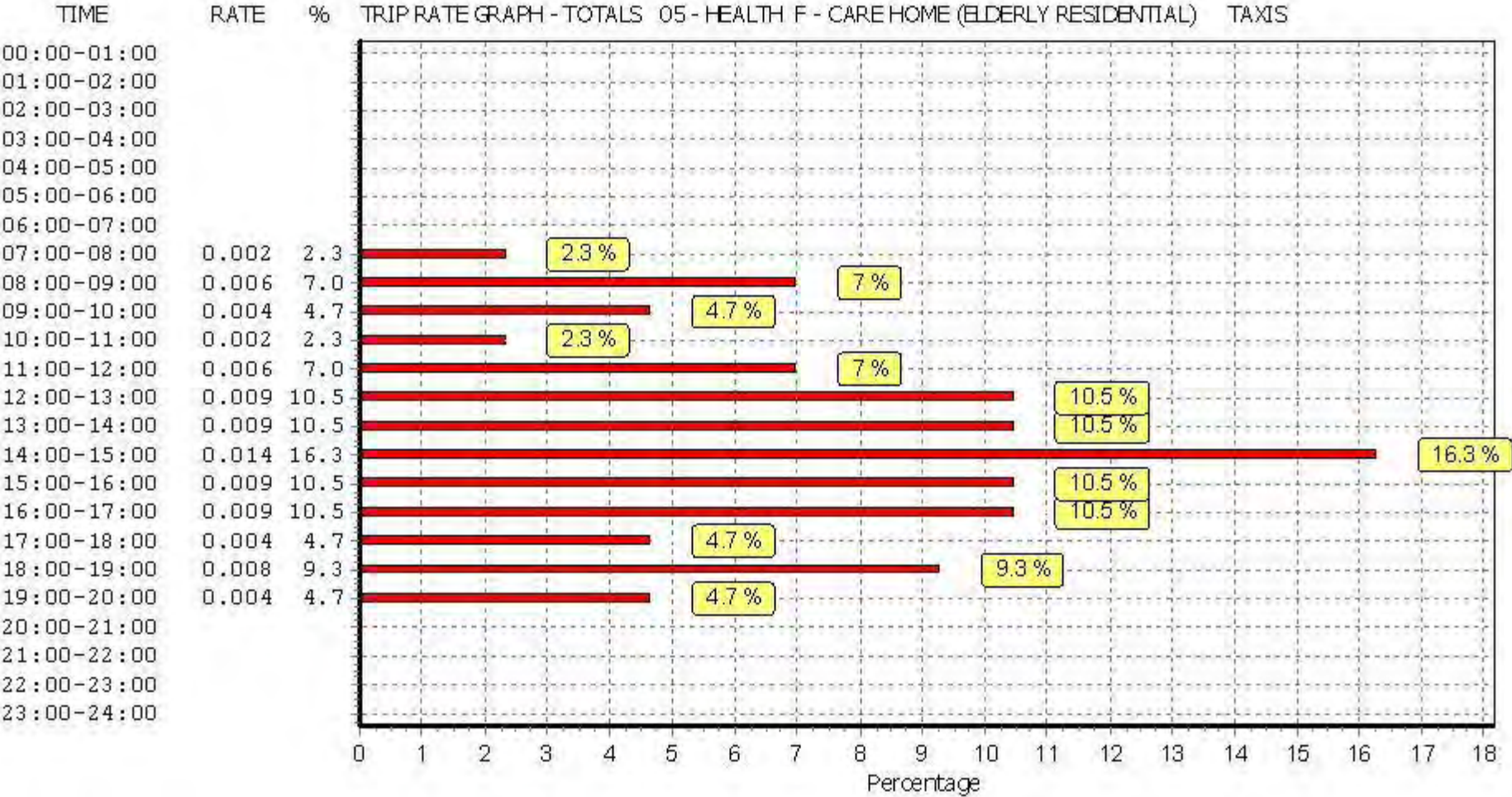
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	55	0.004	10	55	0.004	10	55	0.008
08:00 - 09:00	10	55	0.000	10	55	0.000	10	55	0.000
09:00 - 10:00	10	55	0.000	10	55	0.000	10	55	0.000
10:00 - 11:00	10	55	0.007	10	55	0.004	10	55	0.011
11:00 - 12:00	10	55	0.005	10	55	0.007	10	55	0.012
12:00 - 13:00	10	55	0.000	10	55	0.002	10	55	0.002
13:00 - 14:00	10	55	0.000	10	55	0.000	10	55	0.000
14:00 - 15:00	10	55	0.000	10	55	0.000	10	55	0.000
15:00 - 16:00	10	55	0.000	10	55	0.000	10	55	0.000
16:00 - 17:00	10	55	0.000	10	55	0.000	10	55	0.000
17:00 - 18:00	10	55	0.000	10	55	0.000	10	55	0.000
18:00 - 19:00	10	55	0.000	10	55	0.000	10	55	0.000
19:00 - 20:00	9	52	0.000	9	52	0.000	9	52	0.000
20:00 - 21:00	8	53	0.000	8	53	0.000	8	53	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.016			0.017			0.033	

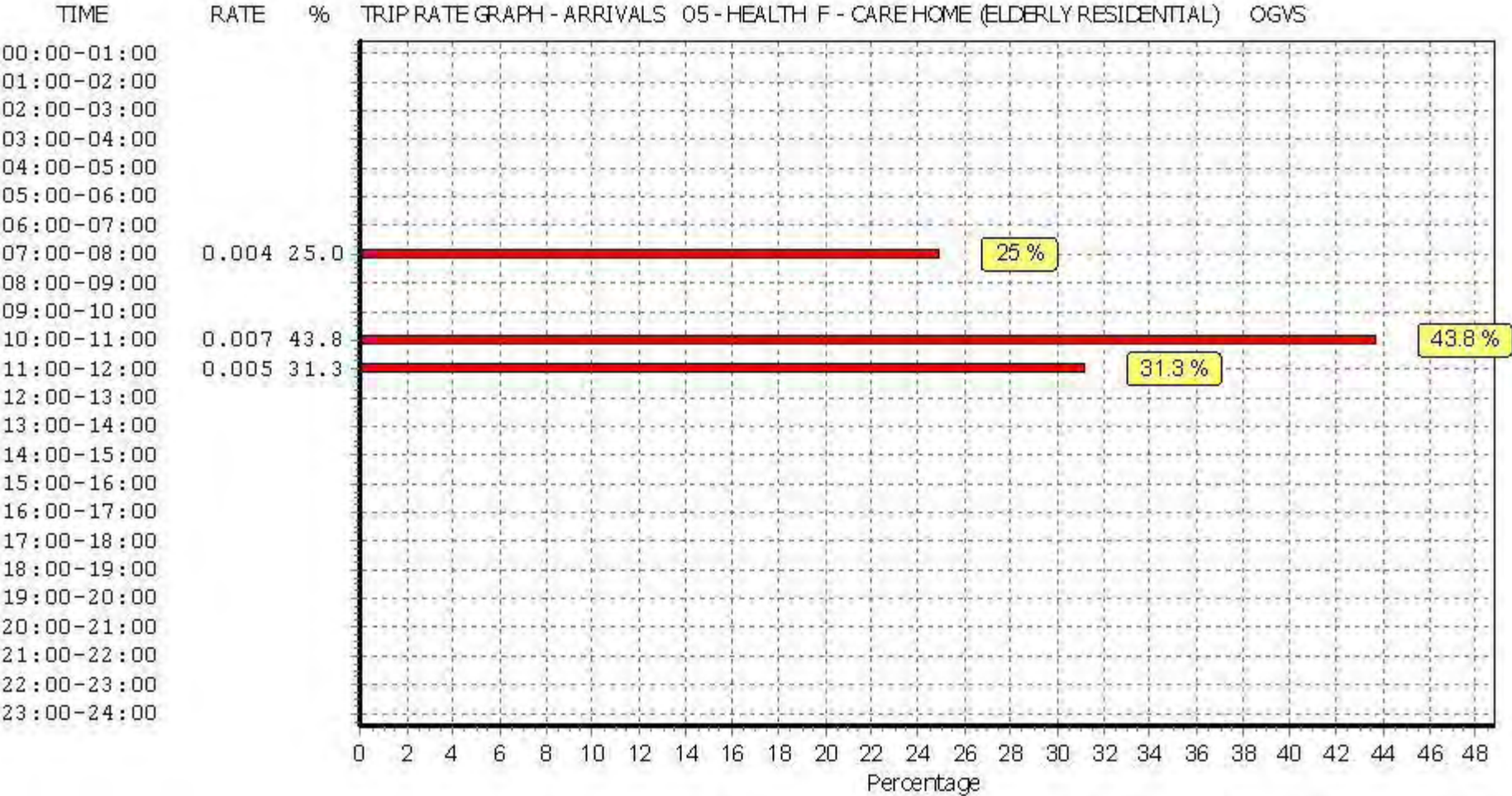
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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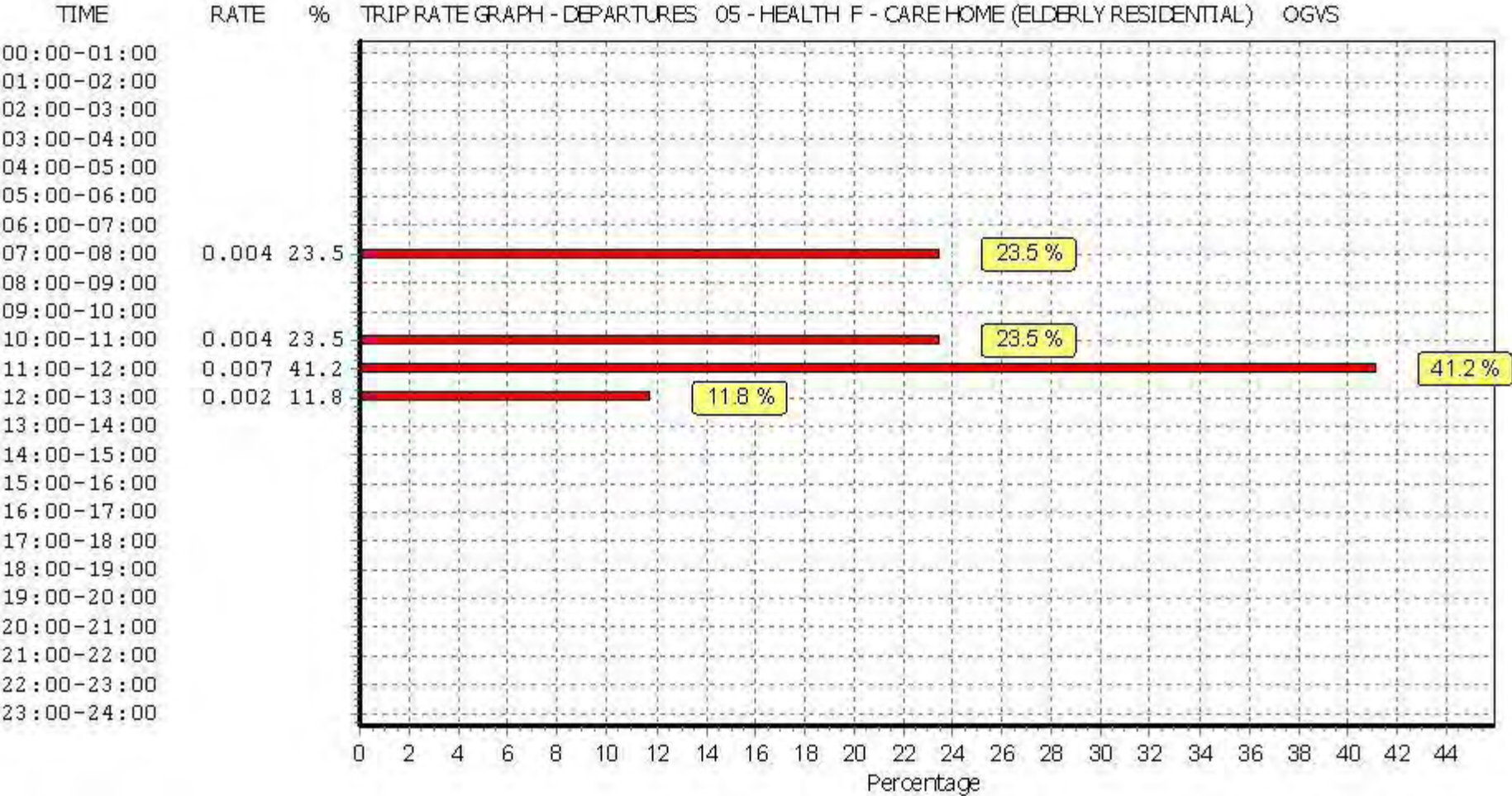
Parameter summary

Trip rate parameter range selected: 17 - 120 (units:)
 Survey date range: 01/01/08 - 18/09/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

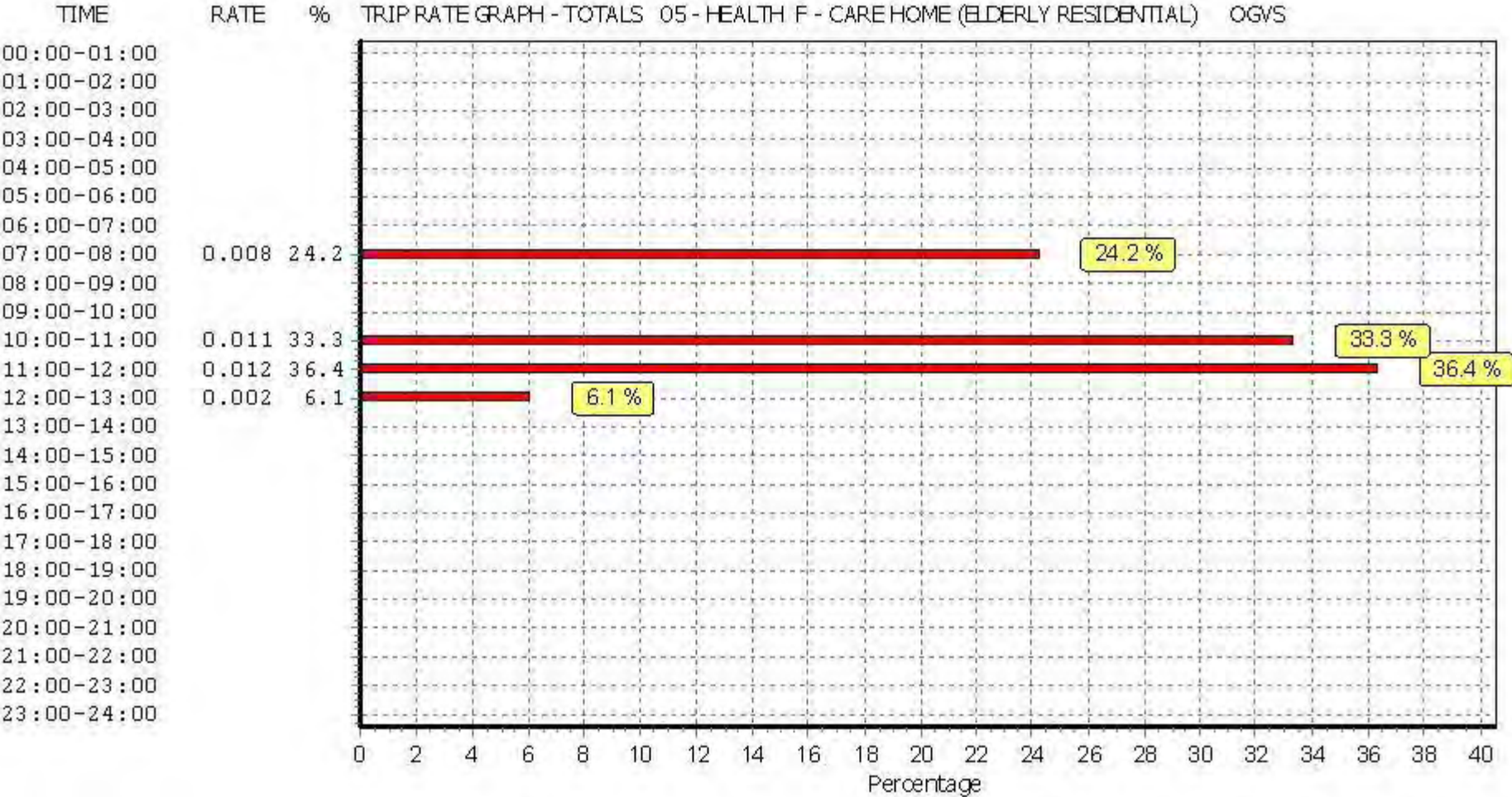
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	55	0.002	10	55	0.002	10	55	0.004
08:00 - 09:00	10	55	0.000	10	55	0.002	10	55	0.002
09:00 - 10:00	10	55	0.000	10	55	0.000	10	55	0.000
10:00 - 11:00	10	55	0.002	10	55	0.002	10	55	0.004
11:00 - 12:00	10	55	0.000	10	55	0.000	10	55	0.000
12:00 - 13:00	10	55	0.002	10	55	0.000	10	55	0.002
13:00 - 14:00	10	55	0.000	10	55	0.002	10	55	0.002
14:00 - 15:00	10	55	0.002	10	55	0.000	10	55	0.002
15:00 - 16:00	10	55	0.004	10	55	0.005	10	55	0.009
16:00 - 17:00	10	55	0.002	10	55	0.002	10	55	0.004
17:00 - 18:00	10	55	0.000	10	55	0.000	10	55	0.000
18:00 - 19:00	10	55	0.000	10	55	0.000	10	55	0.000
19:00 - 20:00	9	52	0.000	9	52	0.000	9	52	0.000
20:00 - 21:00	8	53	0.000	8	53	0.000	8	53	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.015			0.029

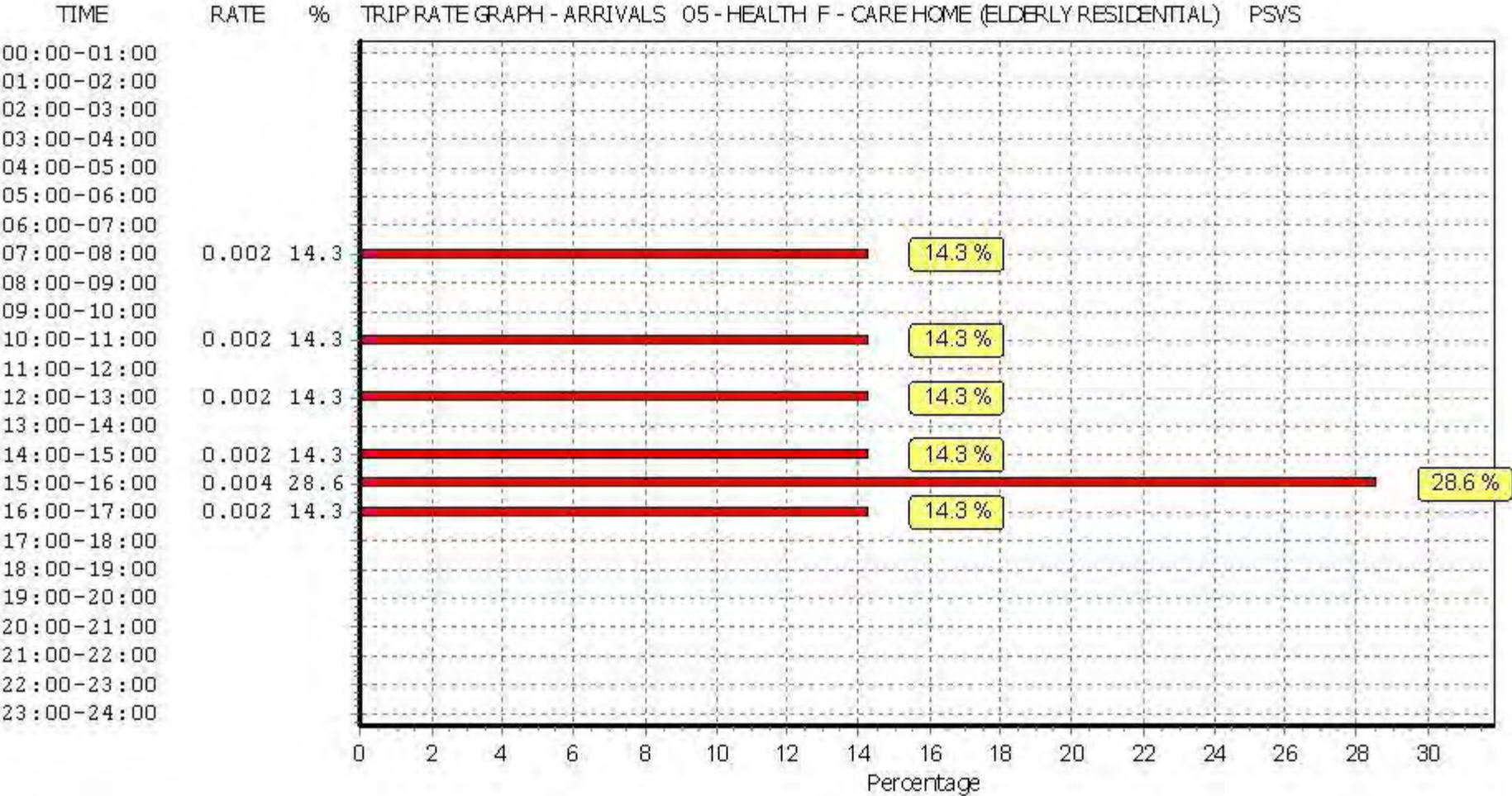
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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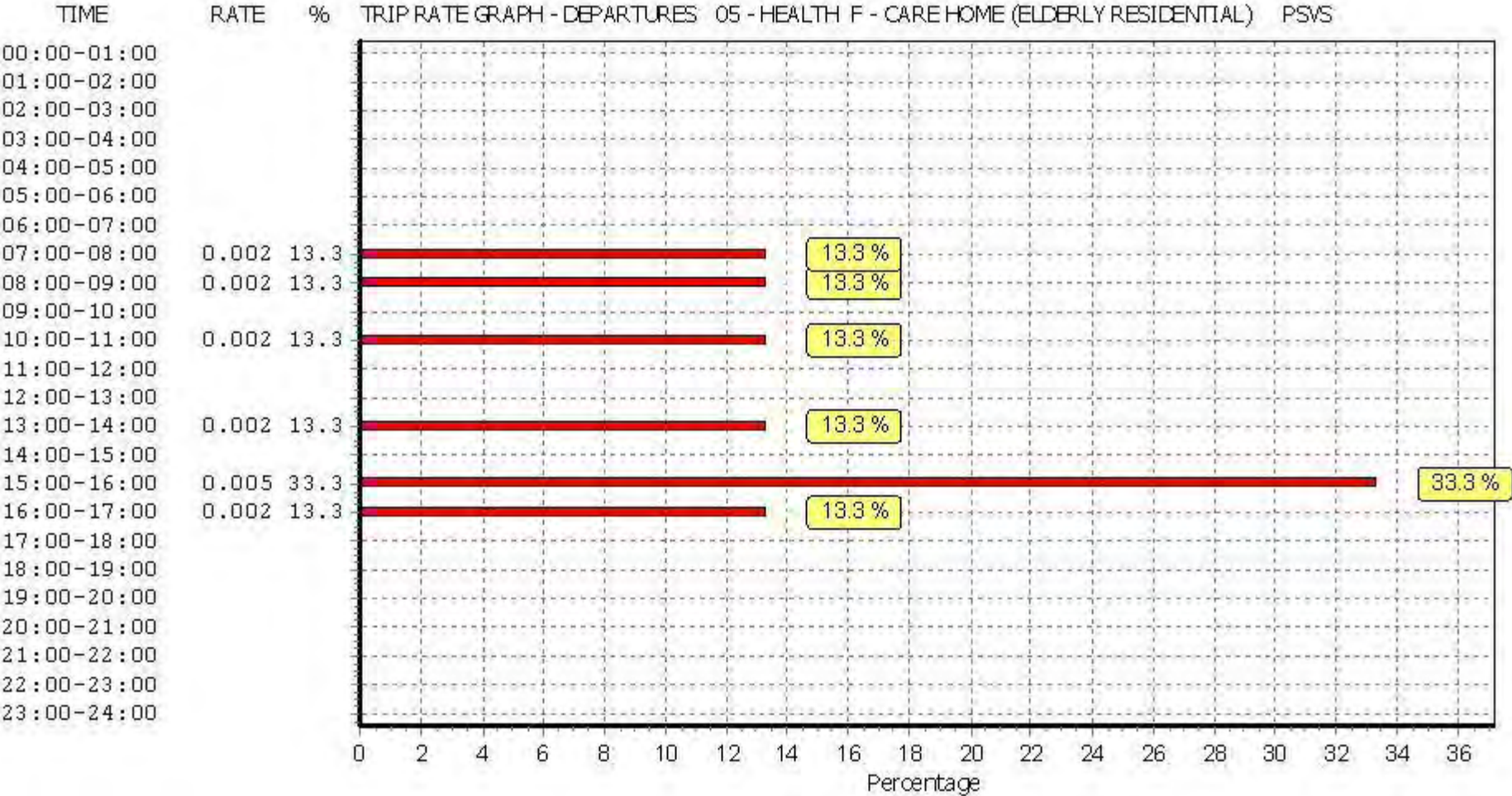
Parameter summary

Trip rate parameter range selected: 17 - 120 (units:)
 Survey date range: 01/01/08 - 18/09/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

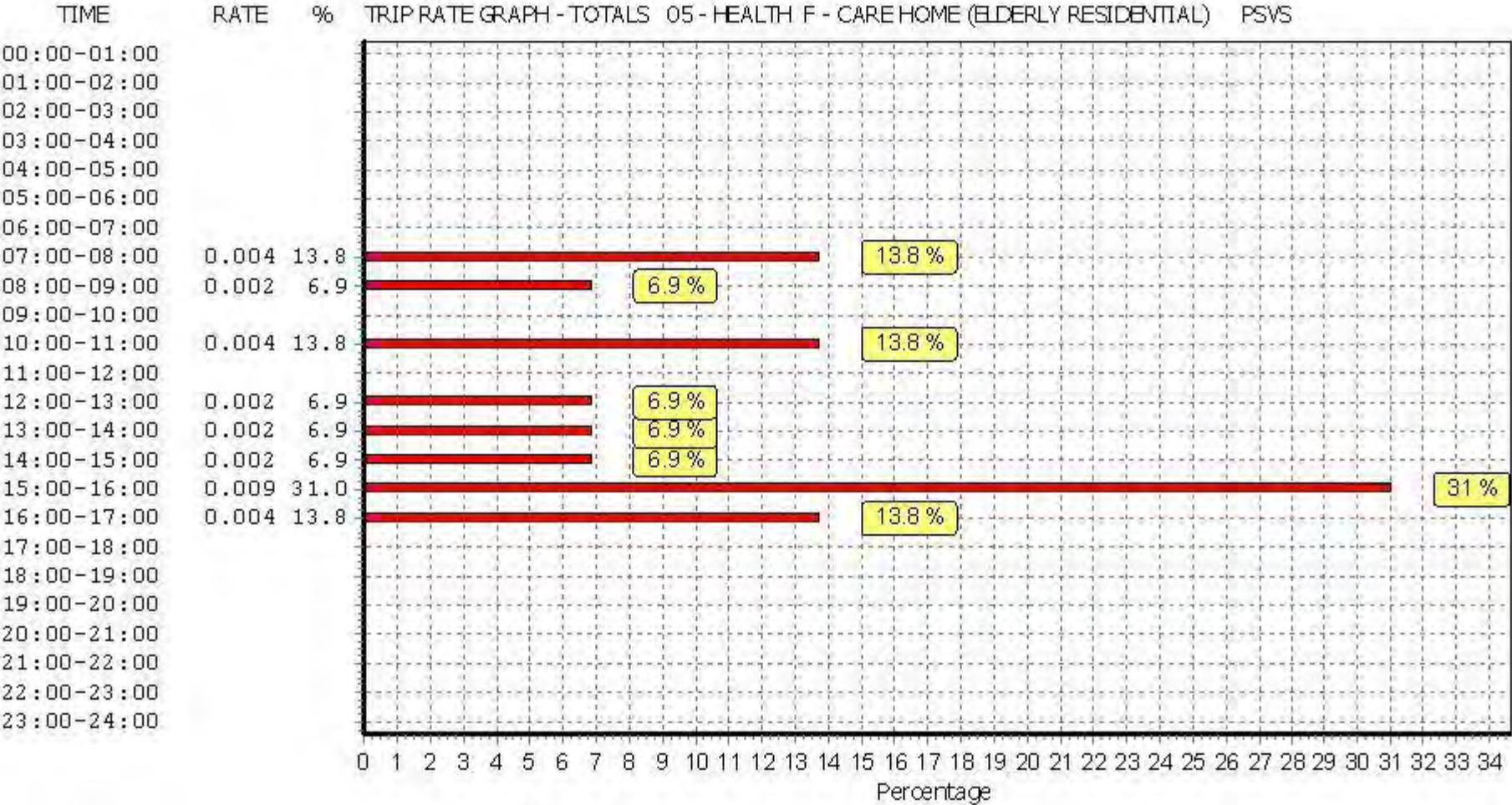
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	55	0.002	10	55	0.005	10	55	0.007
08:00 - 09:00	10	55	0.004	10	55	0.002	10	55	0.006
09:00 - 10:00	10	55	0.004	10	55	0.002	10	55	0.006
10:00 - 11:00	10	55	0.000	10	55	0.000	10	55	0.000
11:00 - 12:00	10	55	0.000	10	55	0.000	10	55	0.000
12:00 - 13:00	10	55	0.002	10	55	0.002	10	55	0.004
13:00 - 14:00	10	55	0.000	10	55	0.000	10	55	0.000
14:00 - 15:00	10	55	0.002	10	55	0.005	10	55	0.007
15:00 - 16:00	10	55	0.007	10	55	0.005	10	55	0.012
16:00 - 17:00	10	55	0.000	10	55	0.002	10	55	0.002
17:00 - 18:00	10	55	0.007	10	55	0.007	10	55	0.014
18:00 - 19:00	10	55	0.000	10	55	0.000	10	55	0.000
19:00 - 20:00	9	52	0.000	9	52	0.000	9	52	0.000
20:00 - 21:00	8	53	0.002	8	53	0.000	8	53	0.002
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.030			0.030			0.060	

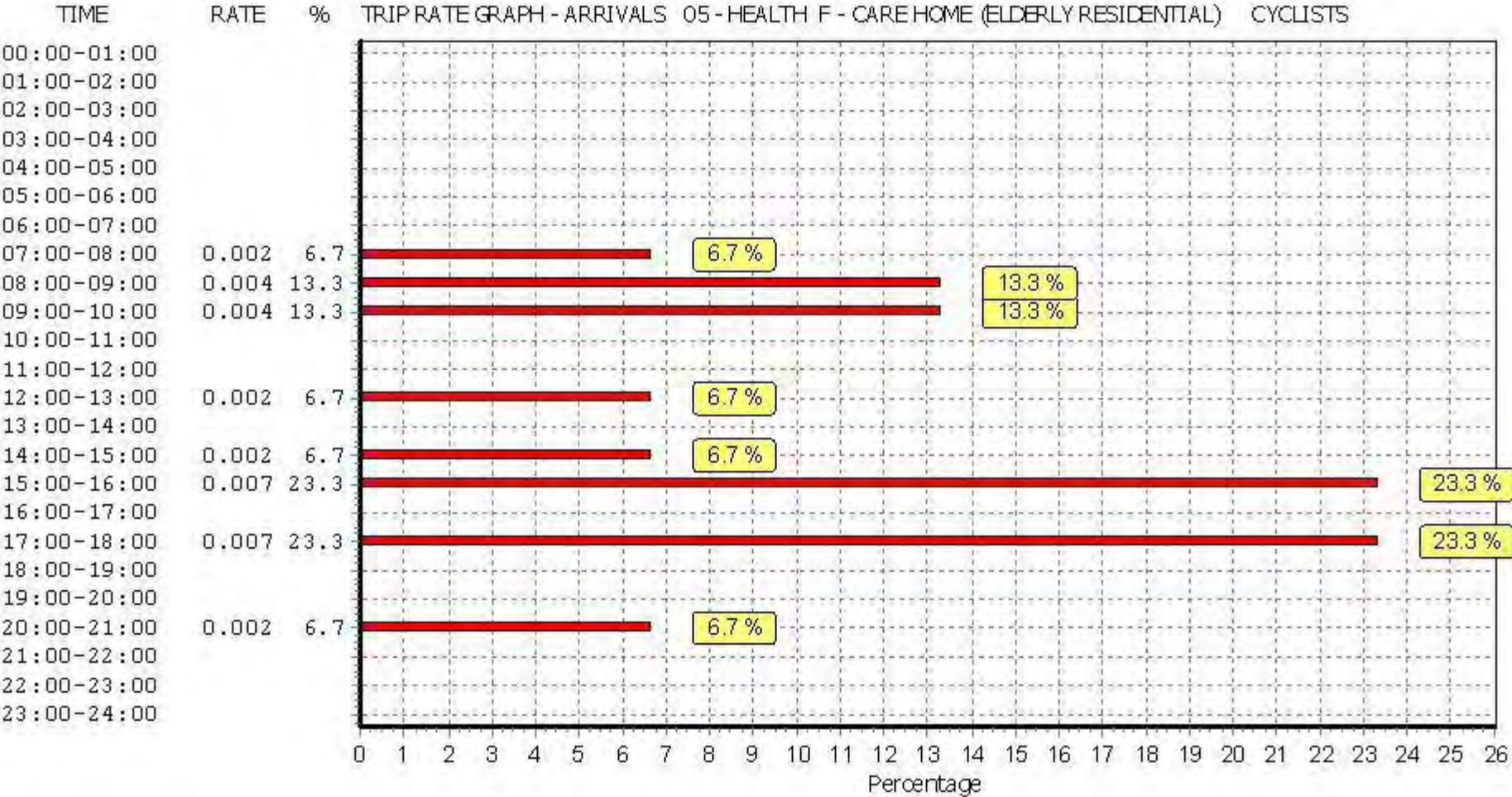
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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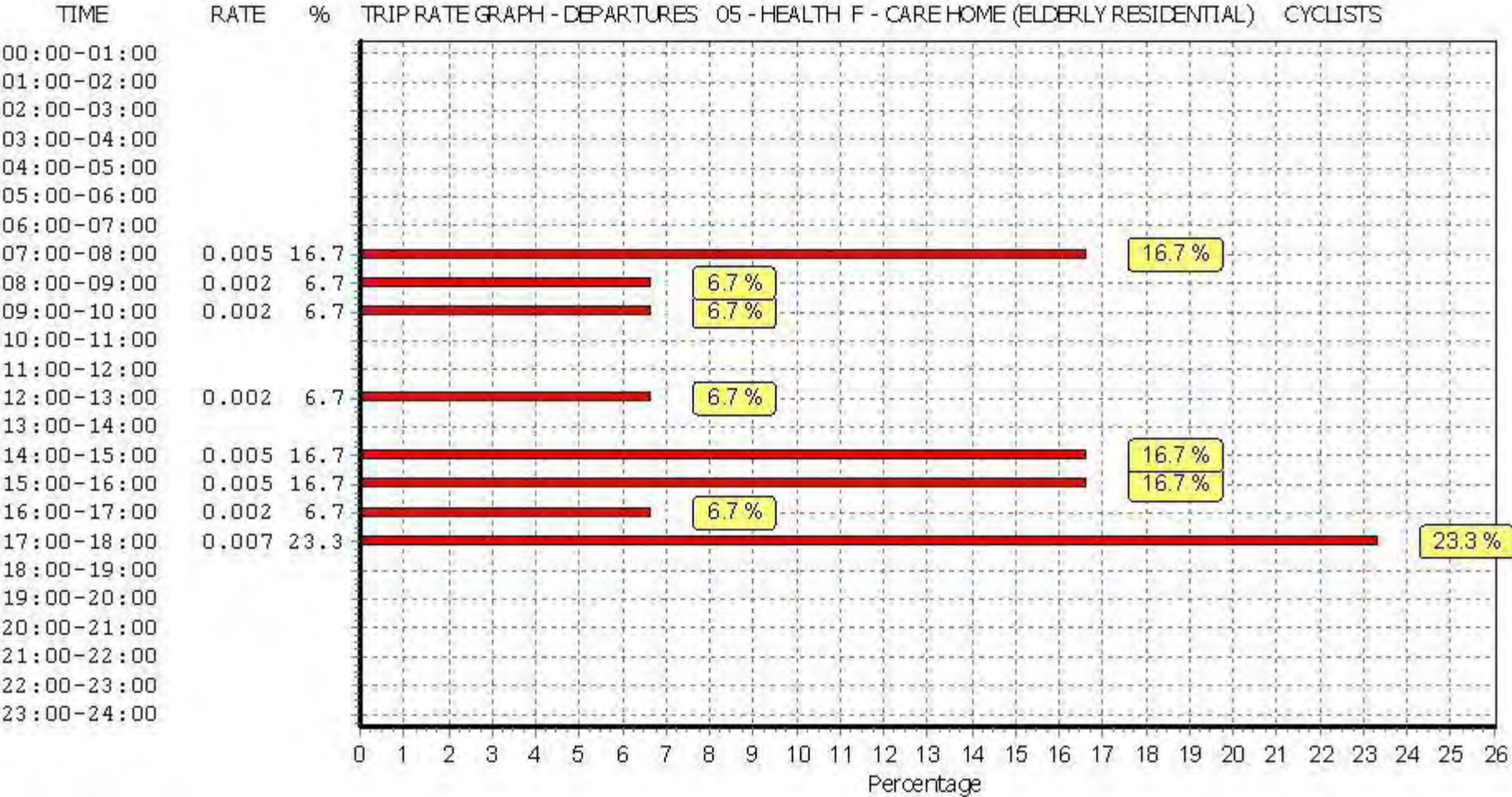
Parameter summary

Trip rate parameter range selected: 17 - 120 (units:)
 Survey date range: 01/01/08 - 18/09/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

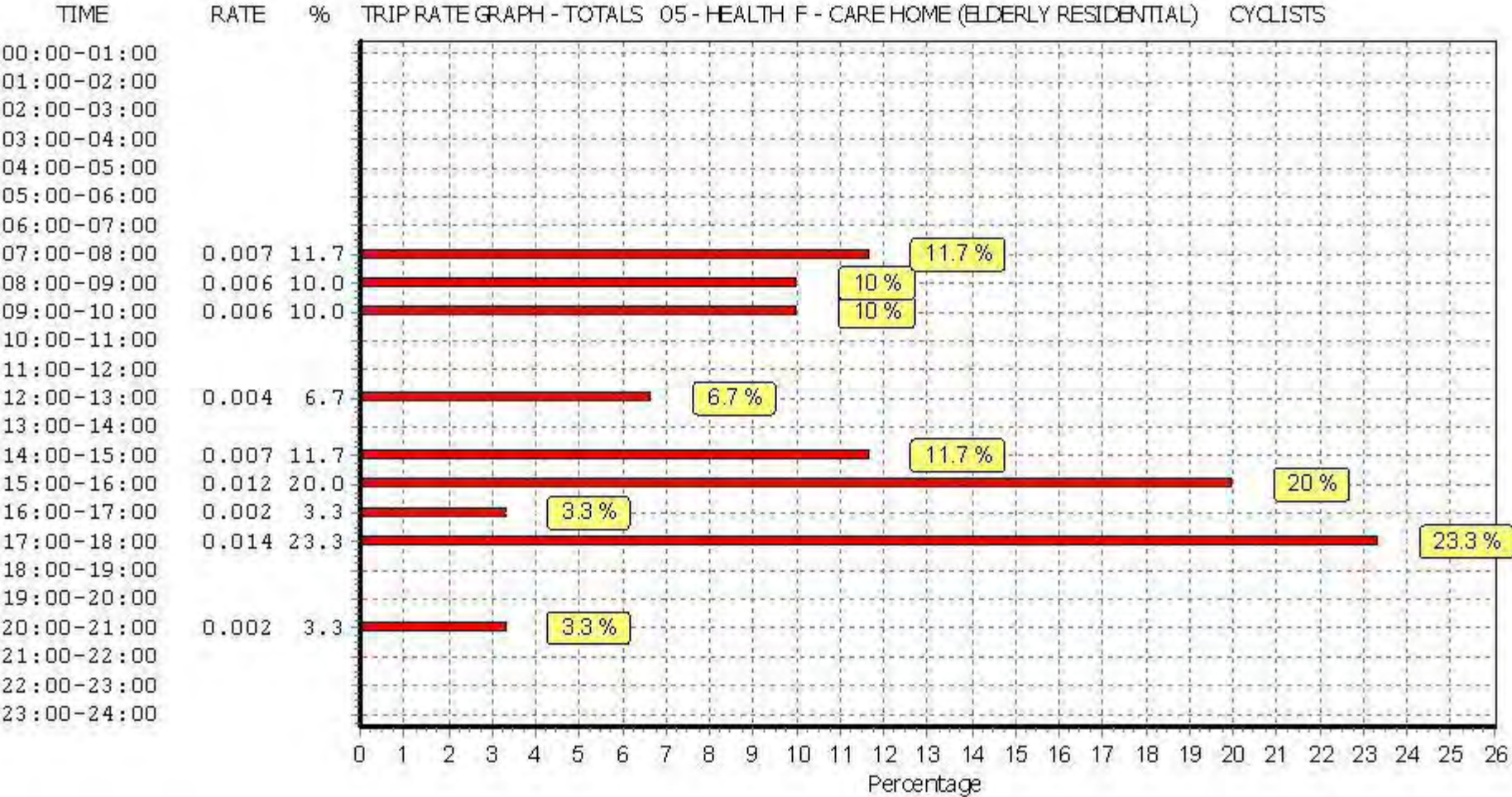
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C3 Residential



TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 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 dwellings
 Actual Range: 6 to 432 (units:)
 Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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	6 days
Tuesday	11 days
Wednesday	8 days
Thursday	9 days
Friday	7 days

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

Selected survey types:

Manual count	41 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)	21
Edge of Town	20

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	34
No Sub Category	7

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.

Filtering Stage 3 selection:

Use Class:

C3	40 days
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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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	11 days
10,001 to 15,000	10 days
15,001 to 20,000	6 days
20,001 to 25,000	4 days
25,001 to 50,000	4 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	5 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	10 days
100,001 to 125,000	5 days
125,001 to 250,000	6 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	14 days
1.1 to 1.5	27 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	2 days
No	39 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.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
4	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	174		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
5	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
6	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
7	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
8	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DV-03-A-01 BRONSHILL ROAD	TERRACED HOUSES	DEVON
	TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15		Survey Type: MANUAL
10	DV-03-A-02 MILLHEAD ROAD	HOUSES & BUNGALOWS	DEVON
	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
11	DV-03-A-03 LOWER BRAND LANE	TERRACED & SEMI DETACHED	DEVON
	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
12	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING	EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11		Survey Type: MANUAL
13	EX-03-A-01 MILTON ROAD	SEMI-DET.	ESSEX
	CORRINGHAM STANFORD-LE-HOPE Edge of Town Residential Zone Total Number of dwellings: 237 Survey date: TUESDAY 13/05/08		Survey Type: MANUAL
14	GM-03-A-10 BUTT HILL DRIVE	DETACHED / SEMI	GREATER MANCHESTER
	PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11		Survey Type: MANUAL
15	HC-03-A-17 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 Survey date: THURSDAY 12/11/15		Survey Type: MANUAL

VC0052 - Former Tack Lea Works, Proposed Residential Developmen

LIST OF SITES relevant to selection parameters (Cont.)

16	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
17	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
18	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK			
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL
19	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	16/10/12		Survey Type: MANUAL
20	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
21	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
22	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
23	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	NY-03-A-08	TERRACED HOUSES			NORTH YORKSHIRE
	NICHOLAS STREET				
	YORK				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Number of dwellings:	21			
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL	
25	NY-03-A-09	MIXED HOUSING			NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE				
	NORTHALLERTON				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Number of dwellings:	52			
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL	
26	NY-03-A-10	HOUSES AND FLATS			NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD				
	RIPON				
	Edge of Town				
	No Sub Category				
	Total Number of dwellings:	71			
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL	
27	NY-03-A-11	PRIVATE HOUSING			NORTH YORKSHIRE
	HORSEFAIR				
	BOROUGHBRIDGE				
	Edge of Town				
	Residential Zone				
	Total Number of dwellings:	23			
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL	
28	SC-03-A-04	DETACHED & TERRACED			SURREY
	HIGH ROAD				
	BYFLEET				
	Edge of Town				
	Residential Zone				
	Total Number of dwellings:	71			
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL	
29	SF-03-A-04	DETACHED & BUNGALOWS			SUFFOLK
	NORMANSTON DRIVE				
	LOWESTOFT				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Number of dwellings:	7			
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL	
30	SF-03-A-05	DETACHED HOUSES			SUFFOLK
	VALE LANE				
	BURY ST EDMUNDS				
	Edge of Town				
	Residential Zone				
	Total Number of dwellings:	18			
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

31	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
32	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL
33	SH-03-A-05	SEMI-DETACHED / TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
34	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
35	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	33		
	Survey date: THURSDAY	24/09/15		Survey Type: MANUAL
36	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL
37	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

38	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL
39	WK-03-A-01	TERRACED / SEMI / DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL
40	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL
41	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	151		
	Survey date: THURSDAY	11/12/14		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
VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	41	62	0.068	0.000	41	62	0.265	0.000	41	62	0.333	0.000
08:00 - 09:00	41	62	0.131	0.000	41	62	0.382	0.000	41	62	0.513	0.000
09:00 - 10:00	41	62	0.140	0.000	41	62	0.162	0.000	41	62	0.302	0.000
10:00 - 11:00	41	62	0.139	0.000	41	62	0.162	0.000	41	62	0.301	0.000
11:00 - 12:00	41	62	0.141	0.000	41	62	0.149	0.000	41	62	0.290	0.000
12:00 - 13:00	41	62	0.165	0.000	41	62	0.153	0.000	41	62	0.318	0.000
13:00 - 14:00	41	62	0.155	0.000	41	62	0.148	0.000	41	62	0.303	0.000
14:00 - 15:00	41	62	0.161	0.000	41	62	0.176	0.000	41	62	0.337	0.000
15:00 - 16:00	41	62	0.272	0.000	41	62	0.193	0.000	41	62	0.465	0.000
16:00 - 17:00	41	62	0.283	0.000	41	62	0.174	0.000	41	62	0.457	0.000
17:00 - 18:00	41	62	0.328	0.000	41	62	0.179	0.000	41	62	0.507	0.000
18:00 - 19:00	41	62	0.234	0.000	41	62	0.163	0.000	41	62	0.397	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.217	0.000			2.306	0.000			4.523	0.000

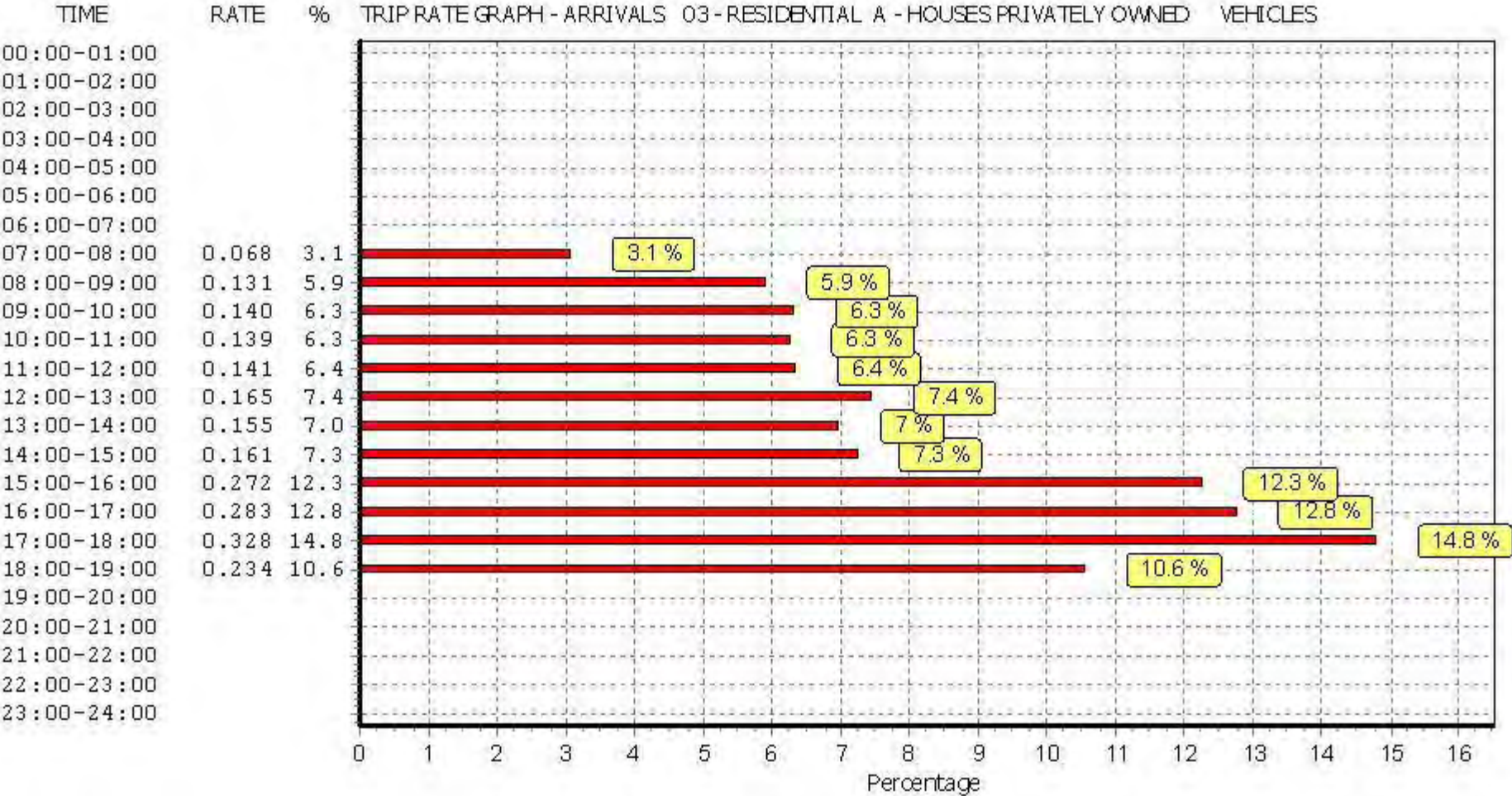
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

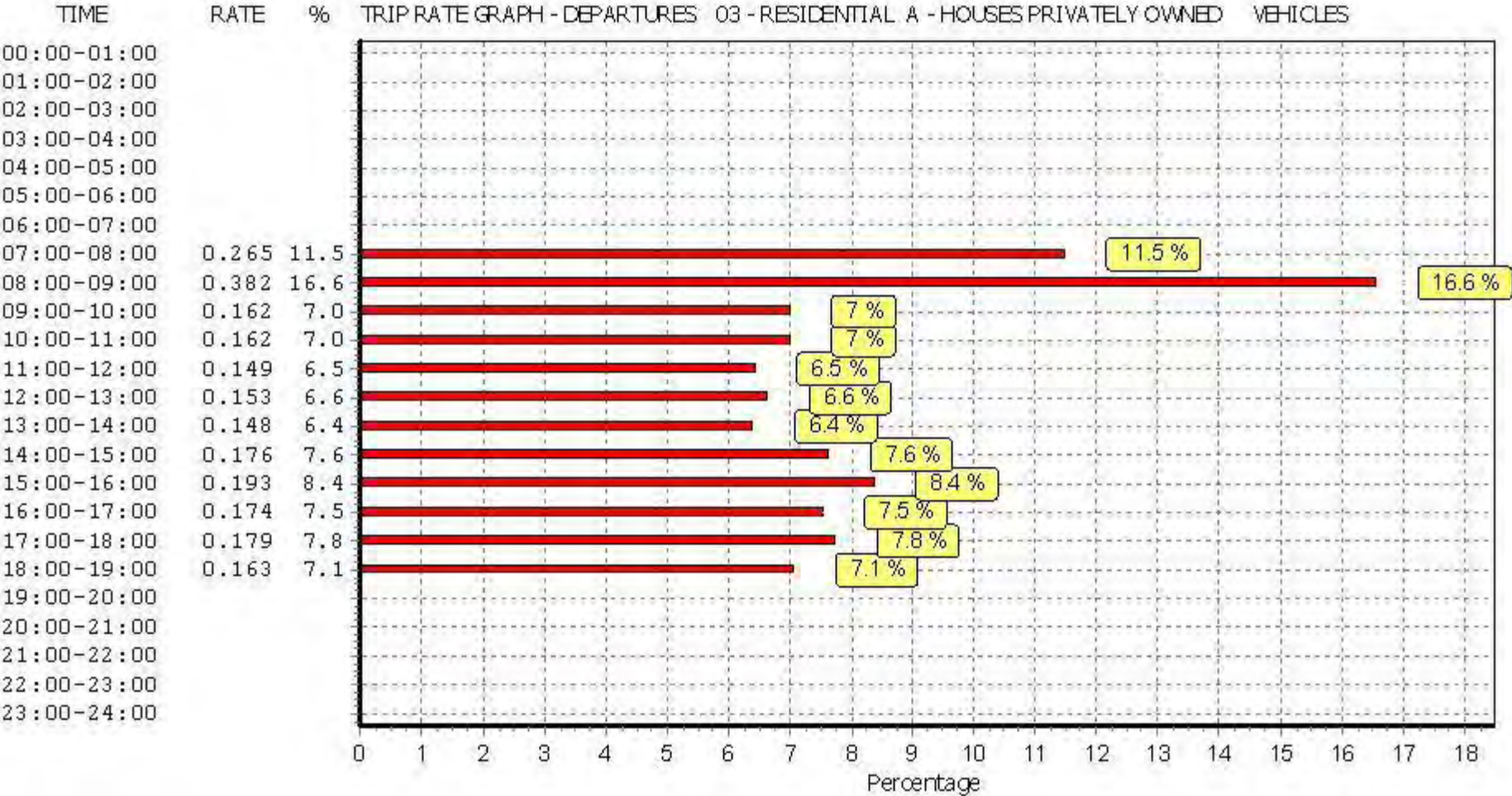
Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 41
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

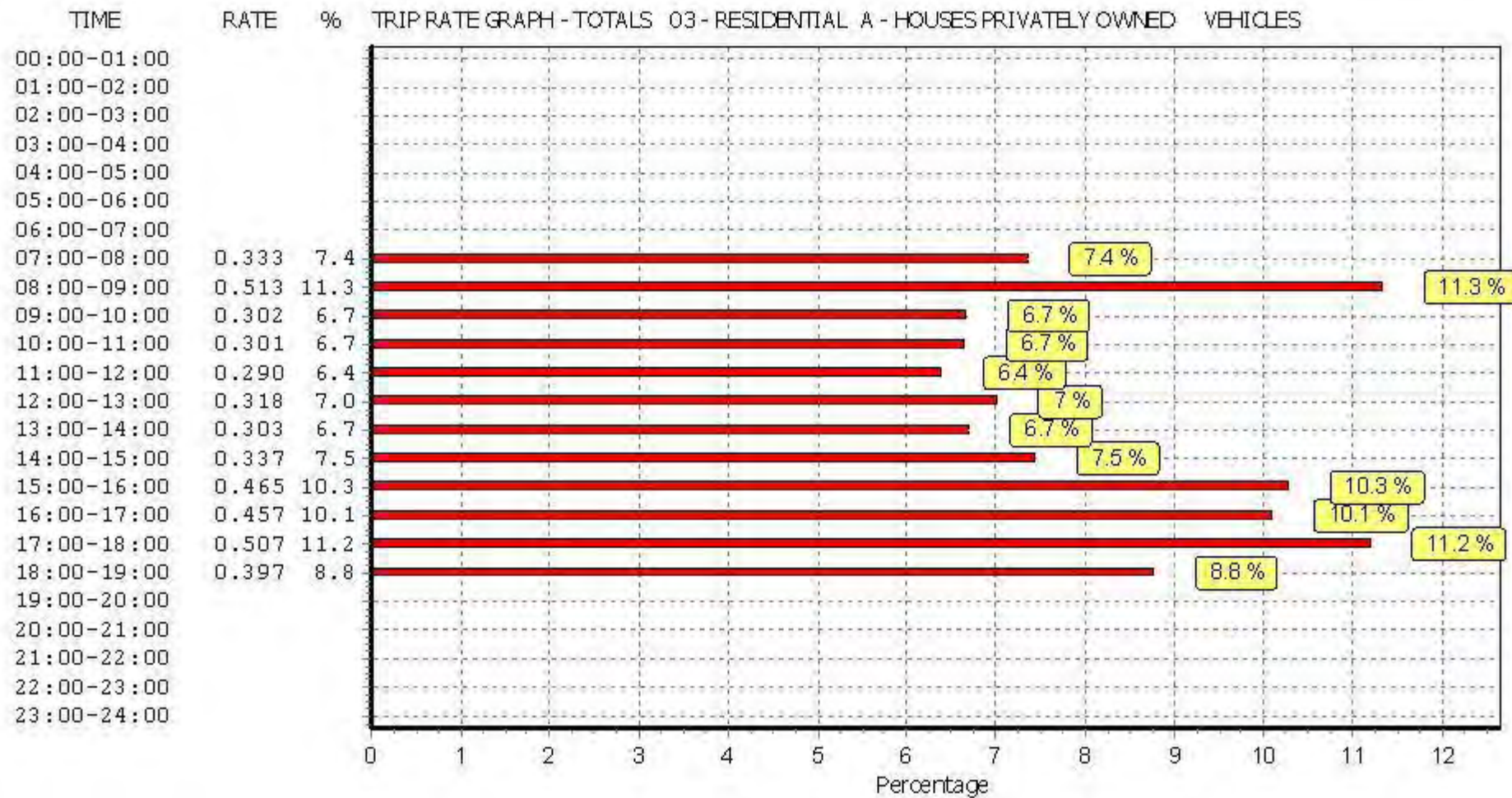
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	41	62	0.004	0.000	41	62	0.003	0.000	41	62	0.007	0.000
08:00 - 09:00	41	62	0.005	0.000	41	62	0.005	0.000	41	62	0.010	0.000
09:00 - 10:00	41	62	0.003	0.000	41	62	0.003	0.000	41	62	0.006	0.000
10:00 - 11:00	41	62	0.002	0.000	41	62	0.002	0.000	41	62	0.004	0.000
11:00 - 12:00	41	62	0.002	0.000	41	62	0.002	0.000	41	62	0.004	0.000
12:00 - 13:00	41	62	0.001	0.000	41	62	0.001	0.000	41	62	0.002	0.000
13:00 - 14:00	41	62	0.001	0.000	41	62	0.001	0.000	41	62	0.002	0.000
14:00 - 15:00	41	62	0.004	0.000	41	62	0.003	0.000	41	62	0.007	0.000
15:00 - 16:00	41	62	0.006	0.000	41	62	0.006	0.000	41	62	0.012	0.000
16:00 - 17:00	41	62	0.004	0.000	41	62	0.004	0.000	41	62	0.008	0.000
17:00 - 18:00	41	62	0.002	0.000	41	62	0.002	0.000	41	62	0.004	0.000
18:00 - 19:00	41	62	0.002	0.000	41	62	0.002	0.000	41	62	0.004	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.036	0.000			0.034	0.000			0.070	0.000

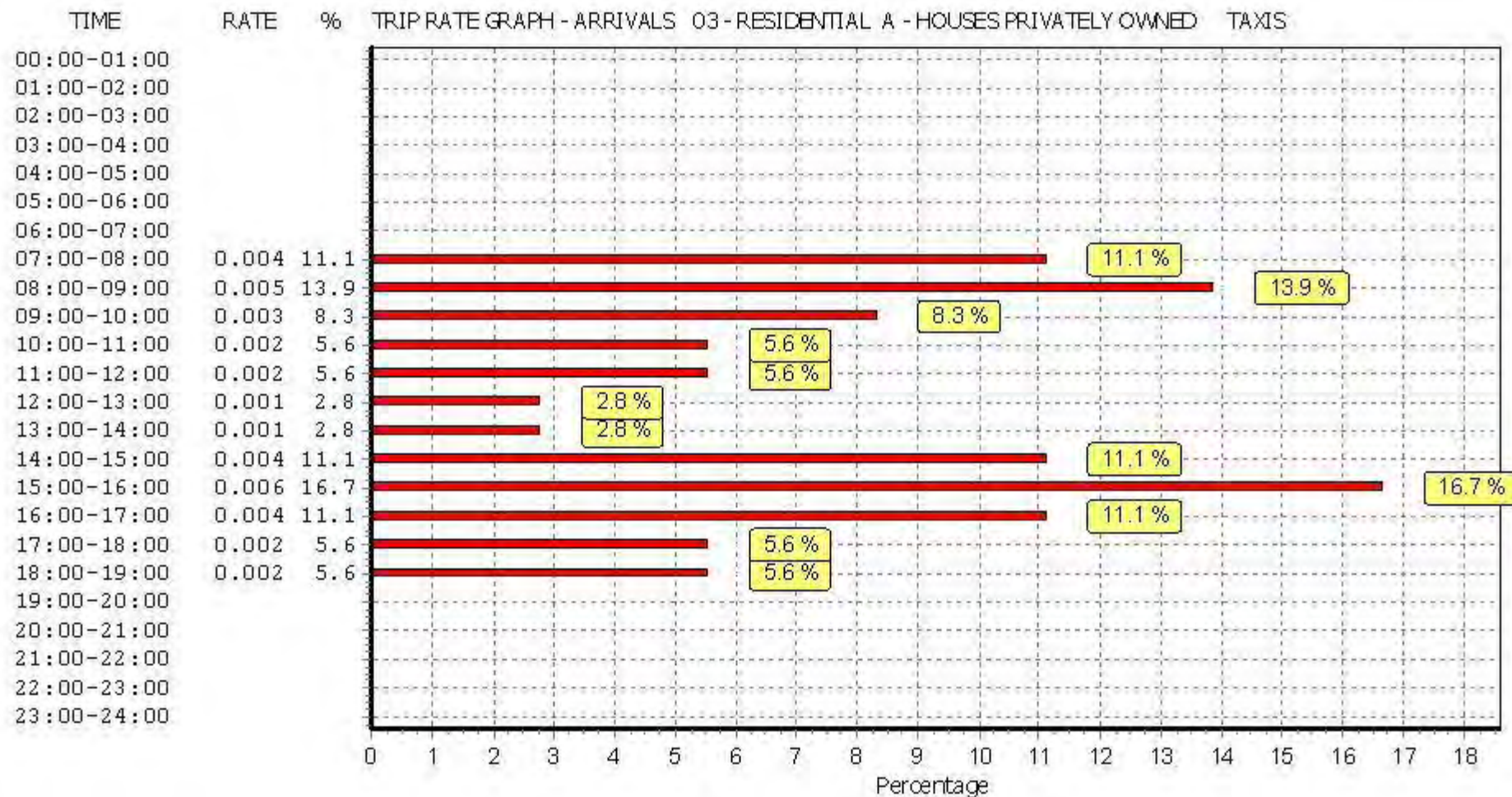
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

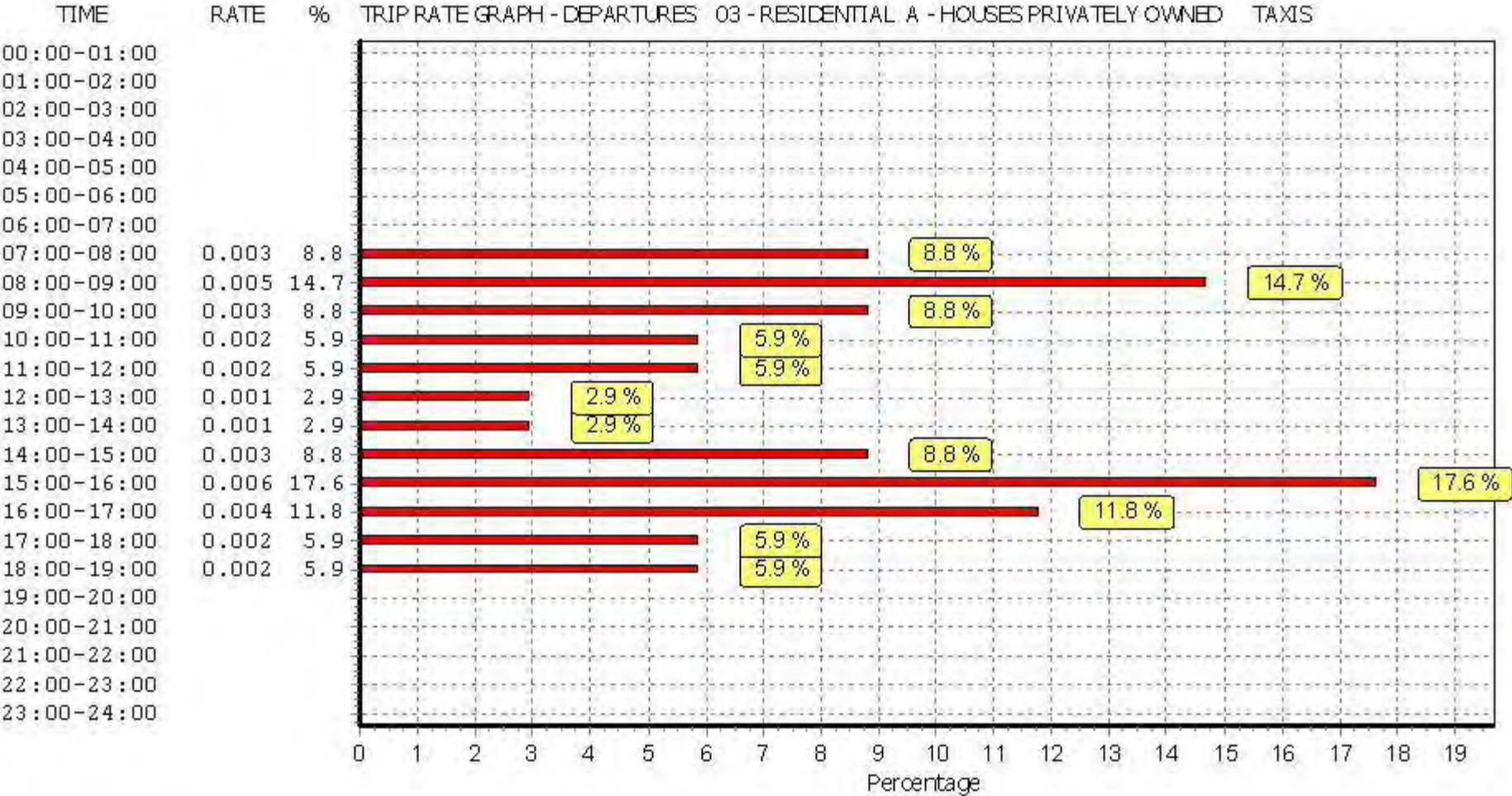
Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
Survey date range: 01/01/08 - 12/11/15
Number of weekdays (Monday-Friday): 41
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 1

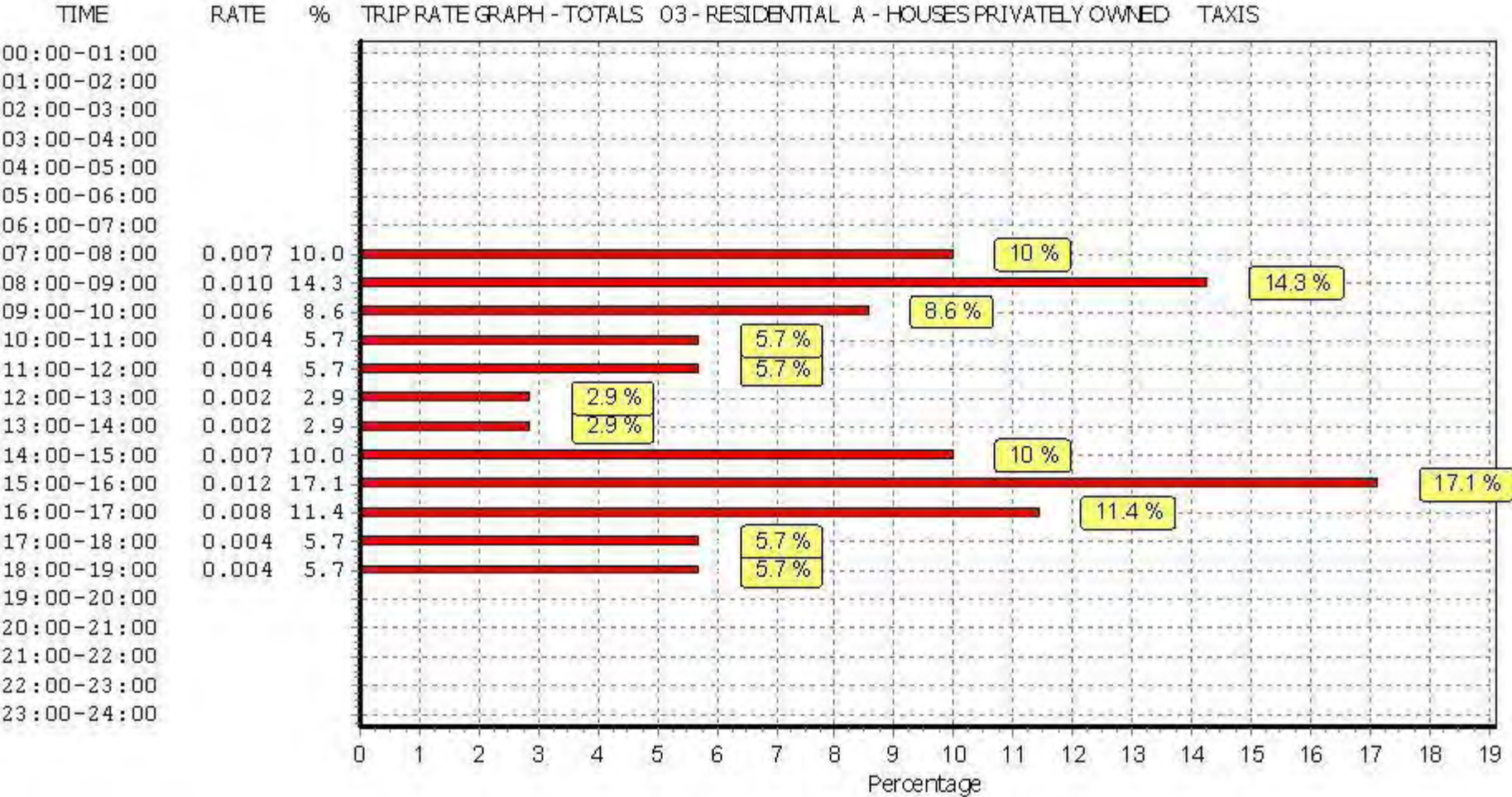
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	41	62	0.001	0.000	41	62	0.001	0.000	41	62	0.002	0.000
08:00 - 09:00	41	62	0.002	0.000	41	62	0.002	0.000	41	62	0.004	0.000
09:00 - 10:00	41	62	0.002	0.000	41	62	0.001	0.000	41	62	0.003	0.000
10:00 - 11:00	41	62	0.003	0.000	41	62	0.003	0.000	41	62	0.006	0.000
11:00 - 12:00	41	62	0.003	0.000	41	62	0.002	0.000	41	62	0.005	0.000
12:00 - 13:00	41	62	0.003	0.000	41	62	0.004	0.000	41	62	0.007	0.000
13:00 - 14:00	41	62	0.003	0.000	41	62	0.003	0.000	41	62	0.006	0.000
14:00 - 15:00	41	62	0.002	0.000	41	62	0.004	0.000	41	62	0.006	0.000
15:00 - 16:00	41	62	0.001	0.000	41	62	0.001	0.000	41	62	0.002	0.000
16:00 - 17:00	41	62	0.001	0.000	41	62	0.001	0.000	41	62	0.002	0.000
17:00 - 18:00	41	62	0.001	0.000	41	62	0.001	0.000	41	62	0.002	0.000
18:00 - 19:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.022	0.000			0.023	0.000			0.045	0.000

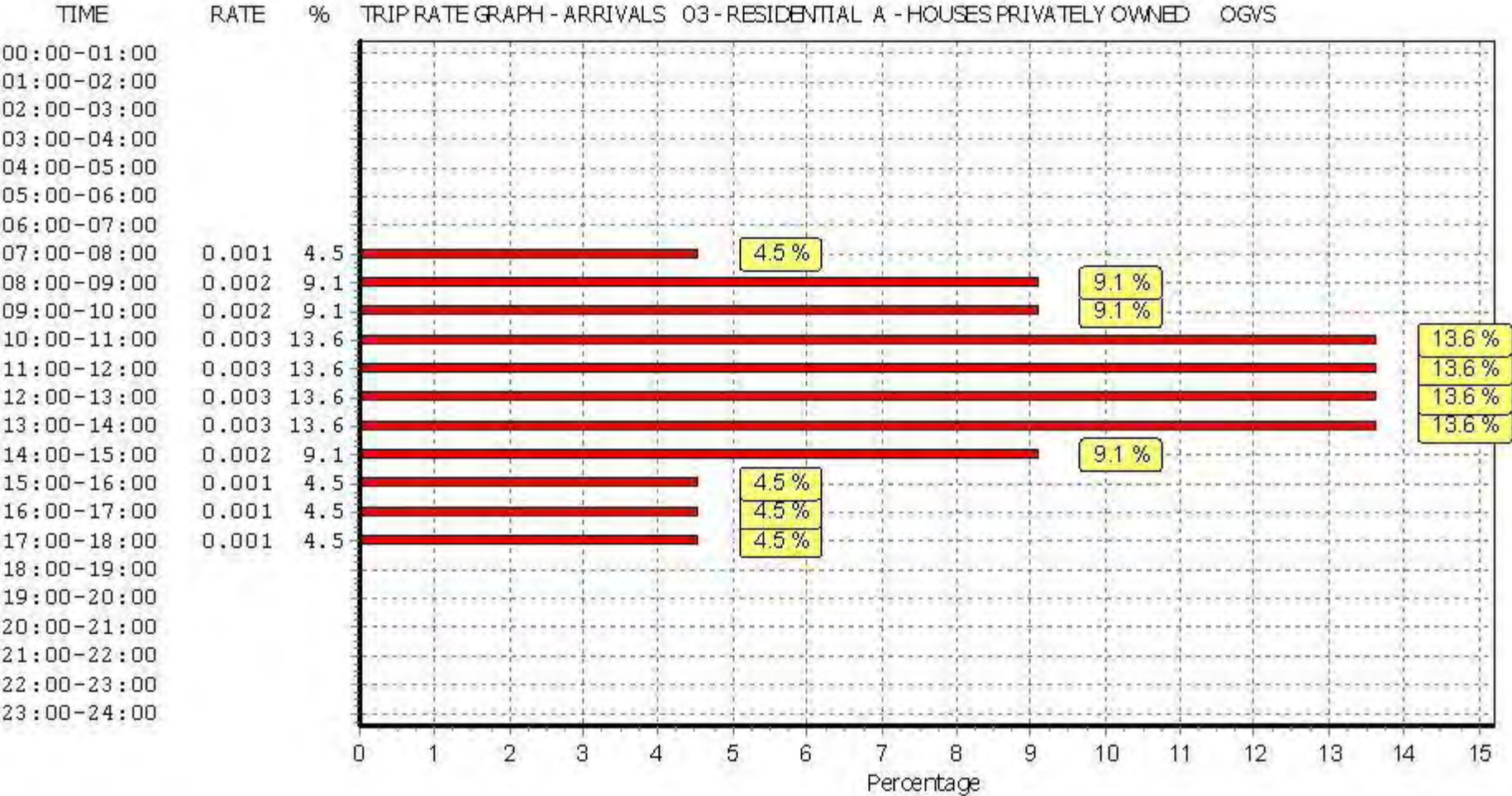
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

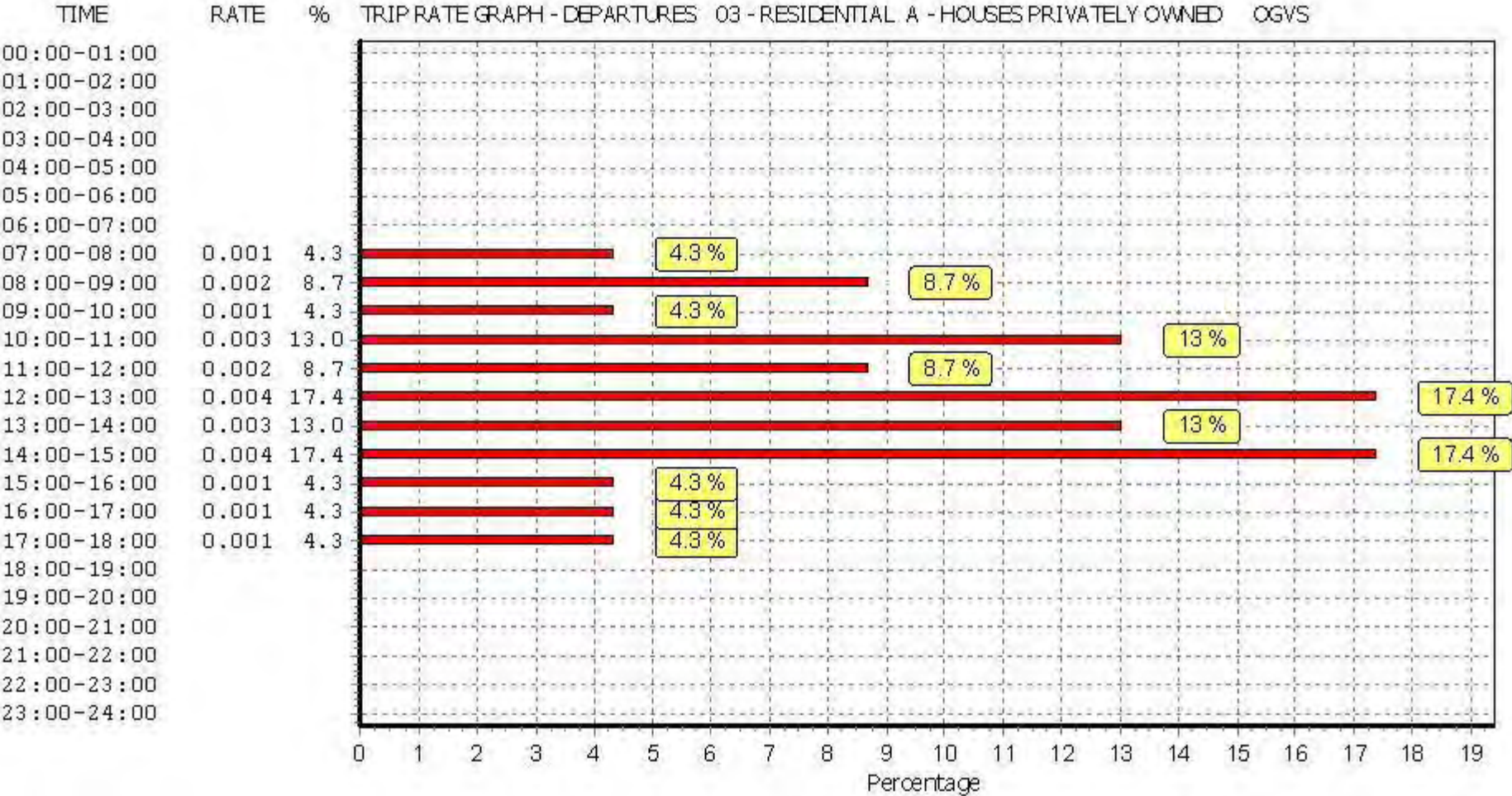
Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
Survey date range: 01/01/08 - 12/11/15
Number of weekdays (Monday-Friday): 41
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 1

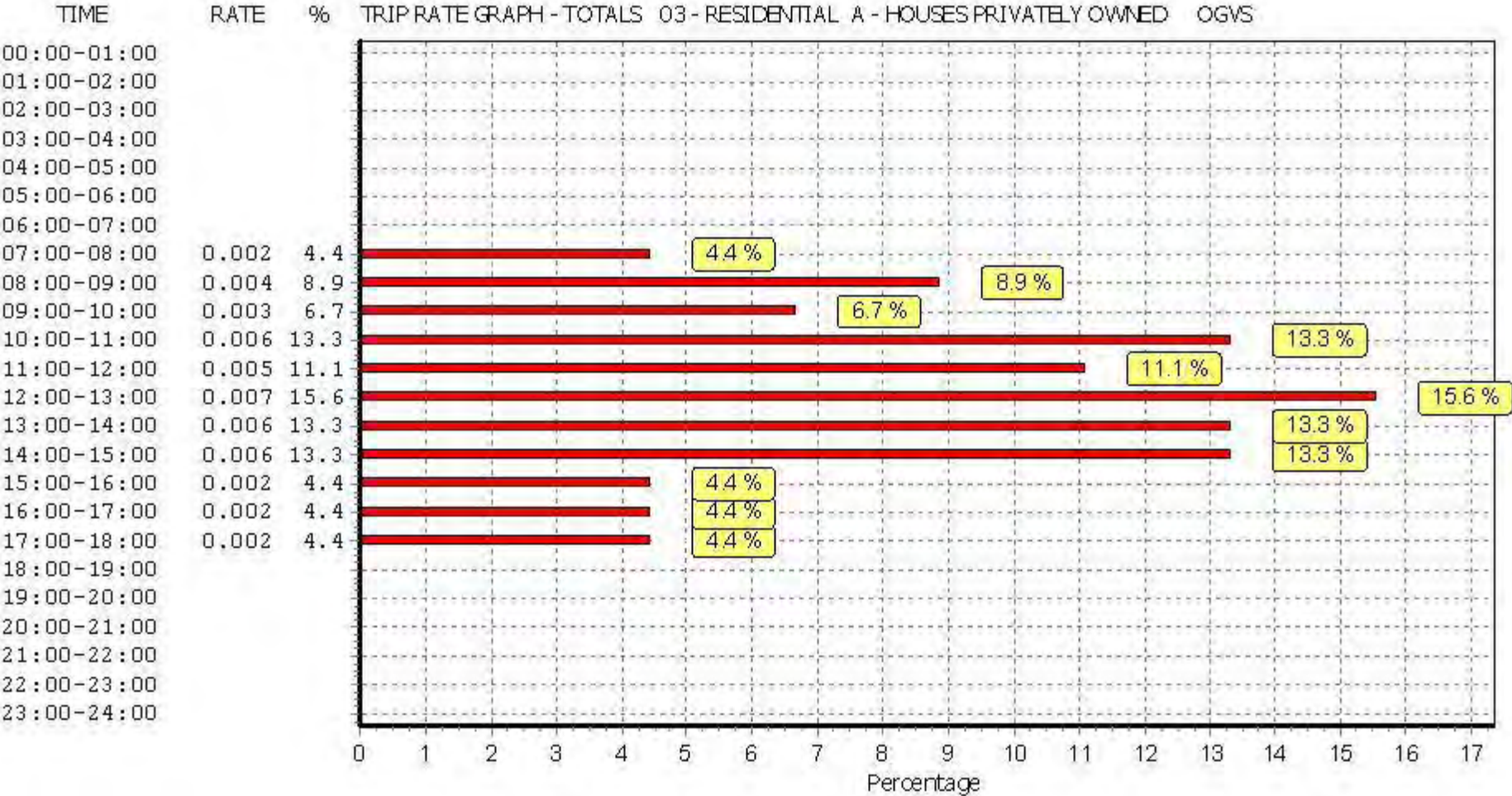
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
08:00 - 09:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
09:00 - 10:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
10:00 - 11:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
11:00 - 12:00	41	62	0.001	0.000	41	62	0.001	0.000	41	62	0.002	0.000
12:00 - 13:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
13:00 - 14:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
14:00 - 15:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
15:00 - 16:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
16:00 - 17:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
17:00 - 18:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
18:00 - 19:00	41	62	0.000	0.000	41	62	0.000	0.000	41	62	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.001	0.000			0.001	0.000			0.002	0.000

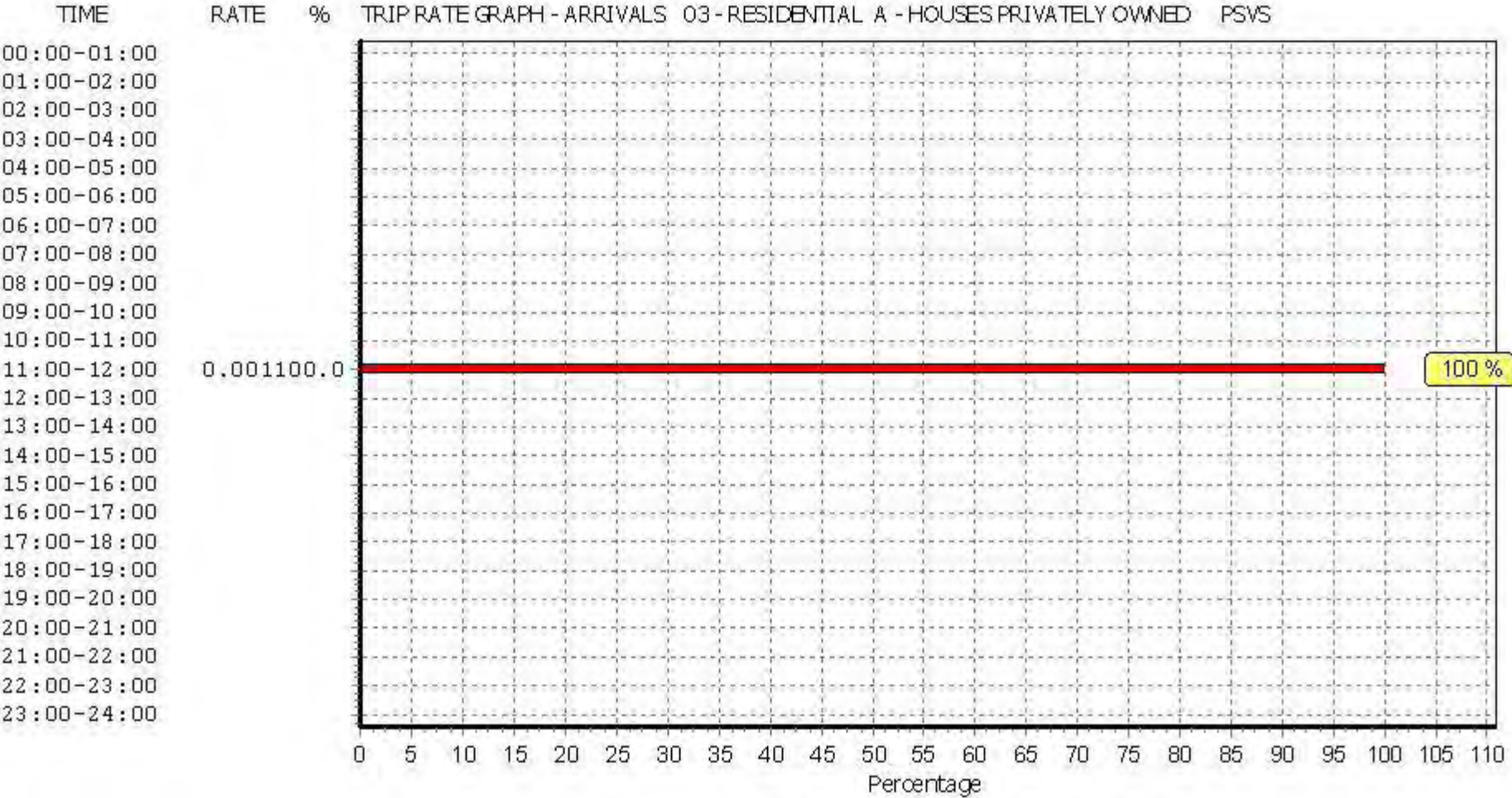
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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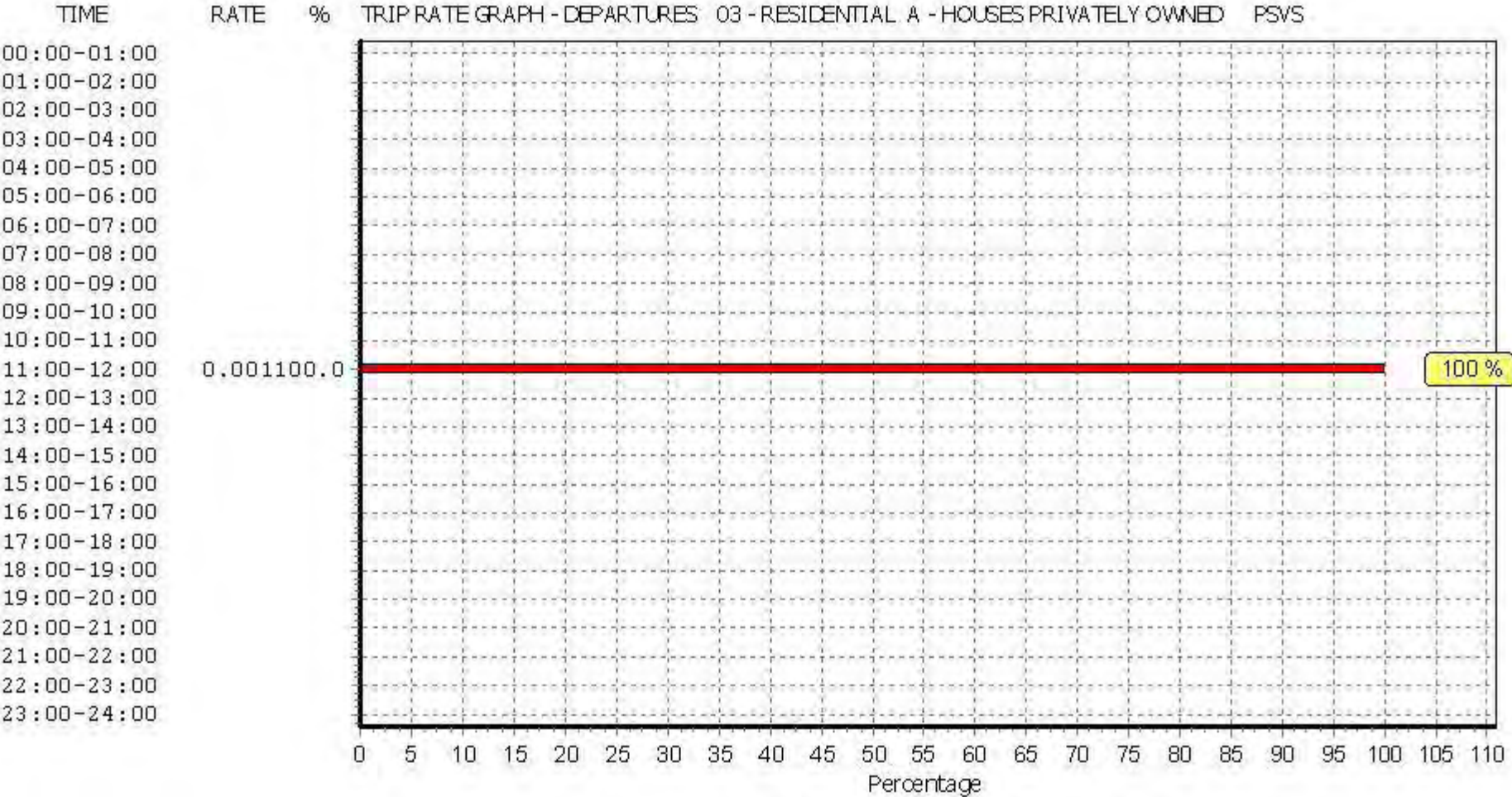
Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
Survey date range: 01/01/08 - 12/11/15
Number of weekdays (Monday-Friday): 41
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 1

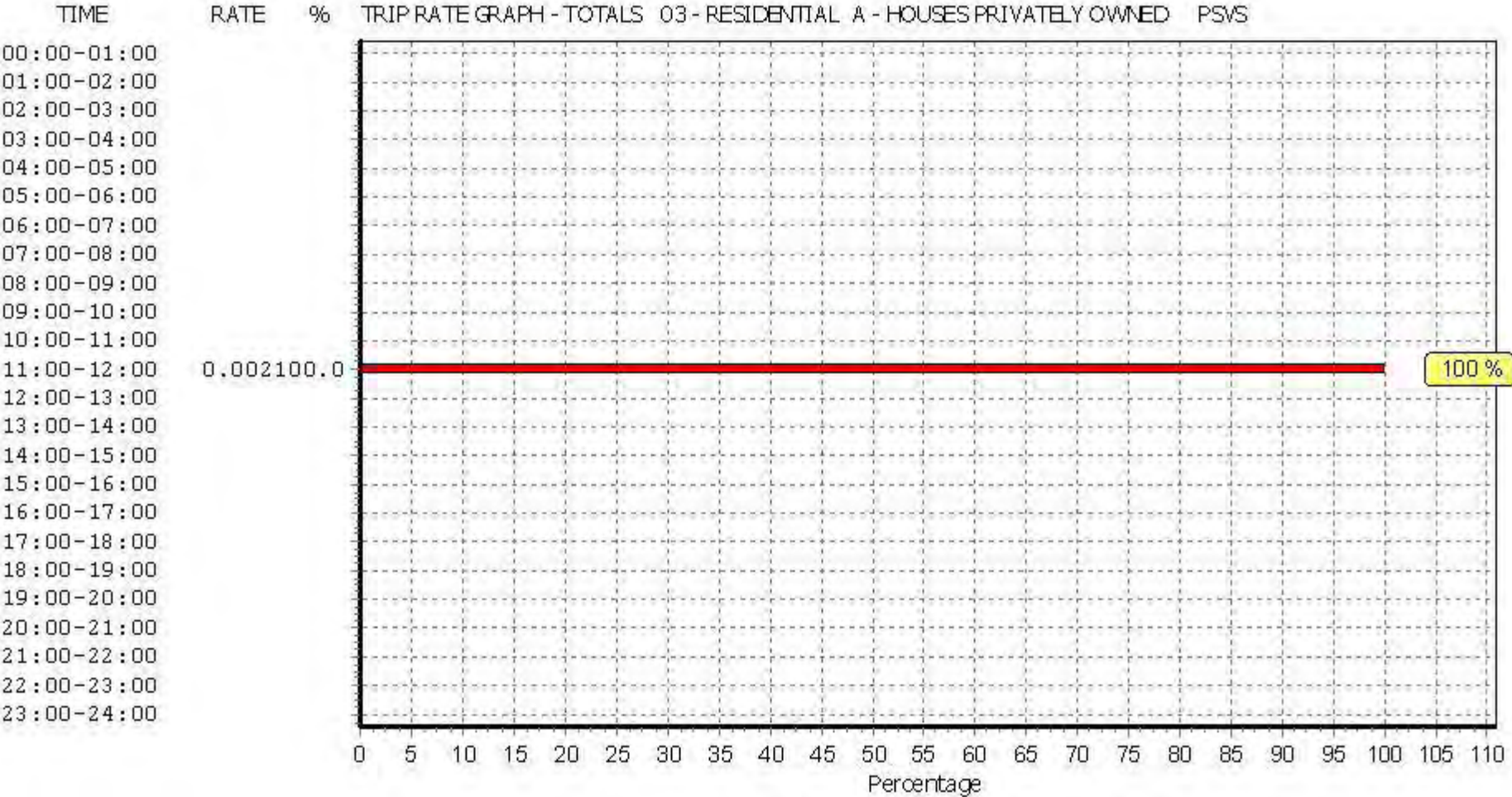
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	41	62	0.005	0.000	41	62	0.018	0.000	41	62	0.023	0.000
08:00 - 09:00	41	62	0.002	0.000	41	62	0.017	0.000	41	62	0.019	0.000
09:00 - 10:00	41	62	0.002	0.000	41	62	0.005	0.000	41	62	0.007	0.000
10:00 - 11:00	41	62	0.004	0.000	41	62	0.009	0.000	41	62	0.013	0.000
11:00 - 12:00	41	62	0.004	0.000	41	62	0.004	0.000	41	62	0.008	0.000
12:00 - 13:00	41	62	0.007	0.000	41	62	0.004	0.000	41	62	0.011	0.000
13:00 - 14:00	41	62	0.005	0.000	41	62	0.004	0.000	41	62	0.009	0.000
14:00 - 15:00	41	62	0.004	0.000	41	62	0.004	0.000	41	62	0.008	0.000
15:00 - 16:00	41	62	0.015	0.000	41	62	0.005	0.000	41	62	0.020	0.000
16:00 - 17:00	41	62	0.014	0.000	41	62	0.004	0.000	41	62	0.018	0.000
17:00 - 18:00	41	62	0.016	0.000	41	62	0.009	0.000	41	62	0.025	0.000
18:00 - 19:00	41	62	0.009	0.000	41	62	0.005	0.000	41	62	0.014	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.087	0.000			0.088	0.000			0.175	0.000

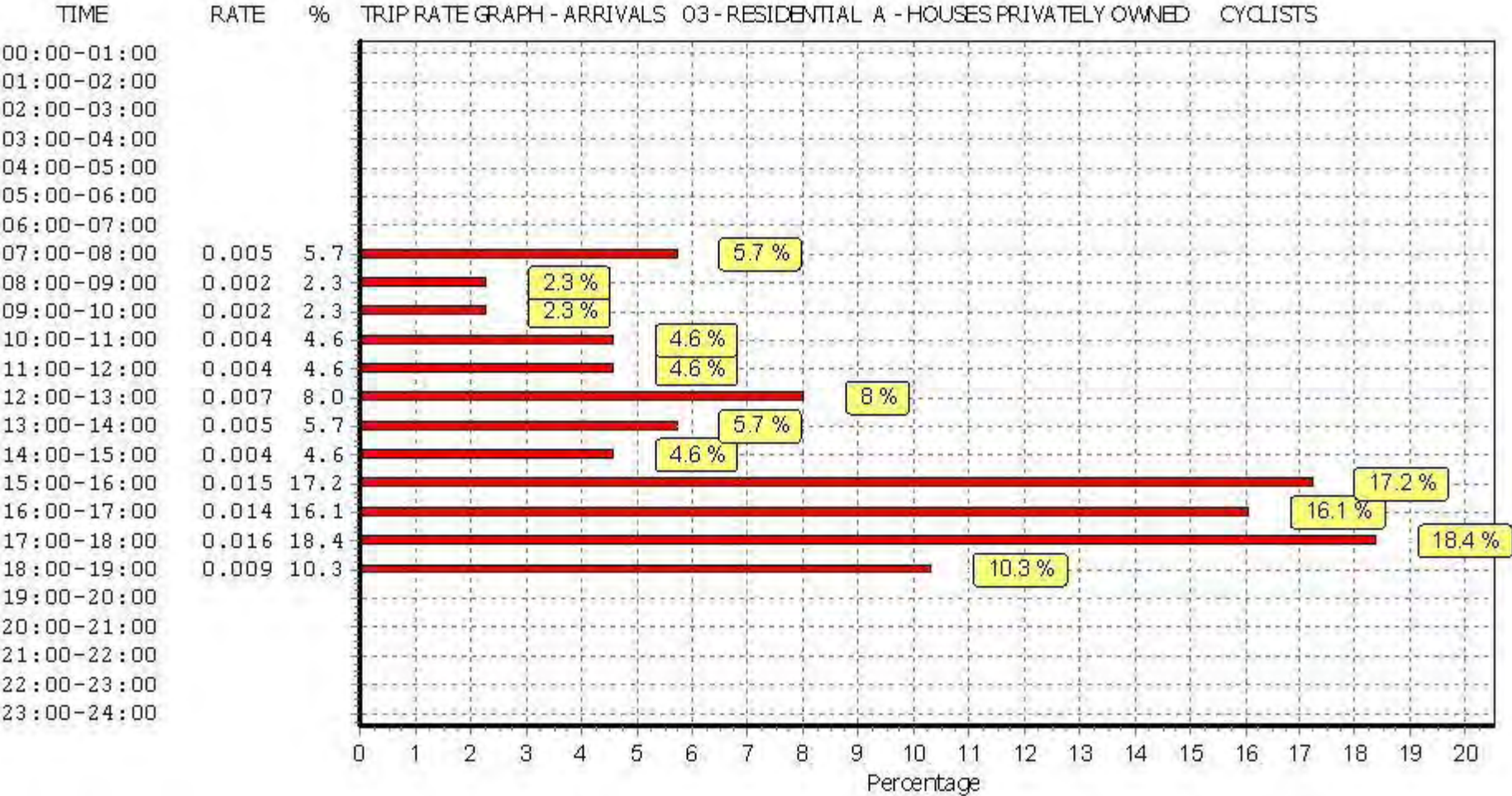
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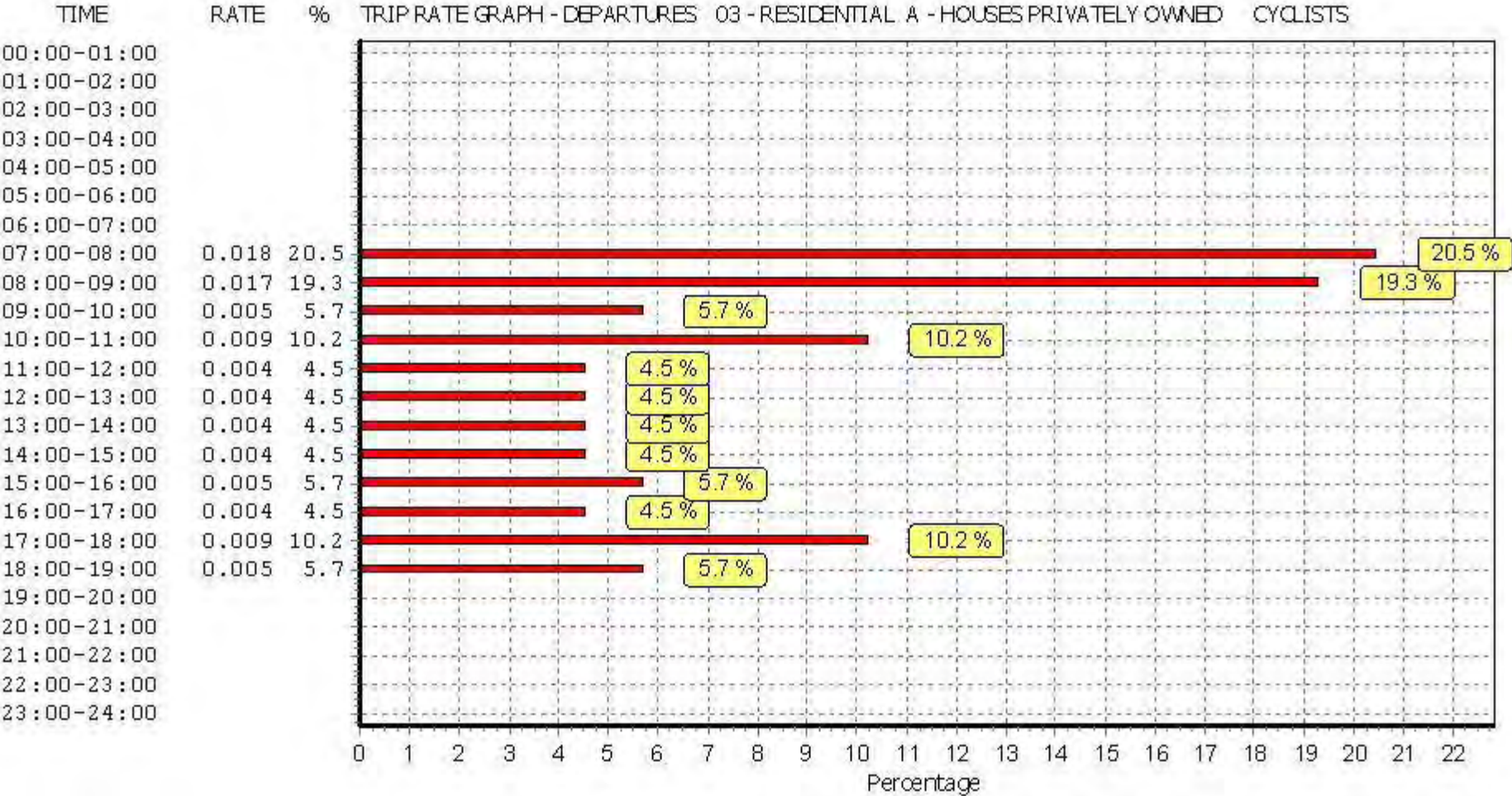
Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 41
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

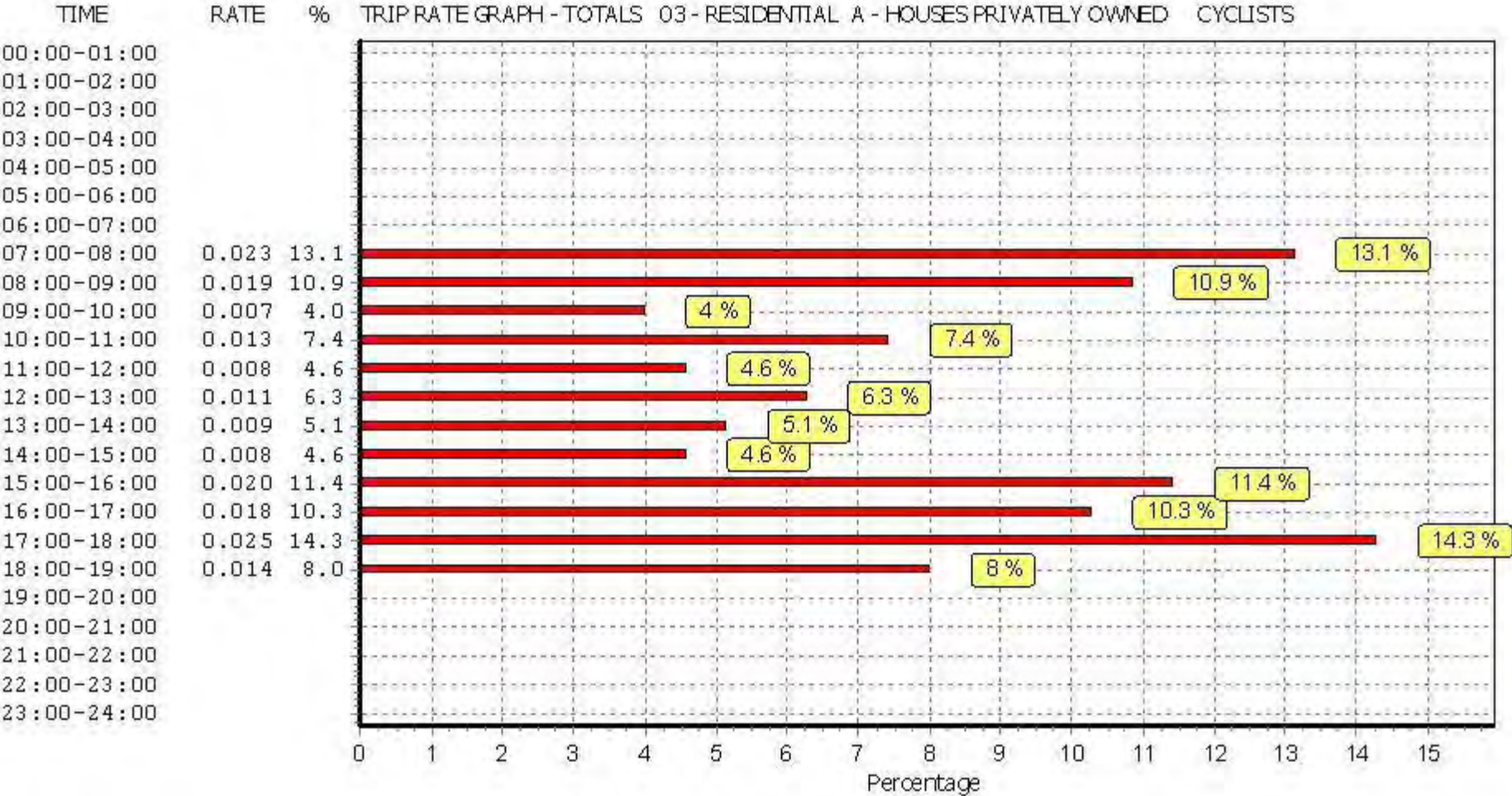
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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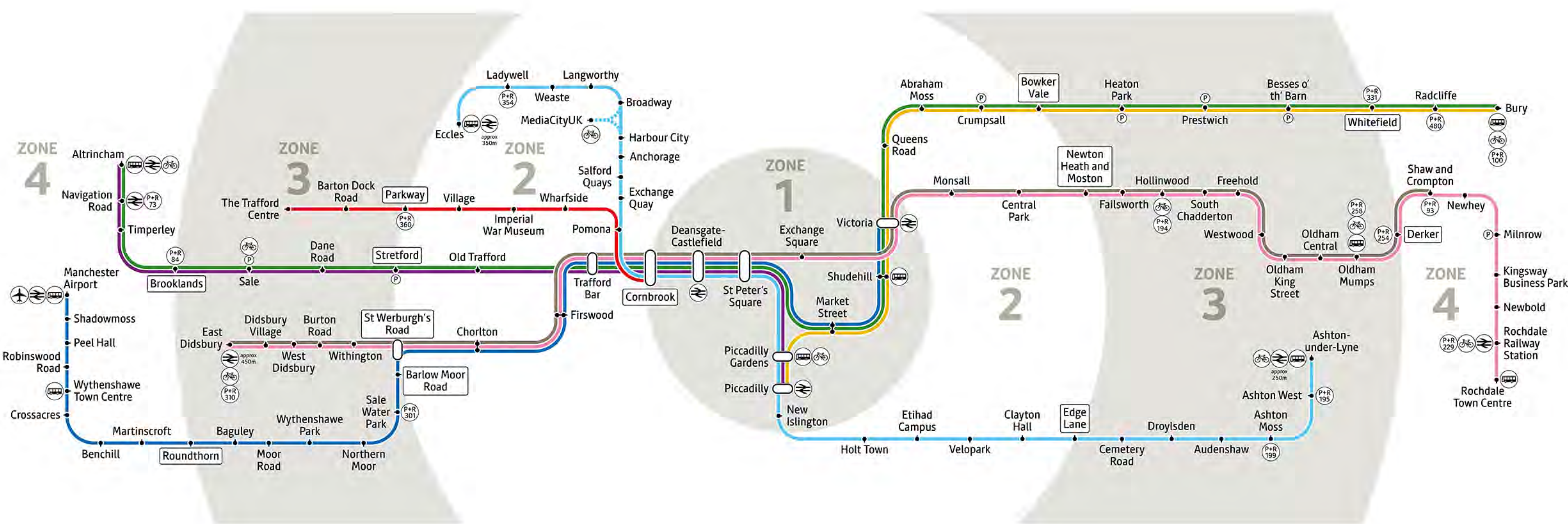
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

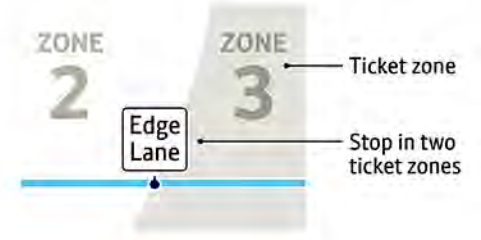
APPENDIX F: Tram Network Map





Key

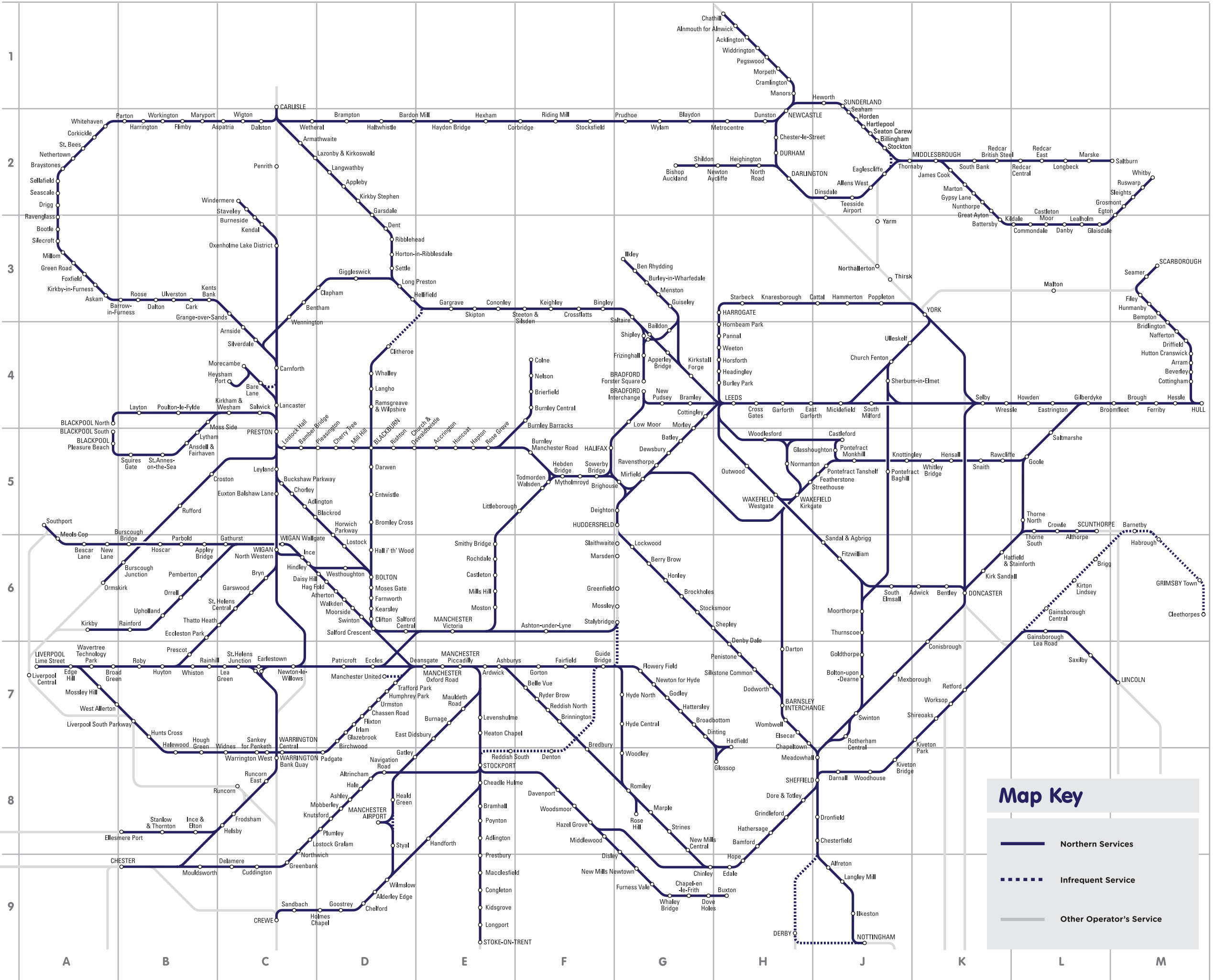
- Metrolink stop
- Change with other services
- Some journeys



- Bus interchange
- Rail interchange
- Park + Ride with number of spaces
- Car park fewer than 50 spaces
- Cycle Hub Membership required

APPENDIX G: Railway Network Map







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