Transport Statement

SITE REDEVELOPMENT TO CREATE 6 RESIDENTIAL DWELLINGS

BIRTLE RIDING CENTRE, ELBUT LANE, ROCHDALE, BL9 7TU

HIGHWAYS ADVICE LTD on behalf of Salsoot Ltd, September 2020

1. TRANSPORT STATEMENT

This Transport Statement has been prepared by Highways Advice Ltd in support of a full planning application for the construction of 6 residential dwellings (3 x 4 bedroom and 3 x 5 bedroom) and replacement livery car park at Birtle Riding Centre, Elbut Lane / Birtle Road, Rochdale, BL9 7TU.

The full description of development, as stated by Q & A Planning is as follows:

'Proposed demolition of the indoor and outdoor manège and the redevelopment of the site (including the areas of hardstanding and curtilage) for a mixed 4 and 5 bed residential development, including landscaping, car parking and access arrangements.'

2. SITE LOCATION

Birtle Riding Centre is located on Elbut Lane & Birtle Road, midway between the B6222 Rochdale Old Road (to the south), and Birtle Brook Retirement Village (to the north). The site location is shown below in **Figure 1**.



Figure 1: Site Location

2.1 Birtle Riding Centre

Birtle Riding Centre is an established equestrian centre serving riders and equestrian competitors through the North West. The Centre has a British Horse Society approved livery yard and riding centre offering riders the chance to compete and train on the site. The Centre currently comprises:

- Indoor School - A 22 x 42m indoor arena with cushion track surface, full length dressage mirrors, kitchen area and toilets, PA system and spectator gallery.

- Outdoor School - A 22 x 62m outdoor floodlit arena with sand and rubber surface, dressage / commentator's box and PA system.

- Yard - including 6 horse-walker, surfaced 18 x 35m winter turnout area, and 39 livery stables.

2.2 Application Site

The application site comprises the northern part of Birtle Riding Centre, currently occupied by the indoor and outdoor school arenas, car parking areas and equine facilities. It is shown by the red line planning application boundary included below in **Figure 2**.



Figure 2: Application Site Boundary

3. EXISTING ACCESS ARRANGEMENTS

3.1 Elbut Lane

Elbut Lane connects the B6222 Rochdale Old Road with Birtle Road and the Old Birtle area of Rochdale. It provides access to Jericho Methodist Church, Birtle Riding Centre, Birtle Brook Retirement Village, the Pack Horse Inn, Marcroft Riding Stables and around 35 residential properties (on Elbut Lane and Weythorne Drive).

Elbut Lane is a street lit adopted highway that is subject to a 30mph speed limit. The priority junction of Elbut Lane and Old Rochdale Road is shown below in **Figure 3**. As can be seen, the street name plate signage on Elbut Lane confirms Elbut Lane is 'No Through Road'.



Figure 3: Elbut Lane / Rochdale Old Road Junction

Also shown in **Figure 3**, Elbut Lane has an adopted footway along its western side, measuring between 1.8m - 2m wide. This continues northwards from Rochdale Old Road and extends up Elbut Lane towards Birtle Riding Centre, as shown below in **Figure 4**.



Figure 4: Elbut Lane

By Birtle Riding Centre, Elbut Lane narrows and becomes Birtle Road - a quiet country lane with no dedicated footway, where pedestrians share the highway with cyclists, equestrians and motor vehicles. The livery stables and Birtle Road are shown below in **Figure 5**.



Figure 5: Birtle Riding Centre - Lower Gate Access

3.2 Existing Site Access

The site currently has a 5m+ wide gated vehicular access point onto Birtle Road, as shown below in **Figure 6**. This access serves extensive areas of hardstanding / car parking, and the Centre's indoor and outdoor equestrian arenas.



Figure 6: Existing Site Access - Birtle Road

3.3 Personal Injury Accident History

The online resource 'Crashmap' has been assessed in relation to recorded personal injury accidents in the vicinity of the site, during the most recent 5-year period. As shown below in **Figure 7**, there have been no personal injury accidents recorded on Elbut Lane / Birtle Road, or on this section of Rochdale Old Road during the latest 5-year accident recording period.

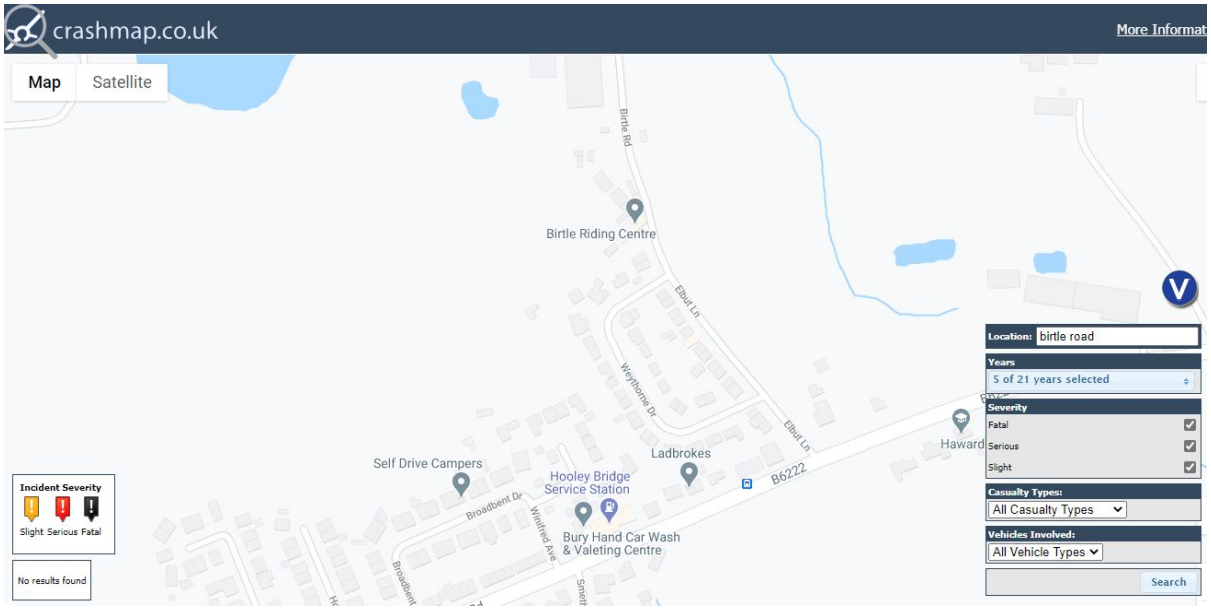

Figure 7: Latest 5 Year Personal Injury Accident Record

As demonstrated by this accident review, there are no obvious underlying highway safety issues associated with current operation of the local highway network.

4. SITE ACCESSIBILITY

4.1 Walking

The designated pedestrian footway which exists along the west side of Elbut Lane (between Rochdale Old Road and Birtle Riding Centre) provides a safe and convenient walking route between the site and the bus stops, shops and services available along Rochdale Old Road. The site also incorporates a Public Right of Way which runs west from Birtle Road across the site, connecting to Bury Footpath BUR53 and Woodgate Hill Road in Bury.

4.2 Bus

The site also has excellent accessibility to local bus services, being situated 395m walking distance from 2no. bus stops (with shelters) on the B6222 Rochdale Old Road. Pedestrian crossing facilities in the form of dropped crossings with tactile paving and a pedestrian refuge also exist on Rochdale Old Road, as shown below in **Figure 8**.



Figure 8: Bus Services & Pedestrian Crossing Facilities on Rochdale Old Road

Buses serving Rochdale Old Road provide access to Bury, Rochdale & Heyworth, as shown in **Table 1**.

Eastbound – (Jericho) Stop ID: MANGDTGJ		Westbound – (Jericho) Stop ID: MANDTWTG	
Service Number	*Destinations*	*Service Number*	*Destinations*
467	Bamford, Bagslate Moor, Daniel Fold, Spotland, Rochdale	467	Bury
468	Bamford, Bagslate Moor, Spotland, Greave, Rochdale	468	Bury
968	Bamford, Bagslate Moor, Daniel Fold, Spotland, Rochdale	B4	Bury
B4	Bury, Heywood	-	-
Buses per hour (Peak)	8 (1 every 7.5 minutes)	-	8 (1 every 7.5 minutes)
Buses per hour (Inter Peak)	6 (1 every 10 minutes)	-	6 (1 every 10 minutes)
Buses per hour (Off Peak)	2 (1 every 30 minutes)	-	2 (1 every 30 minutes)

Table 1: Bus Service Frequency within 395m Walking Distance of the Site

As can be seen, buses on Rochdale Old Road are of generally high frequency, with 8 buses per hour in each direction to Bury and Rochdale being available at peak times. Local bus travel will therefore be a realistic option for future residents and visitors to the proposed development.

4.3 Cycle

As shown in **Figure 9**, the Transport for Greater Manchester Cycle map for Rochdale shows that Birtle Road and Elbut Lane are suitable on road route for cycling, and also identifies the possible development of future on road cycle lane improvements on Rochdale Old Road.



Figure 9: TfGM Cycle Map

5. PROPOSED ACCESS ARRANGEMENTS

5.1 Site Access – Birtle Road

As shown on the proposed site layout plan, the application seeks to improve the existing site access onto Birtle Road. The proposed vehicular access will measure 5.5m wide with raised 2.0m wide pedestrian footways provided on either side.

The 2m wide pedestrian footway on the south side of the site access will also run alongside Birtle Road and extend westwards to link with the existing Public Right of Way. The proposed pedestrian access arrangements to the site will represent an improvement over existing pedestrian access arrangements and will ensure safe footway provision is being made for existing users of the Public Right of Way, and pedestrians walking between the site and Birtle Road / Elbut Lane.

As shown on the proposed site layout plan, the site access road will also provide access to the replacement livery car park. Beyond the Public Right of Way north towards the proposed residential dwellings, the site access route will also incorporate a 2m wide footway on its eastern side to separate pedestrians from vehicles.

The proposed site layout plan also incorporates turning facilities for cars and large service vehicles within the proposed access road turning head.

Further to consultations with the Local Highway Authority, the access has been designed to allow the LHA to adopt the section between Birtle Road and the Public Right of Way, as it incorporates a 5.5m wide carriageway with 2m wide footways on either side. Beyond this point, the applicant is willing to establish a private management company to manage and maintain the remainder of the site access road in perpetuity.

The applicant is agreeable to private highway management and maintenance arrangements being subject to planning condition.

5.2 Access Visibility

The proposed access arrangements are shown on drawing number 2197-001 Rev A (attached as **Appendix A)**. As can be seen in drawing 2197-001, the new 5.5m wide access incorporates visibility splays of 2.4m x 43m in each direction onto Birtle Road.

2.4m x 43m is the required minimum standard of visibility splay provision advised for the 30mph speed limit road by the national guidance document 'Manual for Streets' (Table 7.1).

Drawing number 2197-001 also demonstrates visibility splays of 2.4m x 22.52m in each direction are being incorporated at the junction of the site access road and replacement livery car park.

Vehicle speeds along the site access road are expected to be no higher than 10mph, requiring minimum splays of 11m to be provided in accordance with guidance document 'Manual for Streets' (Table 7.1).

The proposed access arrangements therefore incorporate visibility splays in accordance with national transport guidance.

5.3 Swept Path Analysis – Two Large Cars

Drawing 2197-004 Rev A is attached as **Appendix B.** This demonstrates that two large cars (each measuring 5.07m length x 1.87m width) can safely pass each other at the proposed site access on Birtle Road, and along the site access route into and out of the site.

5.4 Swept Path Analysis – Large Refuse Vehicle

Drawing number 2197-002 Rev A is attached as **Appendix C**. This demonstrates how a large refuse vehicle (measuring 11.34m length x 2.53m width) can safely turn into the proposed development and turn on site, before exiting site in a forward direction out onto Birtle Road.

5.5 Swept Path Analysis – 10.5m Horsebox

The largest vehicle expected to occasionally attend the livery stables will be a 12-tonne horsebox, measuring 10.5m length by 2.46m width. This vehicle can carry a maximum of 5 horses.

As shown on drawing 2197-003 Rev A, attached as **Appendix D**, the site has been designed to retain the capability for a 10.5m length horsebox to enter site, turn on site (at the junction of the site access road and replacement livery car park), and to safely leave site in a forward direction onto Birtle Road.

6. TRAFFIC GENERATION

6.1 Existing Land Use

The application site currently forms part of Birtle Riding School, an established riding centre with indoor & outdoor arenas and livery yard. In terms of existing traffic generation, it can be noted that:

- The indoor and outdoor arenas are hired out to clients each day, and currently host regular competitions, dressage and jumping events, which are significant generators of traffic (particularly on show days).

- The existing livery business can currently accommodate 39 horses. Clients are free to visit the livery between 0800 – 2030 hours (Tuesday / Wednesday / Thursday) and between 0800 – 1730 hours (Friday / Saturday / Sunday). 5 staff are currently employed in the livery business.

- The Riding School currently accommodates around 15 pupils each day and regularly generates several horse-riding trips around Birtle Riding Centre (on public roads and bridleways).

6.2 Existing Traffic Generation

As identified above, traffic generated by the Centre comes from several different sources.

The indoor and outdoor arenas are hired out to clients during the day, and a dog training class uses the indoor arena during evening periods (Monday to Friday). The arenas also accommodate regular weekend competitions / shows (3 weekends out of every 4) with some 60 horses competing at each event.

The livery generates daily trips to and from the site by staff, clients and deliveries. Whilst the riding school also generates a significant volume of traffic with pupils arriving and departing site throughout the day. The average number of weekly trips (arrivals and departures) currently generated by all existing facets of Birtle Riding Centre is detailed below in **Table 2**.

Group	Average No. Trips Per Week
Dog Club	100
Equine Competitions & Shows	60
Indoor & Outdoor School Hire	110
Livery (Clients)	148
Livery (Deliveries)	4
Livery (Staff)	24
Riding School	180
Total	**626**

Table 2: Birtle Riding Centre - Existing Traffic Generation

Notes:

1. Dog Club runs 5 evening per week (Monday - Friday).
2. Equine competitions and shows occur 3 out of every 4 weeks (Saturday & Sunday)
3. Equine competitions generate approximately 30 horsebox vehicles per week (60 trips)
4. Indoor & Outdoor School hired out 8am - 8.30pm, 7 days per week.
5. Indoor & Outdoor School generates approximately 40 horsebox vehicles per week (80 out of 110 weekly trips)
6. Livery and Riding School open 6 days per week (Tuesday - Sunday).

As can be seen above in **Table 2**, the Centre currently generates (on average) around 626 trips (arrivals and departures) per week, or around 89.4 vehicle trips per day.

The Centre also accommodates a high percentage of horsebox vehicles in association with equine competitions and shows, and the use / hiring of indoor and outdoor arenas. Approximately 140 of the 626 weekly trips generated by the Centre (22.3%) are trips currently made by large horsebox vehicles.

6.3 Expected Traffic Generation (Birtle Riding Centre)

The proposed residential development will result in loss of the indoor and outdoor school arenas and the closure of Birtle Riding School. The livery business will continue, accompanied by a slight reduction in stable numbers (from 39 to 32).

The estimated traffic generation from Birtle Riding Centre (with closure of the above equine facilities) is expected to be as shown below in **Table 3**.

Group	Trips Per Week
Dog Club	0
Equine Competitions & Shows	0
Indoor & Outdoor School Hire	0
Livery (Clients)	120
Livery (Deliveries)	4
Livery (Staff)	24
Riding School	0
Totals	**148**

Table 3: Birtle Riding Centre - Estimated Traffic Generation

As can be seen in **Table 3**, with the proposed loss of facilities, the Centre is expected to generate around 148 trips (arrivals and departures) per week or around 21.14 trips per day.

In summary, the remaining livery business is only expected to generate around 23.6% of the current daily and weekly traffic levels now being generated by Birtle Riding Centre.

6.4 Proposed Residential Land Use

To determine how much traffic will be generated by the proposed residential development, the nationally accepted TRICS database has been reviewed in relation to average traffic levels expected from 6no. detached dwellings.

The TRICS assessment is based on 11 similar sites (detached & semi-detached houses within suburban and out of town areas), and is attached as **Appendix E**.

6.4.1 Trip Rates (Detached Residential Houses)

The expected trip rates (per dwelling) are shown below in **Table 4** for both the AM and PM peak hours, and as a daily trip rate.

Time Period	Trip Rates		Total Trips
	Arrivals	***Departures***	
0800 - 0900	0.113	0.368	0.481
1700 - 1800	0.296	0.139	0.435
Daily	2.099	2.173	4.272

Table 4: Residential Trip Rates (Per Dwelling)

As can be seen above, the TRICS data suggests each dwelling will generate on average, 4.272 vehicle trips per day.

6.4.2 Residential Trips

When the expected trip rates are applied to the proposed development of 6no. residential dwellings, the trip totals shown below in **Table 5** can be expected.

Time Period	Trip Totals		Total Trips
	Arrivals	***Departures***	
0800 - 0900	0.678	2.208	2.886
1700 - 1800	1.776	0.834	2.610
Daily	12.594	13.038	25.632

Table 5: Expected Daily Trips (6 no. Dwellings)

The TRICS data suggests that in total, the 6no. residential dwellings will result in the generation of approximately 25.6 trips per day, on average.

6.5. Expected Difference in Traffic Generation

When the existing traffic generated at Birtle Riding Centre is compared with the expected level of traffic with retention of the livery stables and construction of 6no. residential dwellings on the site, the difference in traffic generation shown below in **Table 6** can be expected.

Scenario	Description	Trips Per Day
Existing	Birtle Riding Centre	89.40
Proposed	Livery + Residential	46.77
	Difference	-42.63

Table 6: Expected Difference in Traffic Generation

As can be seen from **Table 6**, the proposed residential development of 6no. dwellings and associated loss of equine facilities is expected to deliver a 47% reduction in traffic currently being generated by Birtle Riding Centre, or a reduction of approximately 42.63 vehicle trips per day, or 298 vehicle trips per week.

6.6 Other Traffic Benefits

Redevelopment of the application site and the construction of 6no. residential dwellings is also expected to bring about additional traffic and highway safety benefits, including:

- The ending of horse competitions and shows at the Centre will remove around 140 horsebox vehicle trips to and from site every week. Removal of these large vehicles from Birtle Road and Elbut Lane will aid the free flow of traffic and promote highway and pedestrian safety.

- The ending of horse competitions and shows will also remove any need for cars to park on Birtle Road and Elbut Lane during such times. This will also have a positive impact on highway and pedestrian safety; and

- The closure of the riding school will result in significantly less horse-riding activity on Birtle Road, Elbut Lane and other nearby public roads and bridleways. This will again improve the free flow of traffic and have a generally positive impact on highway and pedestrian safety.

In summary, the proposed reduction in equine and vehicular traffic from the site (a reduction of approximately 42.63 vehicle trips per day or 298 vehicle trips per week) can be expected to have a substantial and noticeable beneficial impact on the local highway network.

7. PARKING

7.1 Rochdale BC Car Parking Standards

The Rochdale Core Strategy (adopted October 2016) Table 10 (Schedule of Parking Standards) provides maximum car parking standards for new development proposals in Rochdale borough.

7.1.1 Residential

The Rochdale BC standards advise that car parking provision for C3 Residential development (2+ bedroomed houses outside town centres) should be made to a maximum standard of 2 spaces per dwelling (not including a garage).

As shown on the proposed site plans, each dwelling will have two driveway spaces, and 4 of the properties will also have integral garages. The proposed level of car parking provision is therefore in accordance with Rochdale BC's adopted car parking standards.

7.1.2 Livery

The Rochdale BC standards do not have a specific standard for livery but do advise that car parking in relation to proposals for outdoor sport or recreation development should be *'considered individually'*.

As can be seen from the proposed site layout plan, the proposed livery car park will accommodate 11no. car parking spaces and 2no. (2.4m x 9.8m) spaces for vehicles with small trailers / 3.5T light vehicles. The level of car parking provision being proposed at the replacement livery car park is

expected to be sufficient to accommodate all future car parking demand in relation to the ongoing livery business.

7.2 Cycle Parking

As shown on the proposed site plan, all rear gardens will be accessible from the internal site access road, to enable them to be used for cycle parking, and individual residential garages may also be utilised for cycle parking. This should help to ensure that cycling remains a realistic transport option for residents and visitors to the proposed development.

8. SUMMARY AND CONCLUSIONS

This Transport Statement has reviewed the highways and transportation issues associated with the proposed development of 6no. residential dwellings and replacement livery car park, and has noted that:

- The proposed development site is in an accessible urban location, a short walking distance (395m) from bus stops on the B6222 Rochdale Old Road. The bus stops on Rochdale Old Road are served by up to 8 buses per hour in each direction to Bury and Rochdale.

- The proposed site access will incorporate appropriate levels of visibility at the site access junction with Birtle Road and within the site, in accordance with 'Manual for Streets' standards. Safe provision for pedestrian access to and from Birtle Road (in the form of 2m wide segregated pedestrian footways) will also be made.

- The existing Public Right of Way route crossing the site has been incorporated into the proposed site design, and this will be improved and made safer by the provision of a segregated pedestrian footway route, representing an improvement on the existing Public Right Of Way route across a wide open area of hardstanding and car parking.

- The proposed residential development and continued livery business (and closure of Birtle Riding Centre) is expected to result in a 47% reduction in vehicle trips (i.e. a reduction of approximately 42.63 vehicle trips per day, or 298 vehicle trips per week).

- The ending of horse competitions and shows at the Centre will remove around 140 horsebox vehicle trips to and from site every week. Removal of these large vehicles from Birtle Road and Elbut Lane will aid the free flow of traffic and promote highway and pedestrian safety.

- The significant reduction in activity at the site resulting from the proposed redevelopment will also remove any need for vehicles to park on Birtle Road and Elbut Lane, further aiding the free flow of traffic and promoting highway and pedestrian safety.

- The proposed level of car parking provision is in accordance with Rochdale BC's maximum car parking standards for residential dwellings, and also makes appropriate provision for car parking demand associated with the continuing livery business.

- Swept path assessments demonstrate the proposed site access arrangements can safely accommodate two large cars passing, and a large 11.34m length refuse vehicle and 10.5m length horsebox vehicle safely turning on site.

In conclusion, it is considered the proposed development is acceptable in respect of transport and highways matters and can therefore be recommended for planning approval.

APPENDICES

A - PROPOSED VISIBILITY SPLAYS DRAWING

B - SWEPT PATH ANALYSIS - TWO LARGE CARS PASSING

C - SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE

D - SWEPT PATH ANALYSIS - 10.5M HORSEBOX

E - TRICS DATA

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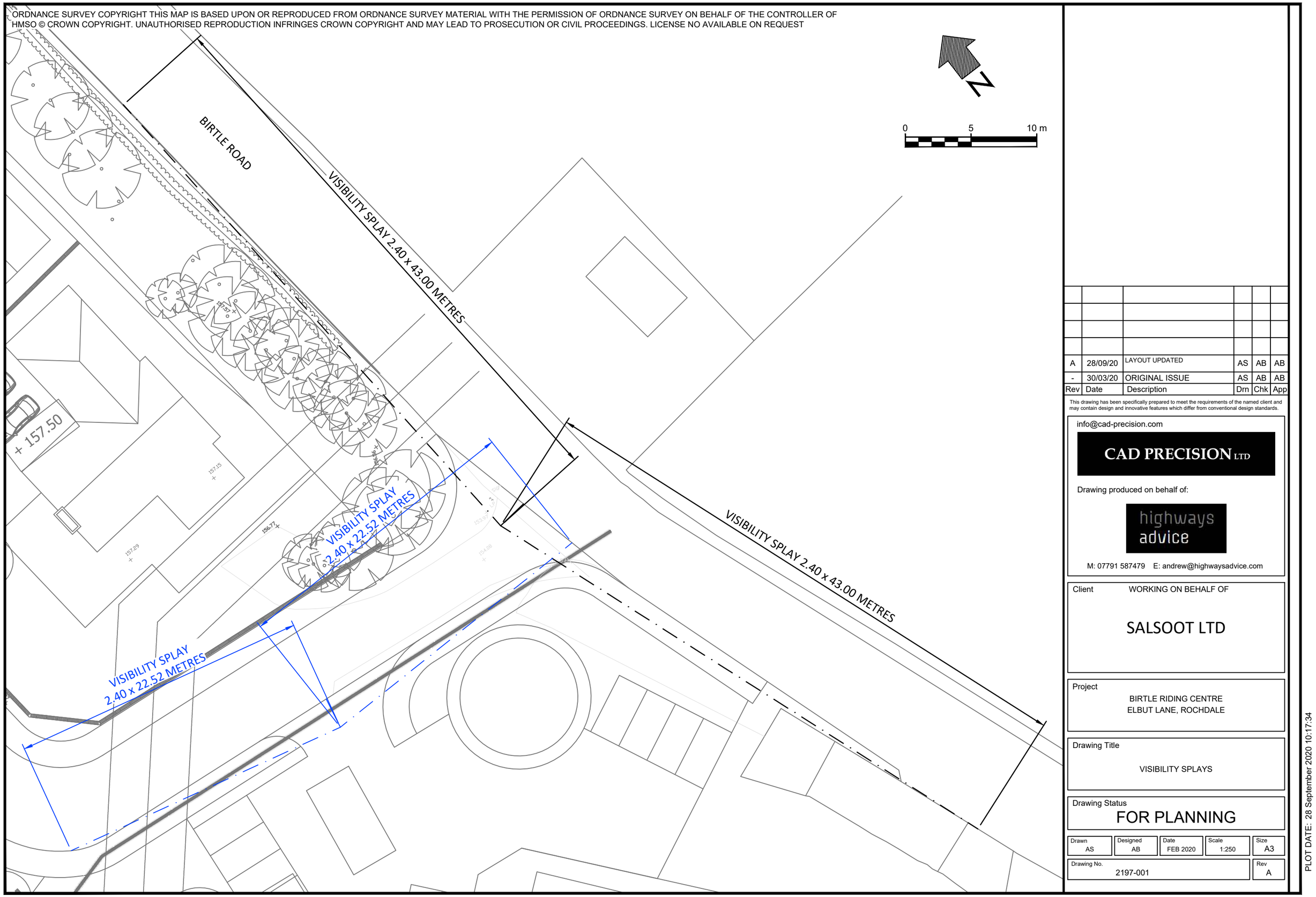

Rev	Date	Description	Drn	Chk	App
A	28/09/20	LAYOUT UPDATED	AS	AB	AB
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Client WORKING ON BEHALF OF

SALSOOT LTD

Project

BIRTLE RIDING CENTRE
ELBUT LANE, ROCHDALE

Drawing Title

VISIBILITY SPLAYS

Drawing Status

FOR PLANNING

Drawn	Designed	Date	Scale	Size
AS	AB	FEB 2020	1:250	A3

Drawing No.	Rev
2197-001	A

PLOT DATE: 28 September 2020 10:17:34

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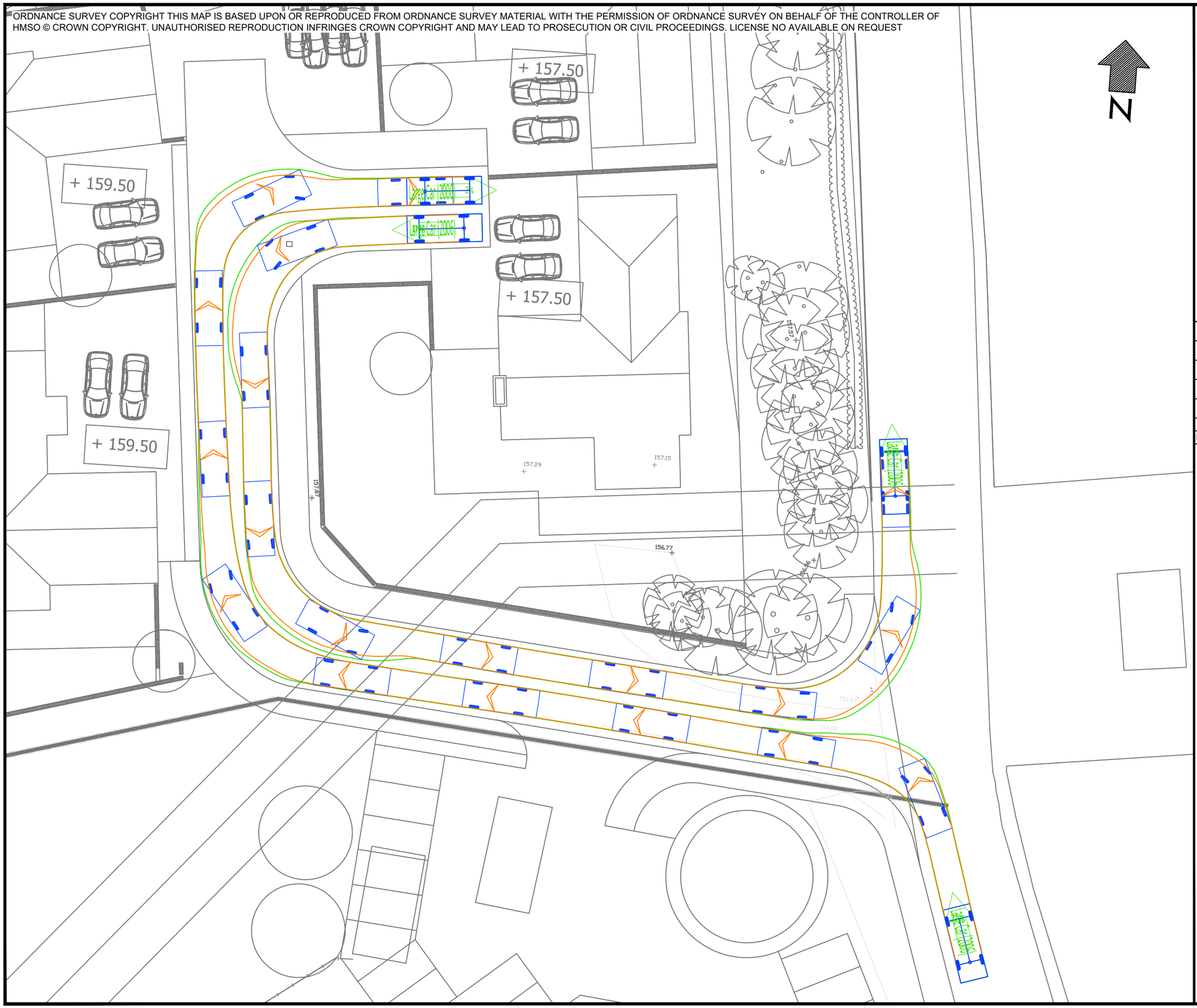

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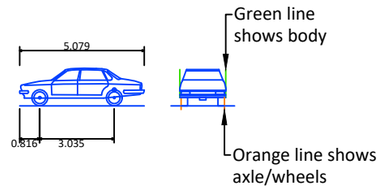

LARGE CAR (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Description	Drn	Chk	App
A	28/09/20	LAYOUT & TRACKING UPDATED	AS	AB	AB
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Client WORKING ON BEHALF OF

SALSOOT LTD

Project

BIRTLE RIDING CENTRE
ELBUT LANE, ROCHDALE

Drawing Title

SWEPT PATH ANALYSIS OF
TWO LARGE CARS PASSING

Drawing Status

FOR PLANNING

Drawn	Designed	Date	Scale	Size
AS	AB	FEB 2020	1:250	A3

Drawing No.	Rev
2197-004	A

PLOT DATE: 28 September 2020 10:18:16

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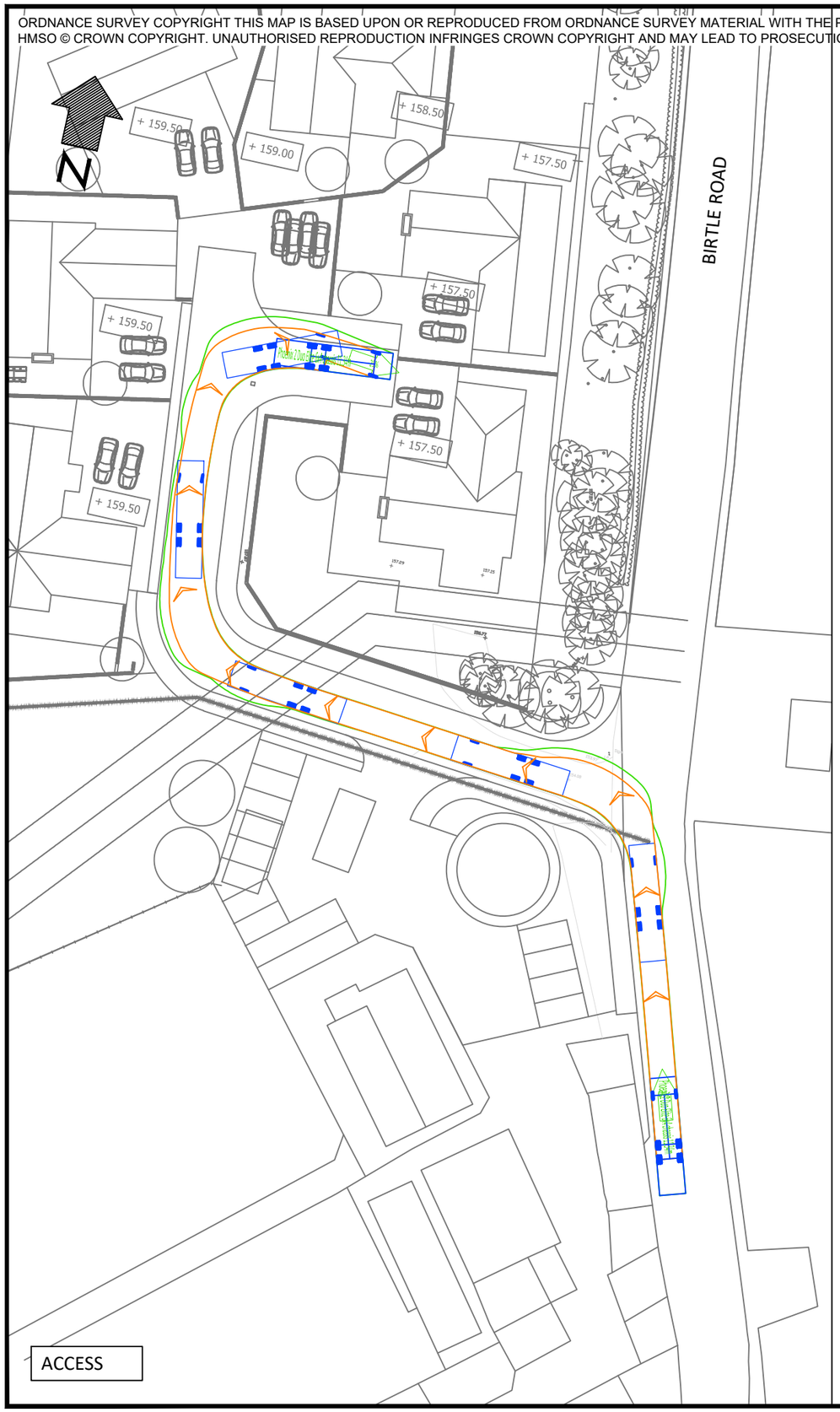

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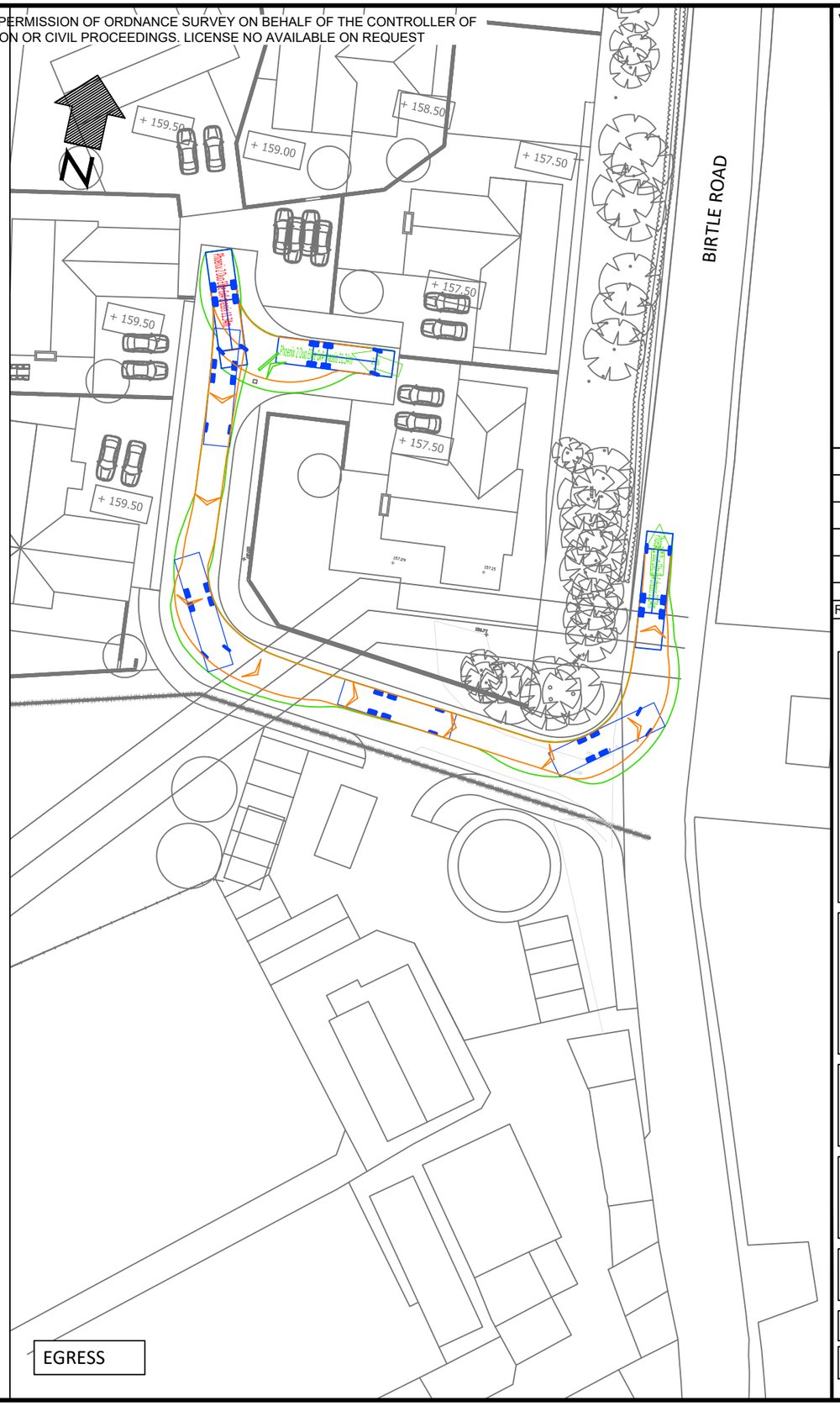
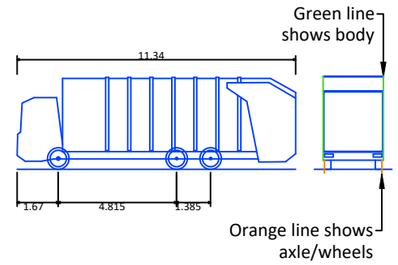


EGRESS

VEHICLE DETAILS:



PHOENIX 2 DUO ELITE 6X4 CHASSIS

Overall Length	11.340m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Description	Drn	Chk	App
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Client WORKING ON BEHALF OF

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Project
BIRTLE RIDING CENTRE
ELBUT LANE, ROCHDALE

Drawing Title
SWEPT PATH ANALYSIS USING A 11.34M REFUSE VEHICLE

Drawing Status
FOR PLANNING

Drawn	Designed	Date	Scale	Size
AS	AB	FEB 2020	1:500	A3

Drawing No. 2197-002 Rev A

PLOT DATE: 28 September 2020 10:17:47

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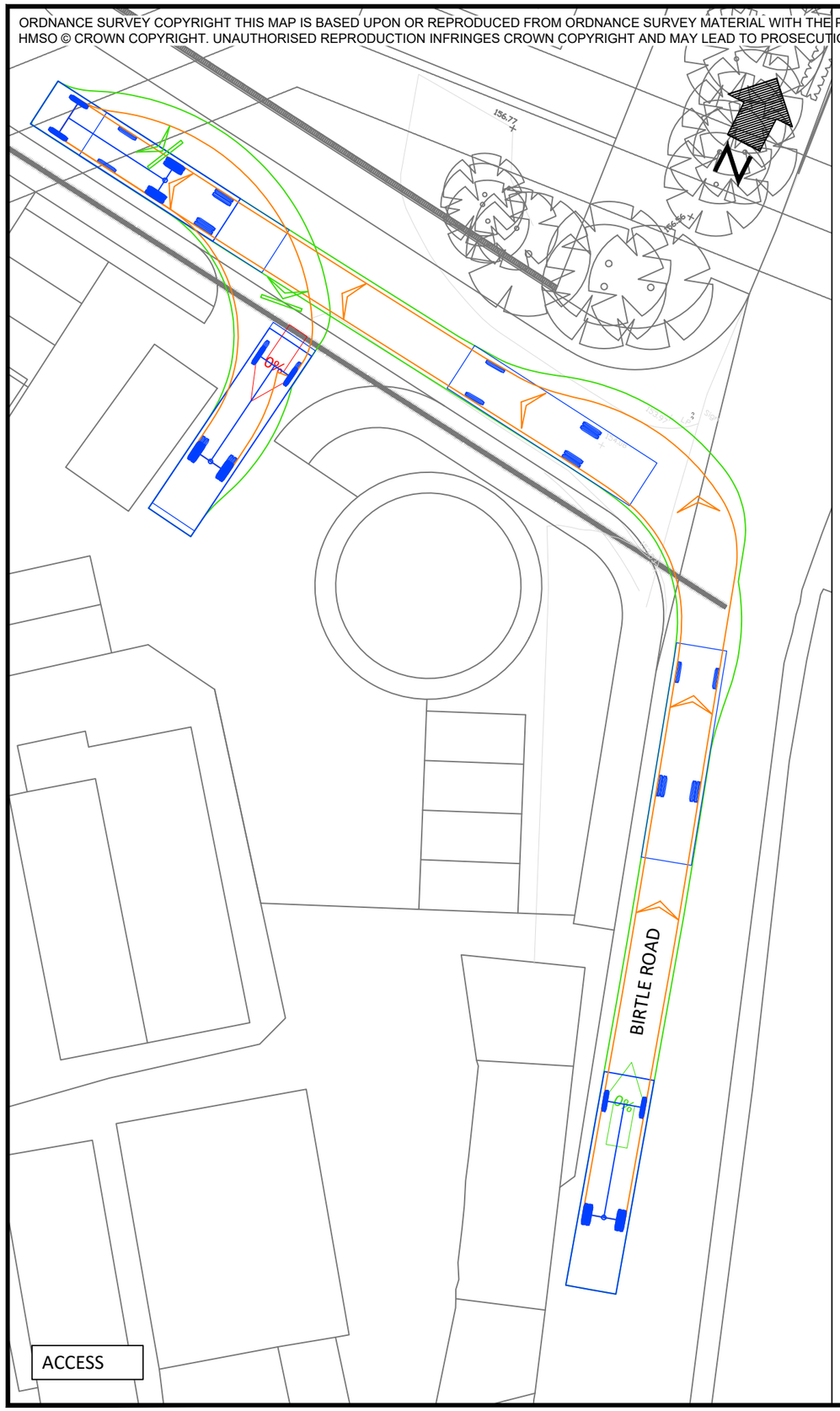

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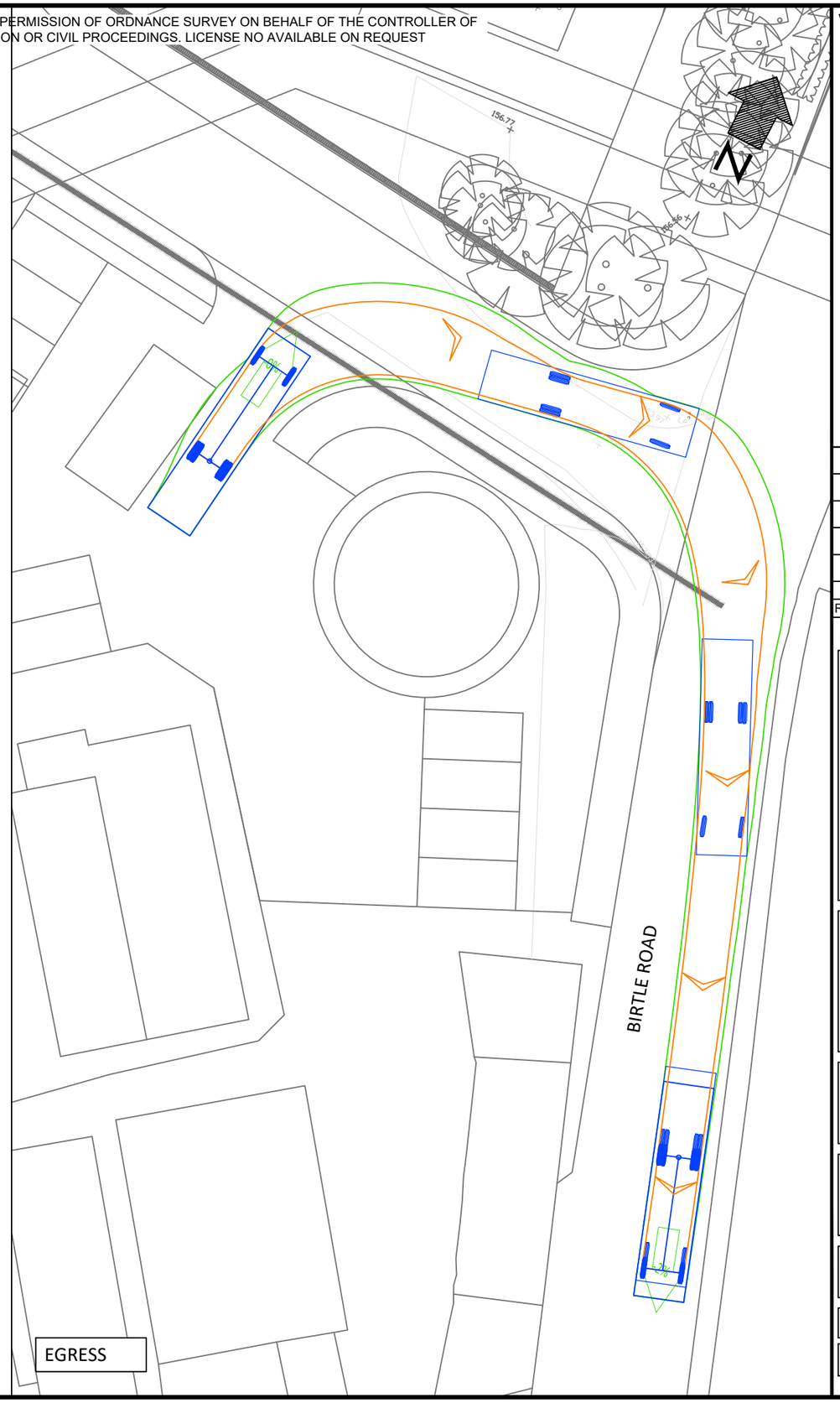
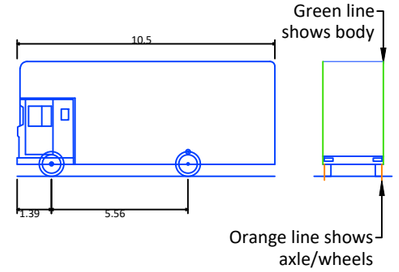


EGRESS

VEHICLE DETAILS:



HORSEBOX

Overall Length	10.500m
Overall Width	2.460m
Overall Body Height	4.680m
Min Body Ground Clearance	0.491m
Track Width	2.060m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	10.900m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Description	Drn	Chk	App
A	28/09/20	LAYOUT & TRACKING UPDATED	AS	AB	AB
-	30/03/20	ORIGINAL ISSUE	AS	AB	AB

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

info@cad-precision.com

CAD PRECISION LTD

Drawing produced on behalf of:

highways advice

M: 07791 587479 E: andrew@highwaysadvice.com

Client: WORKING ON BEHALF OF

SALSOOT LTD

Project:
BIRTLE RIDING CENTRE
ELBUT LANE, ROCHDALE

Drawing Title:
SWEPT PATH ANALYSIS USING A 10.50M HORSEBOX

Drawing Status:
FOR PLANNING

Drawn	Designed	Date	Scale	Size
AS	AB	FEB 2020	1:250	A3

Drawing No.	Rev
2197-003	A

PLOT DATE: 28 September 2020 10:17:59

Calculation Reference: AUDIT-252601-180903-0928

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 9 to 248 (units:)
Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

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	2 days
Tuesday	2 days
Wednesday	5 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	11 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	7

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

Selected Location Sub Categories:

Residential Zone	11

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

Secondary Filtering selection:

Use Class:

C3	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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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	4 days
1.1 to 1.5	7 days

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

Travel Plan:

No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE
PETERBOROUGH
THORPE PARK ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

2 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

3 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

4 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total Number of dwellings: 97
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

5 GM-03-A-10 DETACHED/ SEMI GREATER MANCHESTER
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

6 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

7 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*

8 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*

9 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

11 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total Number of dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CH-03-A-09	Detached Houses only
DC-03-A-08	Detached Houses only
DH-03-A-01	Detached Houses only
DV-03-A-01	Detached Houses only
DV-03-A-02	Detached Houses only
DV-03-A-03	Detached Houses only
ES-03-A-03	Detached Houses only
ES-03-A-04	Detached Houses only
HC-03-A-19	Detached Houses only
KC-03-A-03	Detached Houses only
KC-03-A-04	Detached Houses only
KC-03-A-06	Detached Houses only
KC-03-A-07	Detached Houses only
LN-03-A-03	Detached Houses only
NF-03-A-01	Detached Houses only
NF-03-A-02	Detached Houses only
NY-03-A-06	Detached Houses only
NY-03-A-08	Detached Houses only
NY-03-A-09	Detached Houses only
NY-03-A-11	Detached Houses only
NY-03-A-13	Detached Houses only
SC-03-A-04	Detached Houses only
SF-03-A-04	Detached Houses only
SH-03-A-05	Detached Houses only
SH-03-A-06	Detached Houses only
SY-03-A-01	Detached Houses only
TW-03-A-02	Detached Houses only
WK-03-A-01	Detached Houses only
WK-03-A-02	Detached Houses only
WL-03-A-02	Detached Houses only
WS-03-A-04	Detached Houses only
WS-03-A-06	Detached Houses only
WS-03-A-08	Detached Houses only

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	48	0.120	11	48	0.244	11	48	0.364
08:00 - 09:00	11	48	0.113	11	48	0.368	11	48	0.481
09:00 - 10:00	11	48	0.115	11	48	0.166	11	48	0.281
10:00 - 11:00	11	48	0.132	11	48	0.124	11	48	0.256
11:00 - 12:00	11	48	0.128	11	48	0.145	11	48	0.273
12:00 - 13:00	11	48	0.158	11	48	0.151	11	48	0.309
13:00 - 14:00	11	48	0.132	11	48	0.151	11	48	0.283
14:00 - 15:00	11	48	0.135	11	48	0.162	11	48	0.297
15:00 - 16:00	11	48	0.204	11	48	0.168	11	48	0.372
16:00 - 17:00	11	48	0.263	11	48	0.166	11	48	0.429
17:00 - 18:00	11	48	0.296	11	48	0.139	11	48	0.435
18:00 - 19:00	11	48	0.210	11	48	0.116	11	48	0.326
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.099			2.173			4.272

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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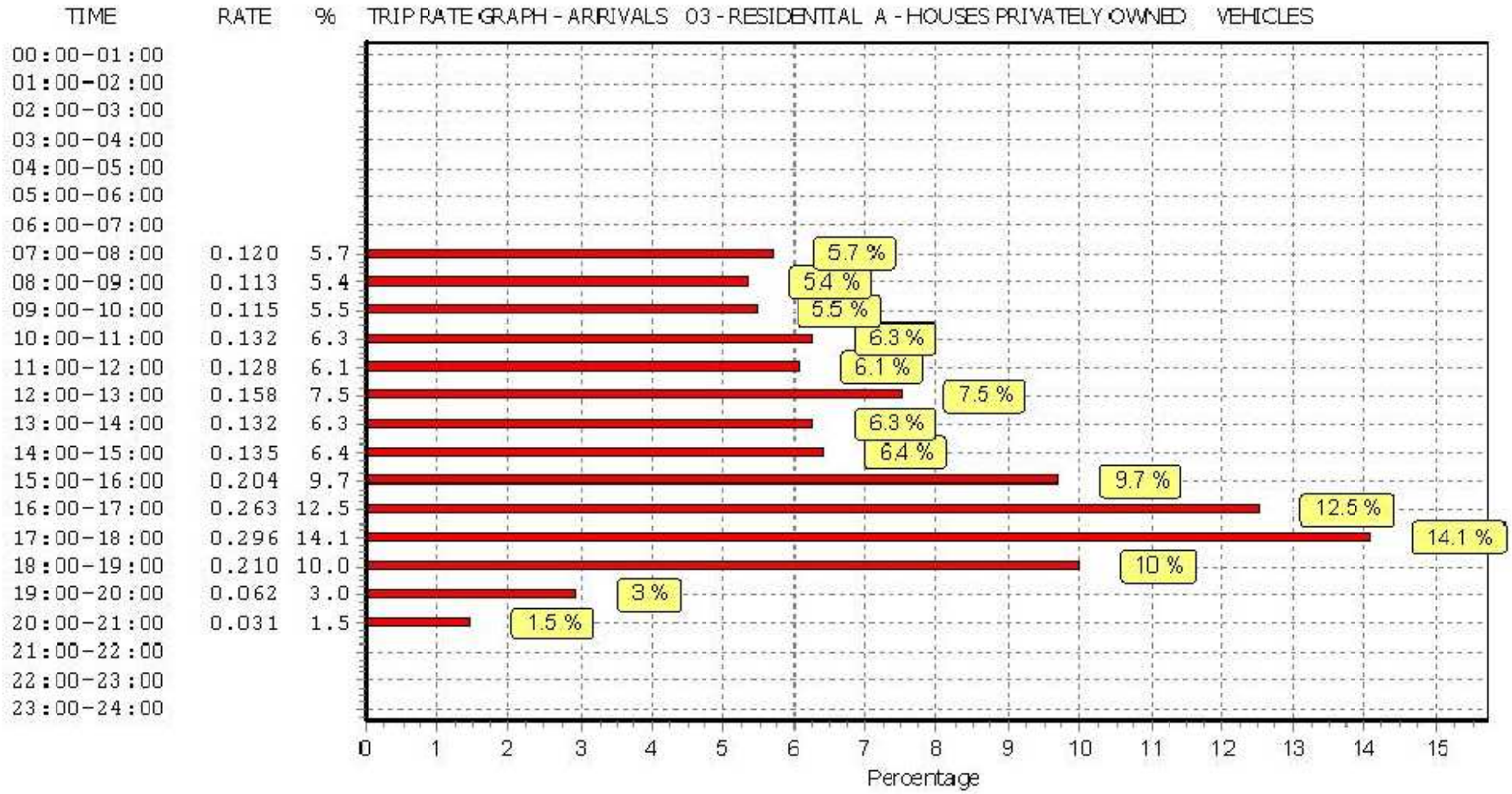
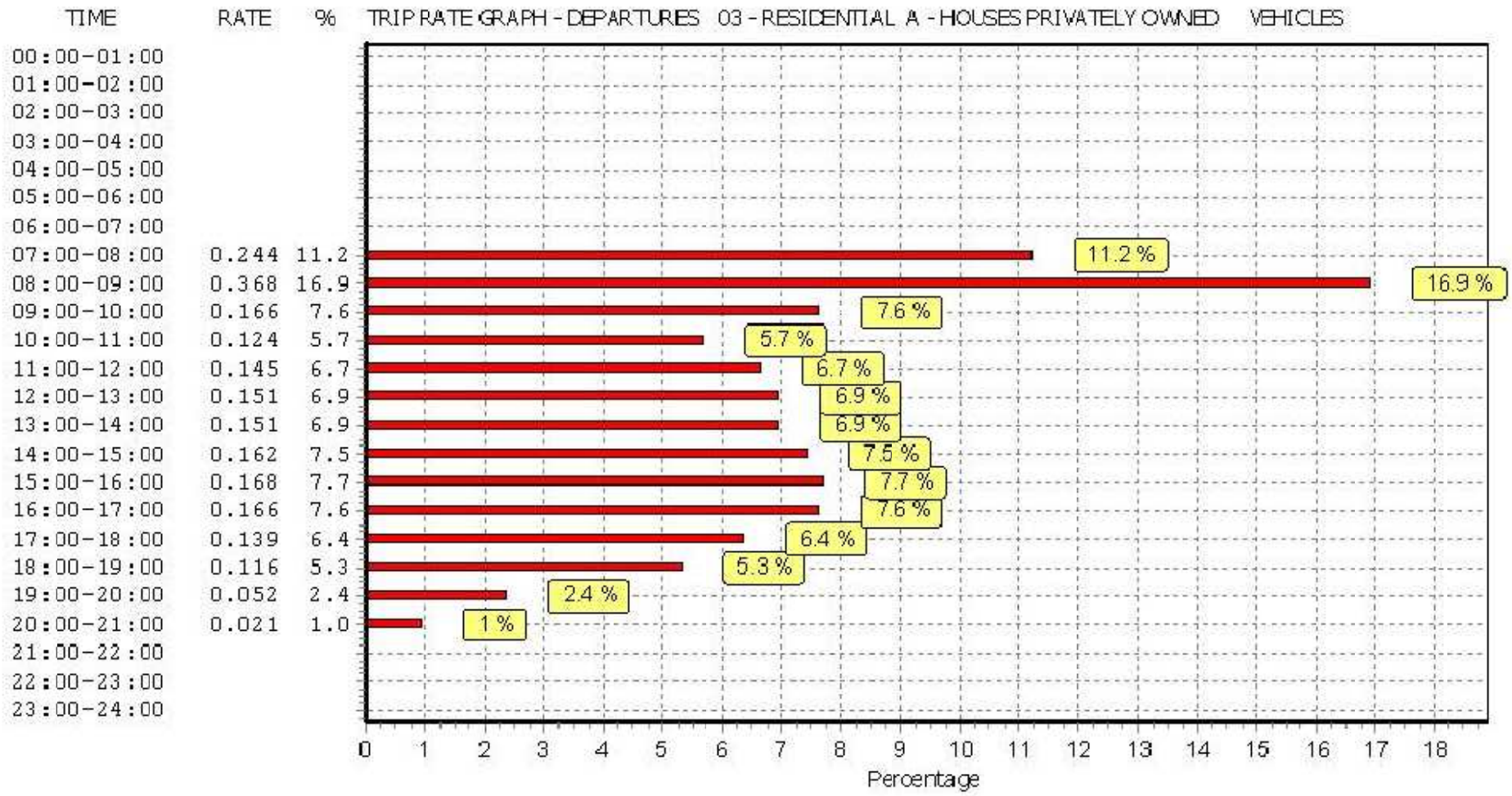
Parameter summary

Trip rate parameter range selected:	9 - 248 (units:)
Survey date date range:	01/01/10 - 19/04/18
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	33

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 show. 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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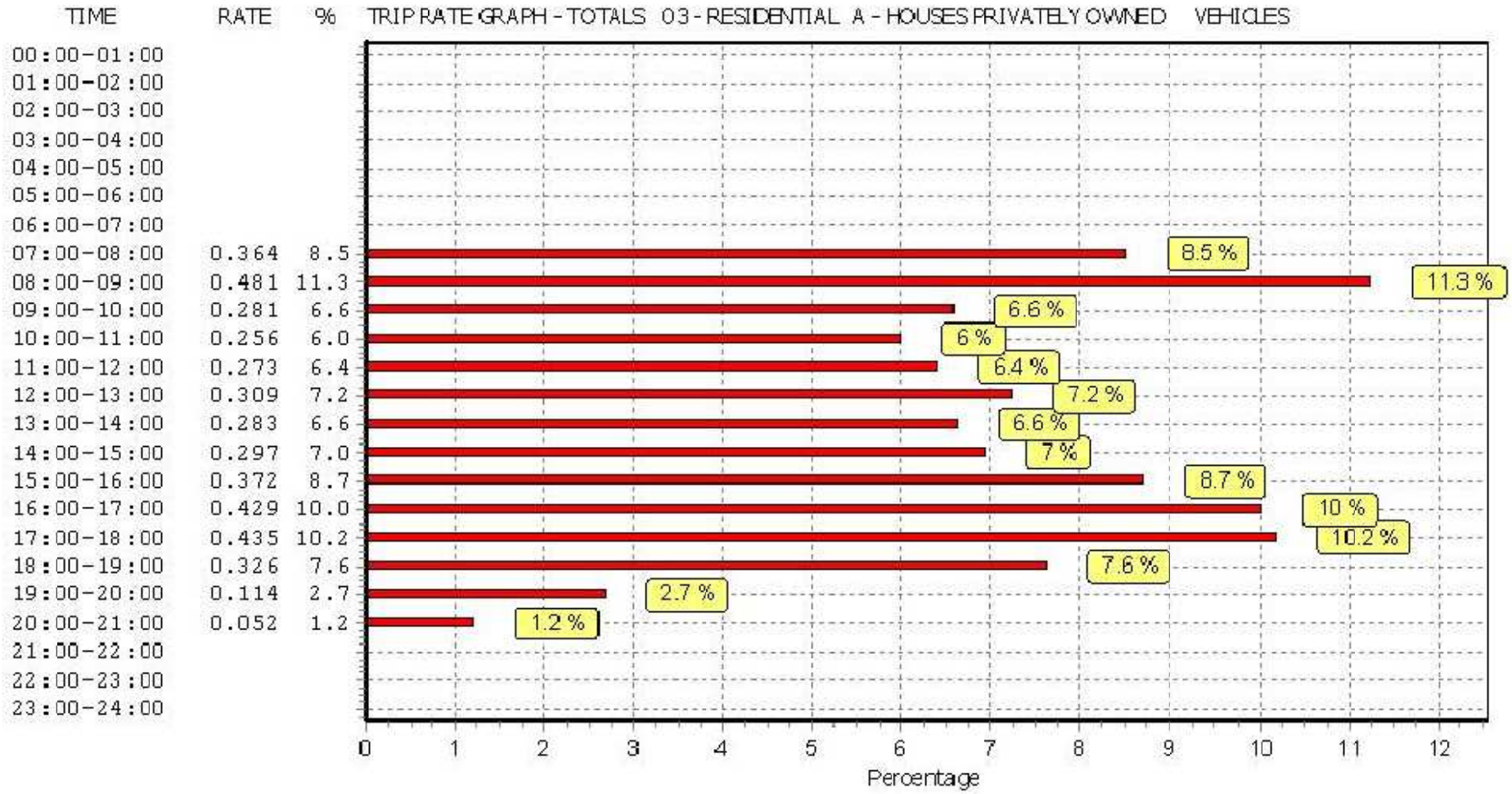

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