



Lancet Homes

Crompton Avenue, Rochdale

Transport Statement

April 2023



Lancet Homes

Crompton Avenue, Rochdale

Transport Statement

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CONTENTS

1.	Introduction	4
1.1	Preamble	4
1.2	Methodology	5
1.3	Report Structure	5
2.	Existing Conditions	6
2.1	Site Location	6
2.2	Local Highway Network	6
2.3	Public Rights of Way	11
2.4	Air Quality	12
3.	Development Proposals	13
3.1	Proposed Use	13
3.2	Site Access	13
3.3	Internal Residential Roads	13
3.4	Servicing and Delivery Arrangements	14
3.5	Parking Provision	14
3.6	Public Right of Way Diversion	15
4.	Sustainable Accessibility	17
4.1	Introduction	17
4.2	Pedestrian Accessibility	17
4.3	Cycle Accessibility	19
4.4	Public Transport Services	21
4.5	Summary	23
5.	Trip Generation	25
5.1	TRICS Trip Rates	25
5.2	Trip Generation	25
5.3	Summary	26
6.	Summary and Conclusion	27
6.1	Summary	27
6.2	Conclusion	27

APPENDICES

APPENDIX A Scoping Correspondence with RMBC Highways

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APPENDIX B Public Right of Way Map

APPENDIX C Proposed Site Layout

APPENDIX D Swept Path Analysis

APPENDIX E Bus Timetables

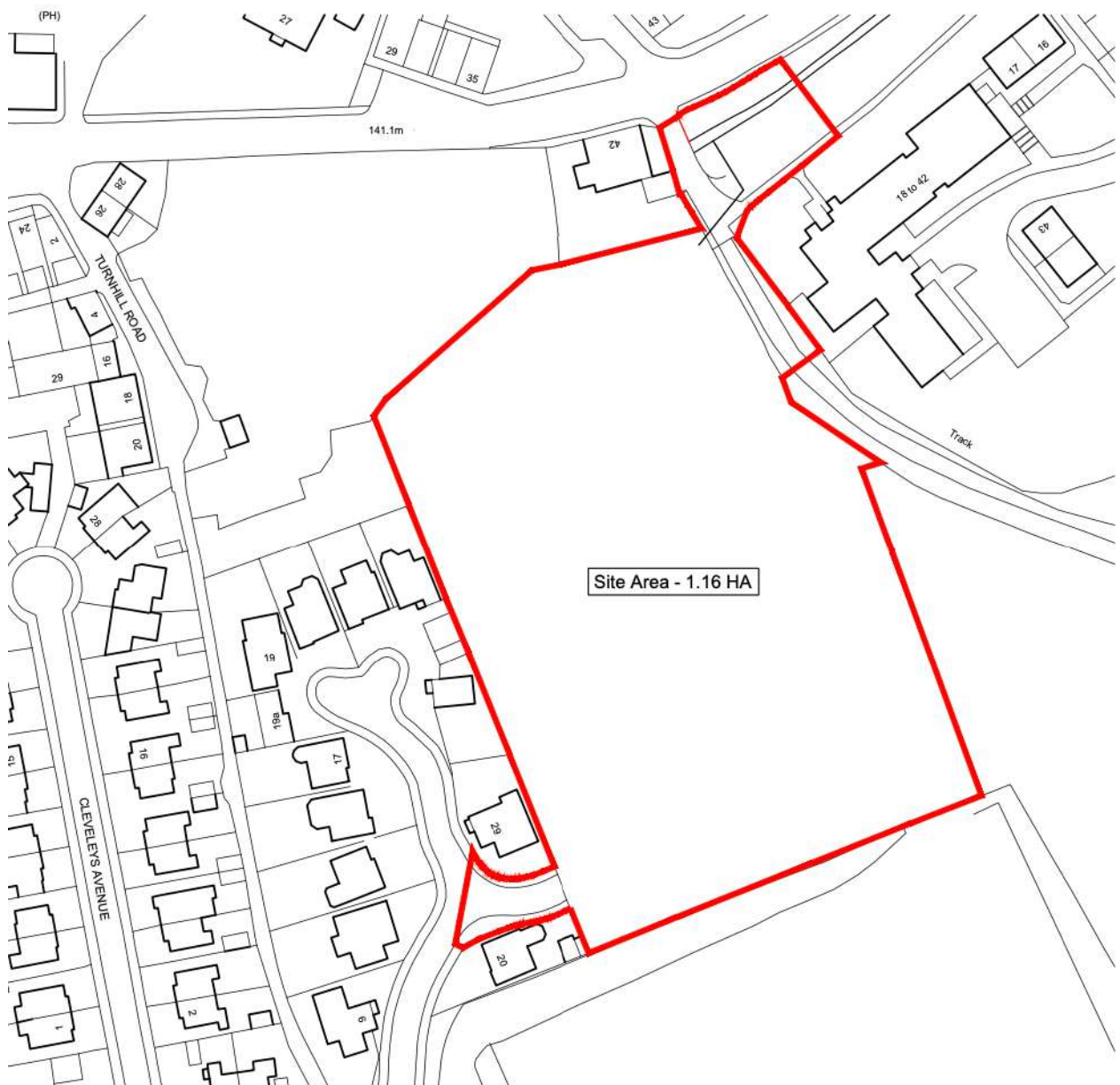
APPENDIX F TRICS Outputs

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Lancet Homes (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for new residential development on land off Crompton Avenue in Rochdale.
- 1.1.2 The proposed development includes 18no. dwellings, to be accessed via an existing stub on Crompton Avenue.
- 1.1.3 The indicative site boundary is shown in [Figure 1.1](#).

Figure 1.1 : Indicative Site Boundary (source : Lancet Homes)



1.2 Methodology

- 1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, '*Transport Evidence Bases in Plan Making and Decision Taking*' (2014), which supersedes the Department for Transport's (DfT) '*Guidance on Transport Assessment*' (2007). However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.2.2 Scoping correspondence for the proposed development was received from Rochdale Metropolitan Borough Council (RMBC) Highways. This is attached in [Appendix A](#).
- 1.2.3 A site visits was undertaken on 10th August 2022.

1.3 Report Structure

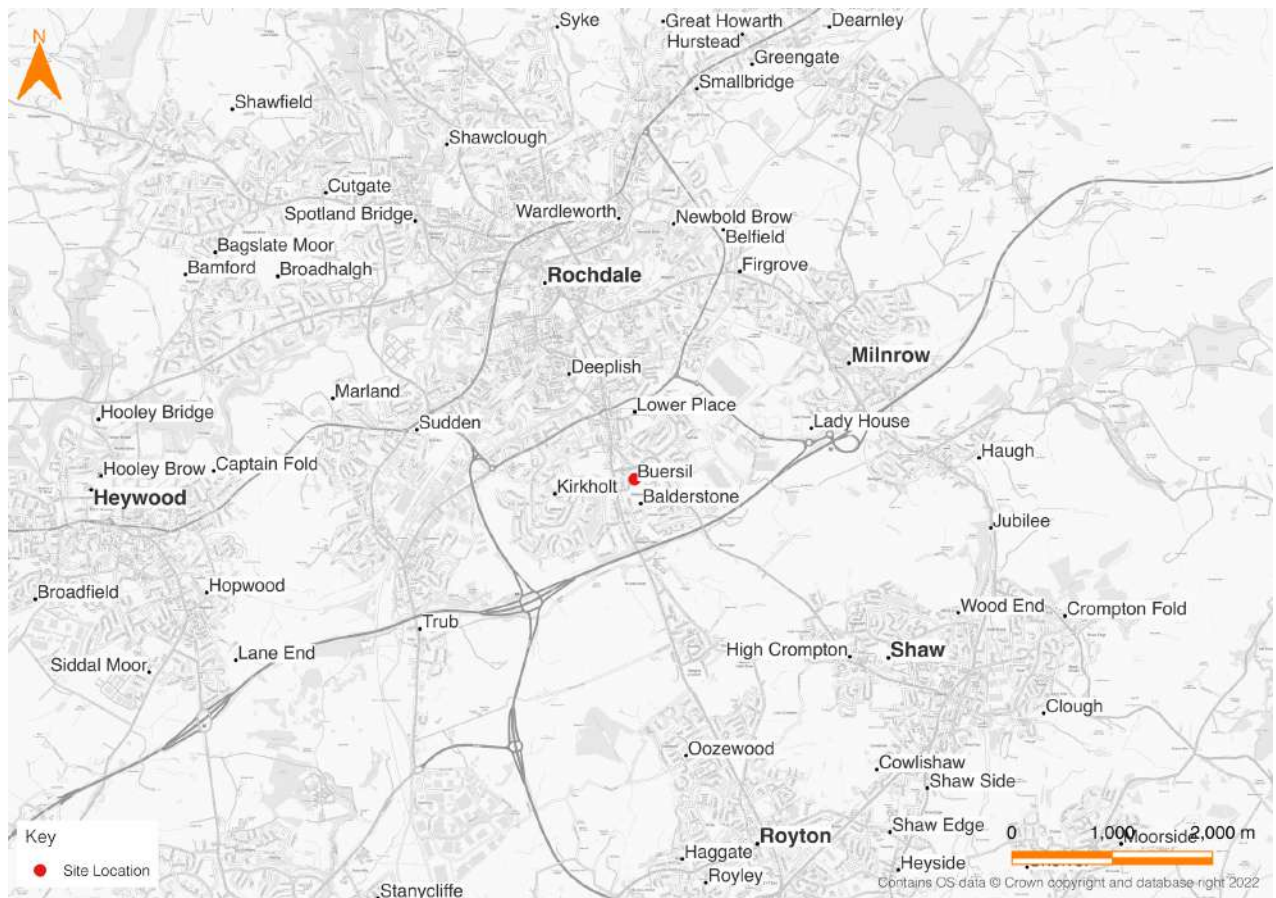
- 1.3.1 Following this introductory chapter, the TS has been structured as follows:
- [Chapter 2](#) describes the site location and local highway network;
 - [Chapter 3](#) outlines the development proposals, vehicular access, servicing, parking and the proposed PRow diversion;
 - [Chapter 4](#) details accessibility by non-car modes, including public transport, cycle and on foot;
 - [Chapter 5](#) details the expected vehicle trip generation; and
 - [Chapter 6](#) summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location

2.1.1 The site is located in Rochdale, c.1.6km south of Rochdale Town Centre, c.2.4km south-west of Milnrow and c.3.9km north-west of Shaw, as shown in [Figure 2.1](#).

Figure 2.1 : Strategic Site Location



2.2 Local Highway Network

2.2.1 The site is an undeveloped parcel of land to the east of Crompton Avenue, currently comprising a single field. The site is bound to the west by existing residential dwellings, to the north by Broad Lane (B6194) and to the west by green land and existing residential properties. To the south, the site abuts an existing sports pitch.

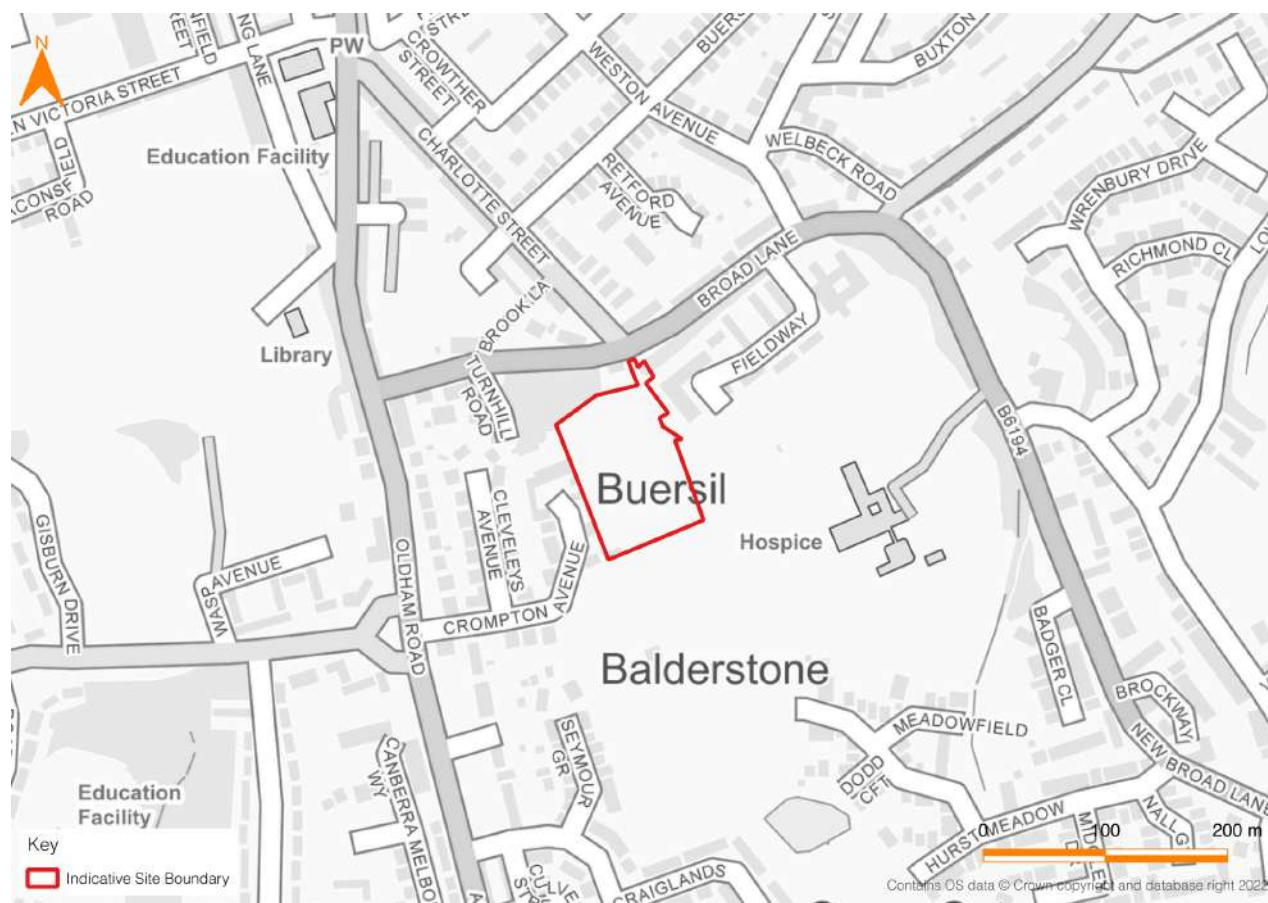
2.2.2 The existing development site is shown in [Photograph 2.1](#).

Photograph 2.1 : Existing Development Site



2.2.3 Figure 2.2 shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network



Crompton Avenue

2.2.4 Access to the site will be taken from Crompton Avenue, at the end of the existing turning head. The existing conditions along Crompton Avenue are detailed in [Table 2.1](#) and are shown in [Photograph 2.2](#) and [Photograph 2.3](#).

Table 2.1 : Crompton Avenue – Existing Conditions

Road Classification	Unclassified	Footway Width	c.1.8m
Road Type	Two-way single carriageway	Pedestrian Facilities	Footways separated from carriageway via grass verges
Speed Limit	30 mph	Cycle Facilities	No
Carriageway Width	c.5.5m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.2 : Crompton Avenue – Proposed Site Access



Photograph 2.3 : Crompton Avenue – Northbound



Oldham Road (A671)

2.2.5 Crompton Avenue is accessed via Oldham Road to the west of the site. The existing conditions along Oldham Road are detailed in [Table 2.1](#) and are shown in [Photograph 2.4](#), [Photograph 2.5](#) and [Photograph 2.6](#).

Table 2.2 : Oldham Road – Existing Conditions

Road Classification	A-road (A671)	Footway Width	c.2.0-4.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Pelican crossing with dropped kerbs and tactile paving at junction with A664, pedestrian refuse island at junction with Shaw Road
Speed Limit	30 mph	Cycle Facilities	c.1.0m wide cycle lane on both sides of the carriageway
Carriageway Width	c.9.2m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.4 : Oldham Road – Northbound



Photograph 2.5 : Oldham Road – Southbound



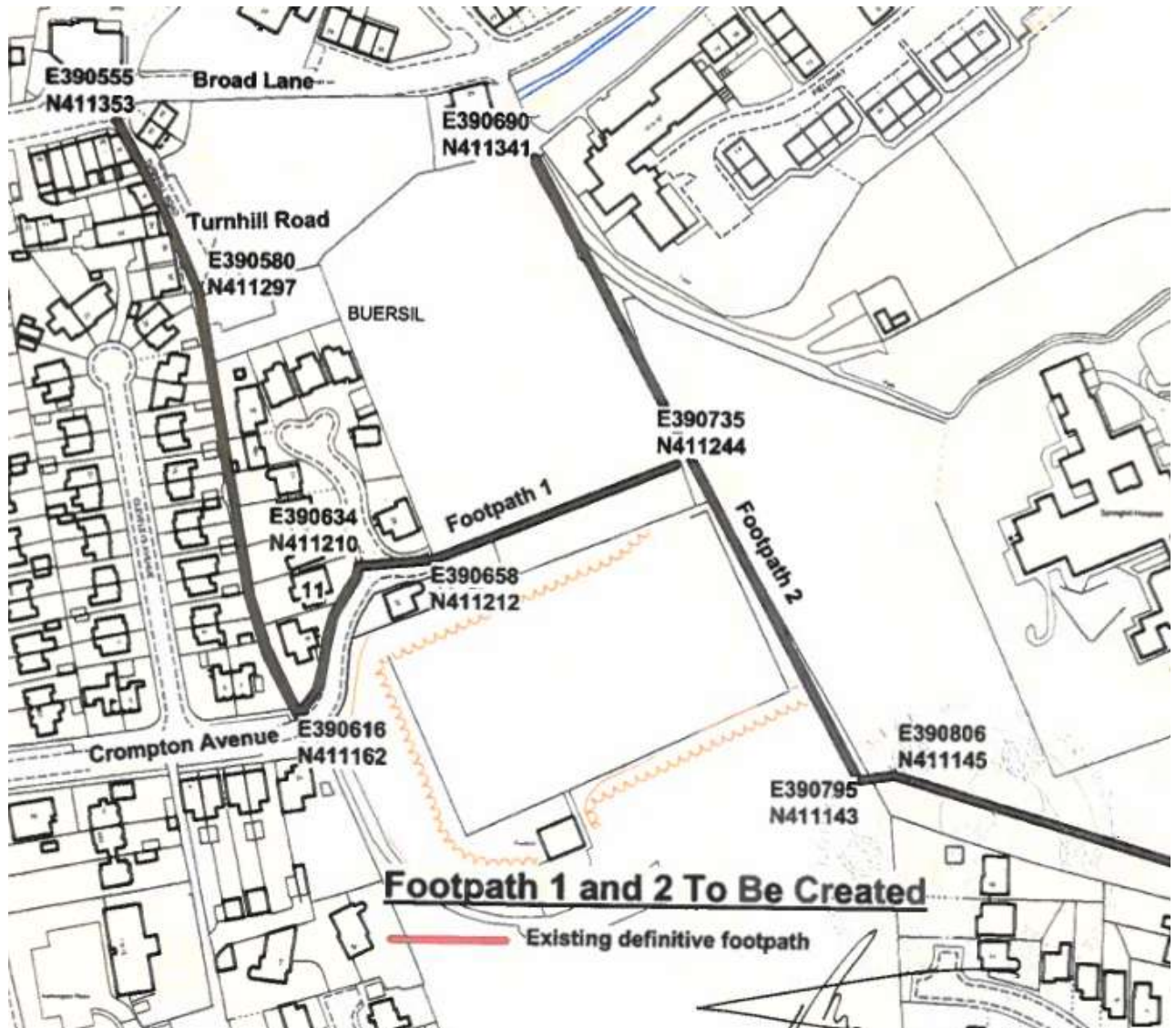
Photograph 2.6 : Oldham Road – Sheltered Bus Stop



2.3 Public Rights of Way

- 2.3.1 A new Public Path was created by RMBC under Section 25 of The Highways Act 1980 with the Order being Made on 3rd June 2021.
- 2.3.2 Footpath 1 is shown [Figure 2.3](#) and runs from Crompton Avenue through the proposed development site to the eastern boundary, where it connects to the newly created Footpath 2.

Figure 2.3 : Public Rights of Way (source : RMBC @ Crown copyright)



2.3.3 To facilitate the development, Footpath 1 will need to be diverted under Section 257 of the Town and Country Planning Act 1990. Details of the proposed footpath diversion are presented in [Chapter 3](#) of this report.

2.3.4 Footpath 2 runs along the eastern boundary of the proposed development site and is in parts within the redline boundary; however, the development does not impact on Footpath 2 and the route will remain unaffected.

2.3.5 The Public Path Creation Order is attached in [Appendix B](#).

2.4 Air Quality

2.4.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the site is not located within an Air Quality Management Area (AQMA).

3. Development Proposals

3.1 Proposed Use

- 3.1.1 The proposed development includes a total of 18no. two-storey detached residential dwellings, including 14no. four-bed houses and 4no. five-bed houses.
- 3.1.2 The proposed site layout is shown in [Figure 3.1](#) and attached in [Appendix C](#).

Figure 3.1 : Proposed Site Layout (source : MPSL Architects)



3.2 Site Access

- 3.2.1 Access to the site will be taken from Crompton Road by extending from the existing turning head.
- 3.2.2 The main site access road will continue the 5.5m wide carriageway with 2.0m wide footways on each side of the carriageway, extended from c.1.8m outside of the development site boundary. It is intended that the access road will be put forward for adoption.

3.3 Internal Residential Roads

- 3.3.1 In addition to the main access road, there will be a shared private driveway serving 5no. dwellings with a width of 4.8m and a private shared surface square serving 5no. units.

3.4 Servicing and Delivery Arrangements

- 3.4.1 Delivery and servicing vehicles will enter the site via Crompton Avenue to serve the proposed dwellings.
- 3.4.2 Refuse collection vehicles will be able to get within acceptable distances of bins at each dwelling in line with Manual for Streets guidance.
- 3.4.3 Swept path analysis has been undertaken which demonstrates that the largest vehicle expected to frequent the site, a 11.2m refuse vehicle, can safely enter and manoeuvre within the site, and exit the site in a forward gear.
- 3.4.4 Swept path analysis for an 11.2m refuse collection vehicle is shown in [Figure 3.2](#), with the full drawing (J32-5302-PS-001) attached in [Appendix D](#).

Figure 3.2 : Swept Path Analysis – 11.2m Refuse Vehicle



3.5 Parking Provision

- 3.5.1 RMBC outline their local parking standards in the '*Rochdale Adopted Core Strategy*' adopted in October 2016. The recommended parking standards for the relevant land use ('C3 – Residential Development') are summarised in [Table 3.1](#).

Table 3.1 : RMBC Local Parking Standards

Development Type	Maximum Car Parking	Minimum Cycle Parking
Single Bedroom Houses & Dwellings in Town Centres	1.25 spaces per dwelling	No Standard
2+ Bedroomed Houses outside Town Centres	2 spaces per dwelling (not including a garage)	No Standard

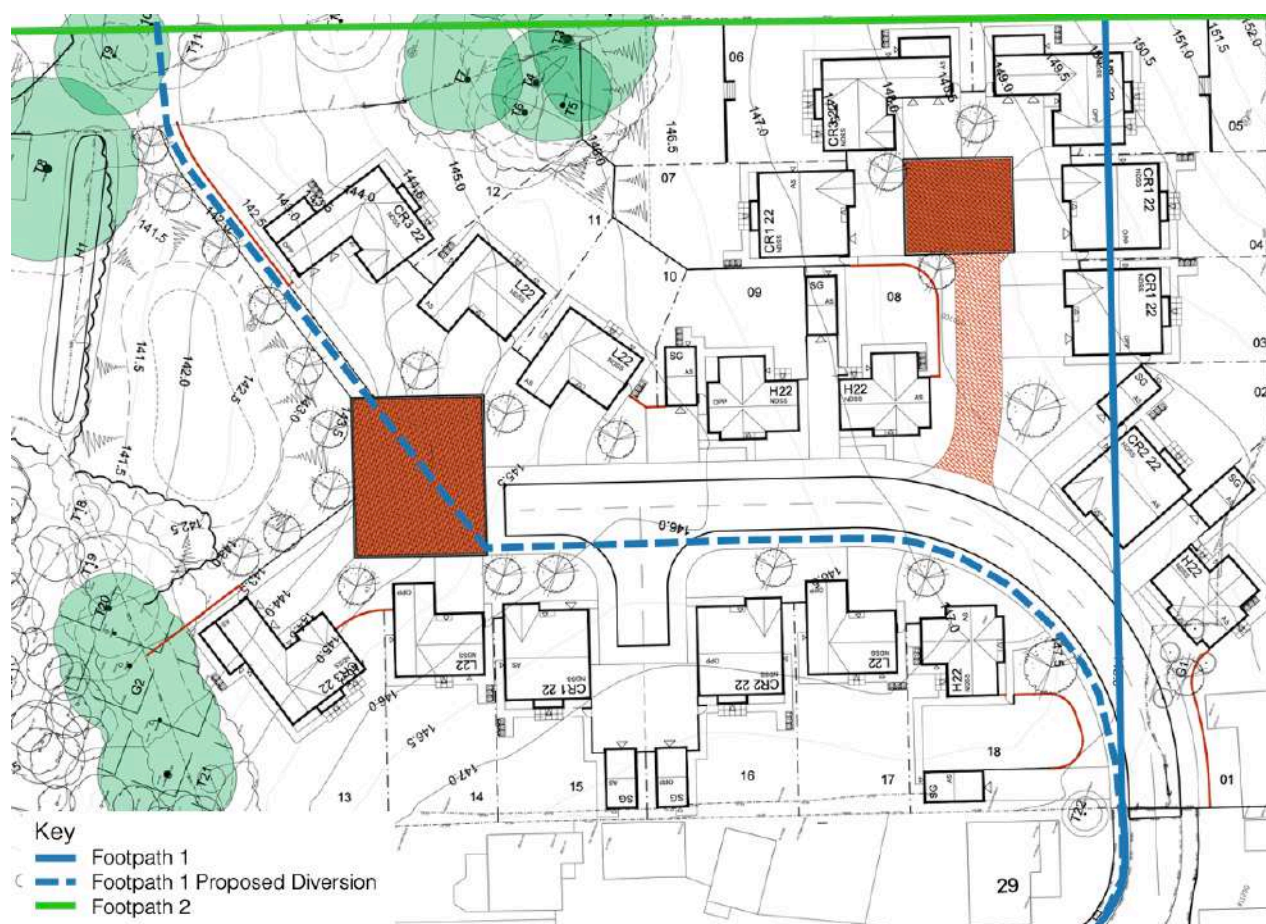
3.5.2 In accordance with the adopted parking standards, each dwelling will have 2no. parking spaces provided on driveways.

3.5.3 All dwellings will also have a garage which can be used for secure sheltered cycle parking.

3.6 Public Right of Way Diversion

3.6.1 As set out in [Section 2.3](#), Footpath 1 was created in 2021. To facilitate the development, it is proposed that Footpath 1 will be diverted under Section 257 of the Town and Country Planning Act 1990. The proposed PRoW diversion is shown in [Figure 3.3](#).

Figure 3.3 : Proposed Public Right of Way Diversion



3.6.2 As shown in [Figure 3.3](#), the proposed diversion would see Footpath 1 being diverted through the development site onto the new footway as part of the internal access road. The footpath will then route through to the northeast corner of the site where it will connect with Footpath 2 via a new surfaced footpath.

4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF), published in July 2021, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 4.1.3 Paragraph 105 states that: "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making."
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

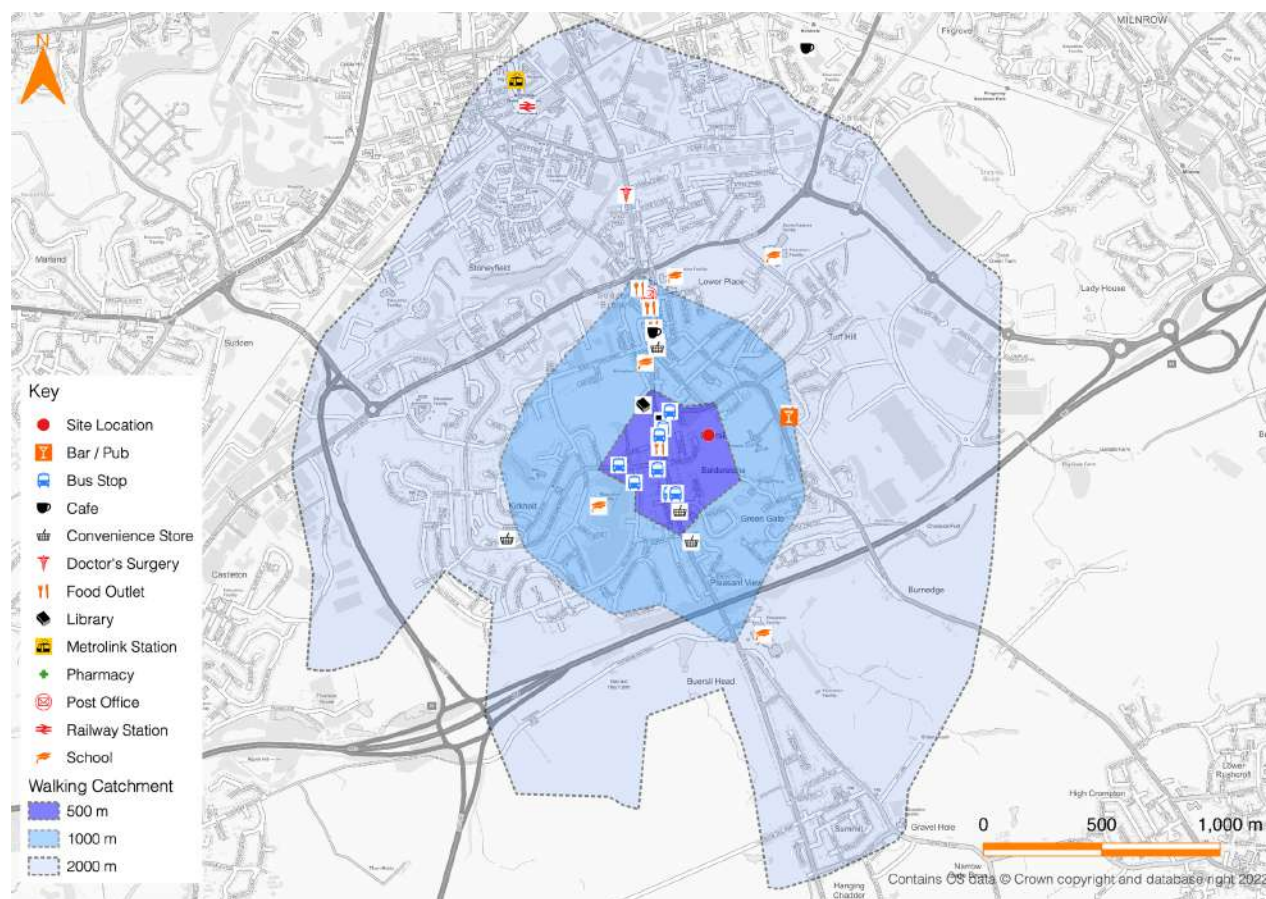
Table 4.1 : CIHT Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.
- 4.2.5 Figure 4.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



- 4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
La Scala Italian Restaurant	260m	3 minutes
Bus Stops on Balderstone Road	270m	3 minutes
Bus Stops on Oldham Road	350m	4 minutes
Craiglands News Convenience Store	400m	5 minutes
Sharron's BLT's Cafe	400m	5 minutes
St Mary's C of E Primary School	650m	8 minutes
Holy Family Roman Catholic School	700m	8 minutes
Lowerplace Post Office	900m	11 minutes
Wellfield Surgery	1.3km	15 minutes
Rochdale Rail Station	1.9km	23 minutes
Rochdale Metrolink Station	2.0km	24 minutes

4.2.7 As described previously, the local highway network benefits from an extensive network of footways and the site is well situated in terms of accessibility to local bus services and local amenities primarily along Oldham Road. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

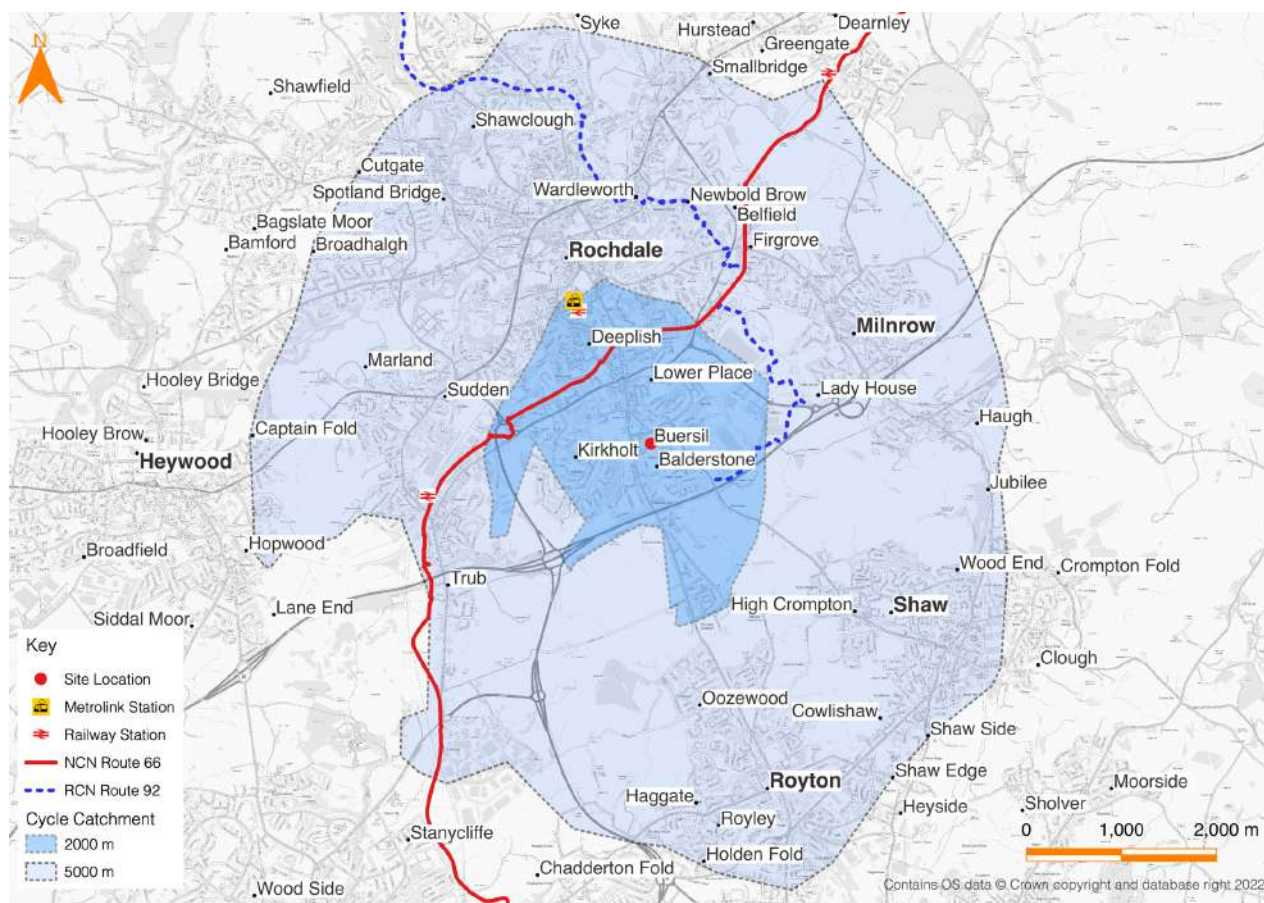
4.3 Cycle Accessibility

4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.

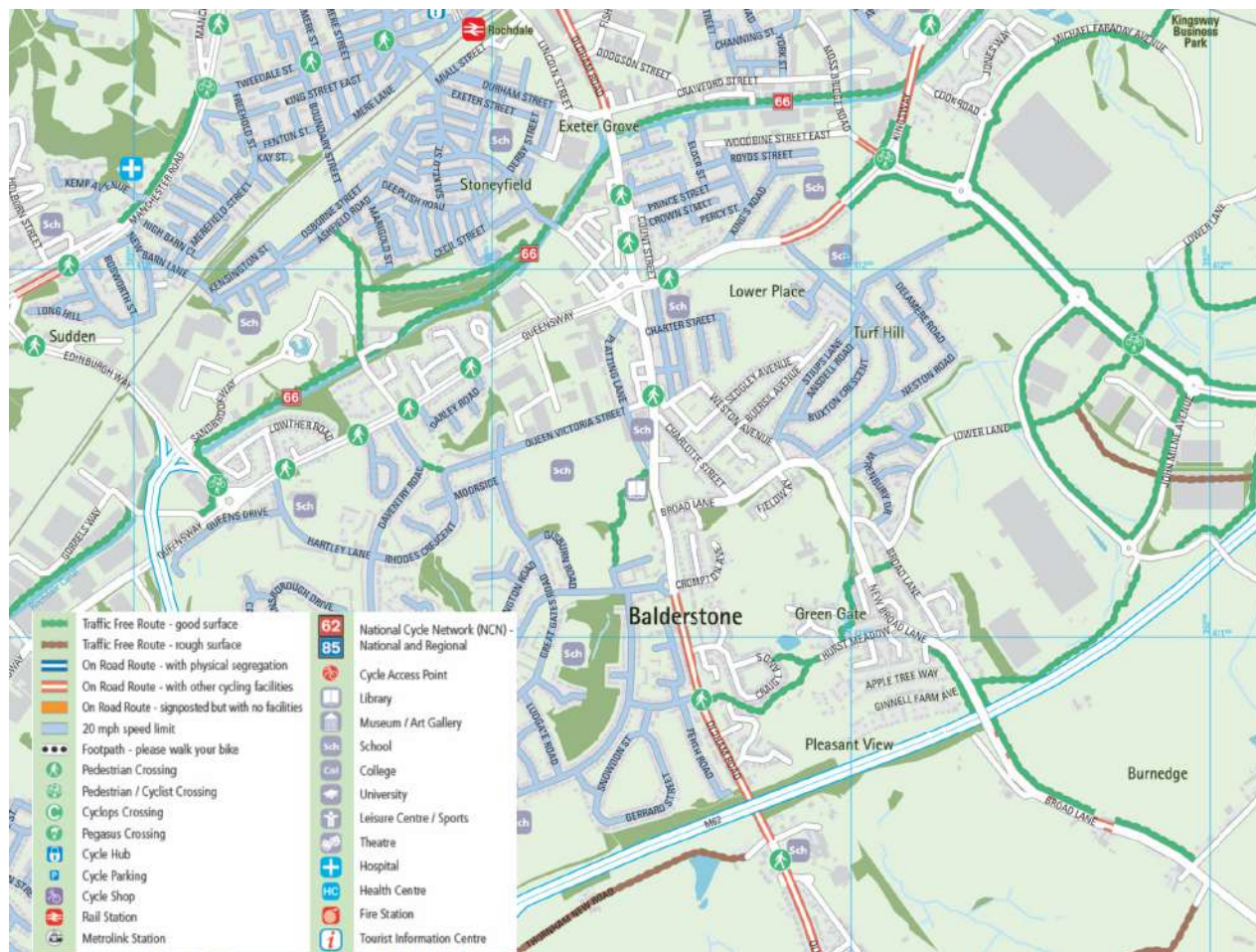
4.3.3 Figure 4.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan



4.3.4 The site also benefits from a network of local cycle routes and facilities as shown in Figure 4.3.

Figure 4.3 : Local Cycle Map (source : TfGM)



4.3.5 Considering the close proximity of local cycle routes and accessibility to local areas, particularly in reference to the on-road route along Oldham Road, cycling could be a reasonable method of travel for residents, particularly as an alternative to private car trips.

4.4 Public Transport Services

Local Bus Services

- 4.4.1 Bus stops providing services in both directions are available on Balderstone Road within c.270m of the site. Additional bus stops providing alternative services are available from Oldham Road within c.400m of the site. Both are accessible via dedicated, good quality pedestrian routes from the site.
- 4.4.2 **Table 4.3** provides a summary of routes and times of local bus services accessible from these bus stops. Full timetables are attached in **Appendix E**.

Table 4.3 : Local Bus Services – Balderstone Road and Oldham Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
409	Rochdale – Ashton-under-Lyne	5	6	4	4	3
R7	Rochdale - Middleton	1	1	1	1	1

**Additional school services are available from Oldham Road serving St Cuthbert's High School*

4.4.3 Aa shown in Table 4.3, regular services are available from Balderstone Road and Oldham Road allowing access to destinations including Ashton-under-Lyne and Middleton. Additional dedicated school services are also available.

4.4.4 The frequency and proximity of local bus services presents them as a convenient and realistic method of travel for future residents for leisure, commuting or accessing local amenities.

Metrolink Services

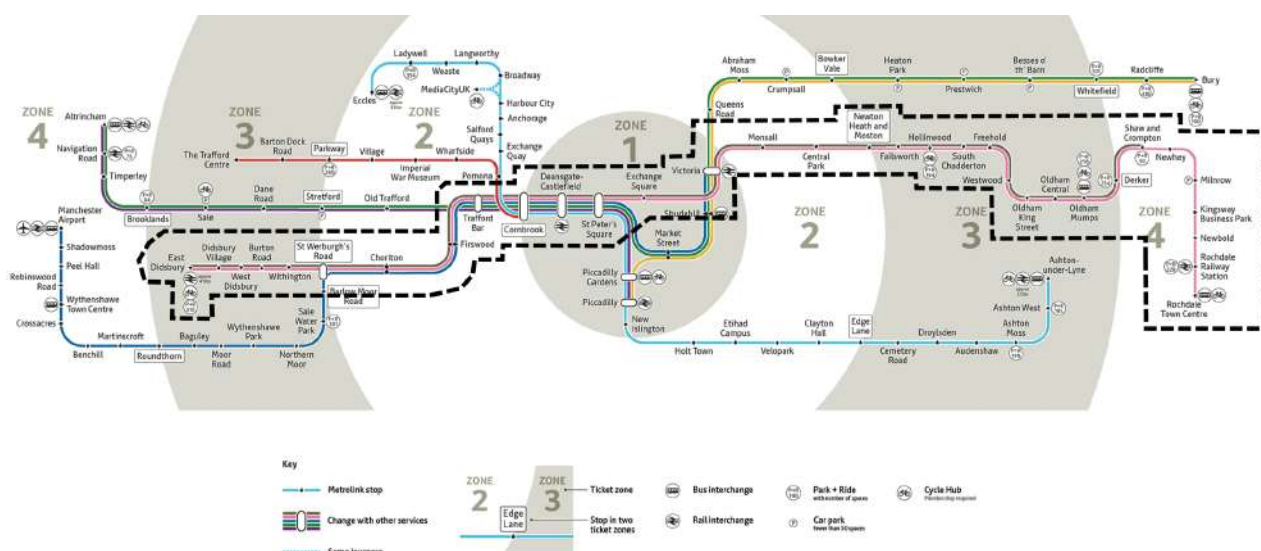
4.4.5 The closest Metrolink station is Rochdale Town Centre c.2km north of the site and therefore accessible within both the walking and cycling catchments.

4.4.6 Rochdale Town Centre is accessible via the Pink Line, which runs from East Didsbury to Rochdale Town Centre, via St Peter's Square, Victoria and Oldham Central.

4.4.7 The East Didsbury Metrolink service is available from Rochdale Town Centre at a frequency of every 12 minutes.

4.4.8 Figure 4.4 shows a map of the Metrolink network, with the Pink Line highlighted.

Figure 4.4 : Metrolink Map (source : TfGM)



Rail Services

4.4.9 The closest rail station to the site is Rochdale Station c.1.9km north of the site and therefore accessible within both the walking and cycling catchments.

4.4.10 A summary of the direct rail services from Rochdale Station are highlighted in [Table 4.4](#).

Table 4.4 : Direct Rail Services – Rochdale Station

Destination	Approx. Frequency	Approx. Journey Time
Leeds via Bradford Interchange	1 service / hour	1 hour 5 minutes
Leeds via Dewsbury	1 service / hour	1 hour 15 minutes
Kirkby via Manchester Victoria	1 service / hour	1 hour 30 minutes
Manchester Victoria	1 service / hour	15 minutes
Blackburn via Manchester Victoria	2 services / hour	1 hour 15 minutes
Clitheroe via Manchester Victoria and Blackburn	1 service / hour	1 hour 40 minutes
Wigan Wallgate via Manchester Victoria	1 service / hour	1 hour 5 minutes
Chester via Manchester Victoria	1 service / hour	1 hour 20 minutes

4.4.11 As shown in [Table 4.4](#), there are frequent and varied rail services available from Rochdale providing direct rail access to destinations including Manchester Victoria, Leeds, Blackburn and Wigan Wallgate.

4.4.12 This demonstrates the site's accessibility by rail, particularly as an alternative to private car trips for commuting or as part of a multi-modal journey.

4.5 Summary

4.5.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision;
- Bus stops are located within a short walking distance from the site and are accessible via dedicated pedestrian routes;

- Access to a network of national, regional and local cycle routes within the local area, including an on-road route along Oldham Road;
- Regular bus services provide access to areas such as Ashton-under-Lyne and Middleton;
- Rochdale Town Centre Metrolink stop provides access to regular services on the Pink Line (East Didsbury – Rochdale Town Centre); and
- Rochdale Station provides frequent and direct rail services to a wide range of destinations including Manchester Victoria, Leeds, Blackburn and Wigan Wallgate.

4.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

4.5.3 The site is therefore compliant with the (NPPF) which states in paragraph 110 that: 'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'.

4.5.4 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that: 'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.

5. Trip Generation

5.1 TRICS Trip Rates

- 5.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed residential development. Vehicle trip rates have been derived from the TRICS database (v7.9.2) using the '*Residential – Houses Privately Owned*' land use category.
- 5.1.2 In line with the '*TRICS Good Practice Guide 2021*', no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.
- 5.1.3 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations. Therefore, only the 'Suburban Area' location was selected.

5.2 Trip Generation

- 5.2.1 The vehicle TRICS trip rates during the AM and PM peaks are summarised in [Table 5.1](#). Full TRICS outputs are attached in [Appendix F](#).

Table 5.1 : TRICS Trip Rates (per unit) – Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate <i>Residential – Houses Privately Owned</i>	0.178	0.445	0.623	0.335	0.242	0.577
Proposed Development (18no. dwellings)	3	8	11	6	4	10

- 5.2.2 As shown in [Table 5.1](#), the proposed development is expected to generate **11** two-way trips during the AM peak hour and **10** two-way trips during the PM peak hour.

5.3 Summary

- 5.3.1 The proposed development is expected to generate 11 two-way trips during the AM peak period and 10 two-way trips during the PM peak period. In terms of traffic impact on the local highway network, the proposed development is expected to generate approximately 1 trip every 6 minutes when averaged over the AM and PM peak periods.
- 5.3.2 Overall, it can be concluded that the proposed development will have a limited impact on the local highway network, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by Lancet Homes to provide transport planning and highways advice in relation to a planning application for new residential development on land off Crompton Avenue in Rochdale.
- 6.1.2 The proposed development includes 18no. dwellings, to be accessed via Crompton Avenue through the extension of the exiting turning head.
- 6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and public transport services. These travel options provide a realistic alternative to single occupancy car travel. The proposals are therefore compliant with paragraphs 110 and 112 of the NPPF.
 - The proposed access arrangement complies with the relevant highway design standards, as do the internal roads.
 - Swept path analysis demonstrates that a 11.2m refuse collection vehicle can enter and exit the site in a forward gear.
 - The Public Right of Way, Footpath 1, will be diverted under Section 257 of the Town and Country Planning Act 1990 in order to facilitate the proposed development.
 - The proposed on-site car parking provision will comply with local residential parking standards.
 - The proposed development is expected to generate 11 two-way trips during the AM peak period and 10 two-way trips during the PM peak period. This equates to approximately 1 trip every 6 minutes on average during the AM and PM peak period; therefore, the development proposals will not have a severe impact on the road network, which is the threshold set out in paragraph 111 of the NPPF under which development should not be refused on highways grounds.

6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDICES

APPENDIX A Scoping Correspondence with RMBC Highways

Subject: FW: Lancet Homes Sites Scoping Opinion
Date: Tuesday, 11 April 2023 at 09:39:56 British Summer Time
From: Rebecca Woollin
Attachments: image001.png, image002.png, image003.png, image004.png, image005.png, image006.png, image007.png, image008.png, image009.png, image010.png, image011.png, image012.png

From: John Gillighan WN <john.gillighan@rochdale.gov.uk>
Date: Thursday, 28 July 2022 at 08:58
To: Luke Wheeler <lukewheeler@modetransport.co.uk>
Cc: Mark Edwards <markedwards@modetransport.co.uk>
Subject: RE: Lancet Homes Sites Scoping Opinion

Luke,

Thank you, I can confirm the scope of the assessment is acceptable.

Regards,

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



 [01706.924607](tel:01706.924607)

 john.gillighan@rochdale.gov.uk

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

To access our services go to www.rochdale.gov.uk

For news, events and social media updates go to www.rochdale.gov.uk/newsandevents

Please consider the environment before printing this email.

From: Luke Wheeler <lukewheeler@modetransport.co.uk>
Sent: 27 July 2022 18:39
To: John Gillighan WN <john.gillighan@rochdale.gov.uk>
Cc: Mark Edwards <markedwards@modetransport.co.uk>
Subject: Lancet Homes Sites Scoping Opinion

:CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi John,

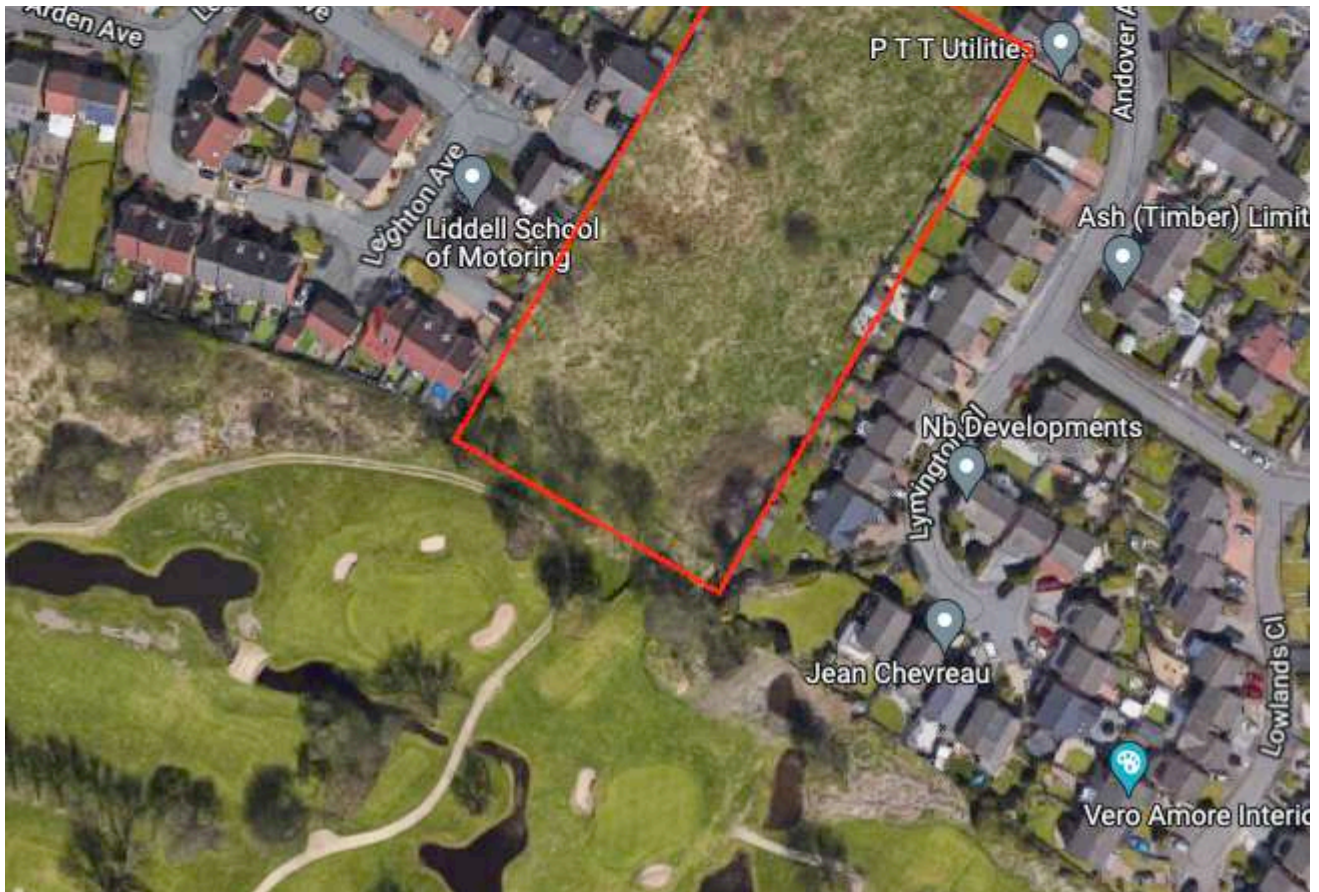
Lancet Homes are now looking to progress with a planning application for the Crompton Avenue and Mossylea Close sites, which I think we have previously discussed at a high level. The site locations are shown on the plans below.

Crompton Avenue – Accessed via existing turning head stub – c. 21 dwellings



Mossylea Close – Accessed via new priority junction on Mossylea Close – c.29 dwellings





It is our intention to produce a Transport Statement to accompany each of the applications. I am emailing to confirm this approach and the trip generation, as detailed below:

- Existing conditions and accident data – description of the site location and local highway network, review of personal injury collision data based on the most recent 5 year period;
- Development Proposals – full description of the development proposals, vehicular access arrangement and internal traffic movement;
- Sustainable accessibility – review of existing access opportunities to the site by walking, cycling and public transport and identification of required improvements;
- Car Parking – assess parking provision against adopted parking standards;
- Swept Path Analysis – swept path analysis for an 11.2m refuse vehicle at the site access junction and internal manoeuvres;
- Trip Generation – trip generation exercise will be undertaken for the proposed use, based on trip rates derived from the TRICS database. The TRICS outputs are attached for review.

In terms of the Traffic Impact the trip generation for the two sites is set out in the table below:

	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rates	0.178	0.445	0.623	0.335	0.242	0.577
Crompton Avenue	4	9	13	7	5	12
Mossylea Close	5	13	18	10	7	17

I would be grateful if you could provide confirmation that the TS scope is acceptable. If you have any queries or require any further information, please let me know.

Kind regards,

Luke Wheeler MCIHT

Associate

☎ 0161 464 9495

☎ 07891 559 362

✉ lukewheeler@modetransport.co.uk

www.modetransport.co.uk

mode transport planning

106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:



Mode Transport Planning (Manchester) Limited | Registered in England number 10228306

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APPENDIX B Public Right of Way Map

ROCHDALE BOROUGH COUNCIL
PUBLIC PATH CREATION AGREEMENT
SECTION 25 OF THE HIGHWAYS ACT 1980

TWO FOOTPATHS OVER LAND FROM CROMPTON AVENUE TO BADGER LANE ROCHDALE

THIS PUBLIC PATH CREATION AGREEMENT IS MADE THE 3rd DAY OF JUNE 2021

BY THE ROCHDALE BOROUGH COUNCIL ("the Council") of Number One Riverside, Smith Street, Rochdale, OL16 1XU ("Council")

WHEREAS:

- (1) The Council is registered as a proprietor of land with an absolute freehold title under Title Number GM939470 being land and buildings on the south side of Broad Lane, Buersil, Rochdale over which the routes of the footpaths being Footpath 1 and Footpath 2 more particularly described in the Schedule to this Agreement cross.
- (2) The Council received a number of representations that footpaths existed between Crompton Avenue and Badger Lane and has had due regard to the needs and demands of current users.
- (3) The Council has agreed in pursuance of its powers under Section 25 of the Highways Act 1980 determined to execute an agreement whereby the dedication may be formally effected and for the routes of the footpaths to be maintainable at public expense.
- (4) The Council has had due regard to the needs of agriculture and forestry and the desirability of conserving flora, fauna and geological and physiographical features.
- (5) There is no other Local Authority whose area includes the land to which this Agreement relates.

NOW IT IS AGREED as follows pursuant to Section 25 of the Highways Act 1980:

In consideration of the agreements and conditions contained below, the Council dedicates for use by the public for the purpose of footpaths over land between Crompton Avenue and Badger Lane Footpath 1 more particularly described in Part 1 and Footpath 2 more particularly described in Part 2 of the Schedule to this Agreement and shown by bold black lines on the plan marked 'Footpath 1 and 2 to be created' annexed to this Agreement

SCHEDULE

Part 1

Description of footpath 1

From the junction of Broad Lane and land fronting number 2 Turnhill Road (Grid Ref. E390555; N411353) south easterly direction then continuing down this 5 metre wide road in a south easterly direction for 61 metres until reaching a 2 -3 metre wide track (Grid Ref. E390580; N411297), then following this track for approximately 141 metres to Crompton Avenue (Grid Ref. E390616; N411162), then turning in a general north easterly direction along Crompton Road until reaching number 11 Crompton Road (Grid Ref. E390634; N411210) before turning in an easterly direction crossing Crompton Avenue for 24 metres until reaching a field gate (Grid Ref. E390658; N411212) continuing through the gate and along the footpath of a minimum of 1.5 metres wide in a easterly direction across the field for approximately 84 metres to a field fence (Grid Ref. E390735; N411244) where it meets the junction of Footpath 2.

Part 2

Description of footpath 2

From a point 28 metres from the junction of Broad Lane adjacent to flats 18-42 Fieldway (Grid Ref. E390555; N411353) then in a south easterly direction for 226 metres to a point (Grid Ref. E390795; N411143) then turning in a north easterly direction for 7 metres to a point (Grid Ref. E390806; N411145) then turning in an easterly direction and continuing for 163 metres over a grassed area to a bridge, then crossing over the bridge to its junction with definitive footpath MilFp328 (Grid Ref. E390963; N411097). The width of this footpath is 1 metre for its full length but there is a narrowing structure (Grid Ref. E390742; N411234) to prohibit illegal use where this footpath is not 1 metre wide.

IN WITNESS whereof the Council has hereto executed this Deed the day and year first before written

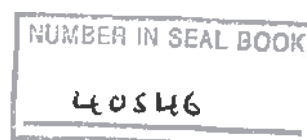
**Executed as a Deed by affixing the
Common Seal of The Rochdale
Borough Council in the presence of:**

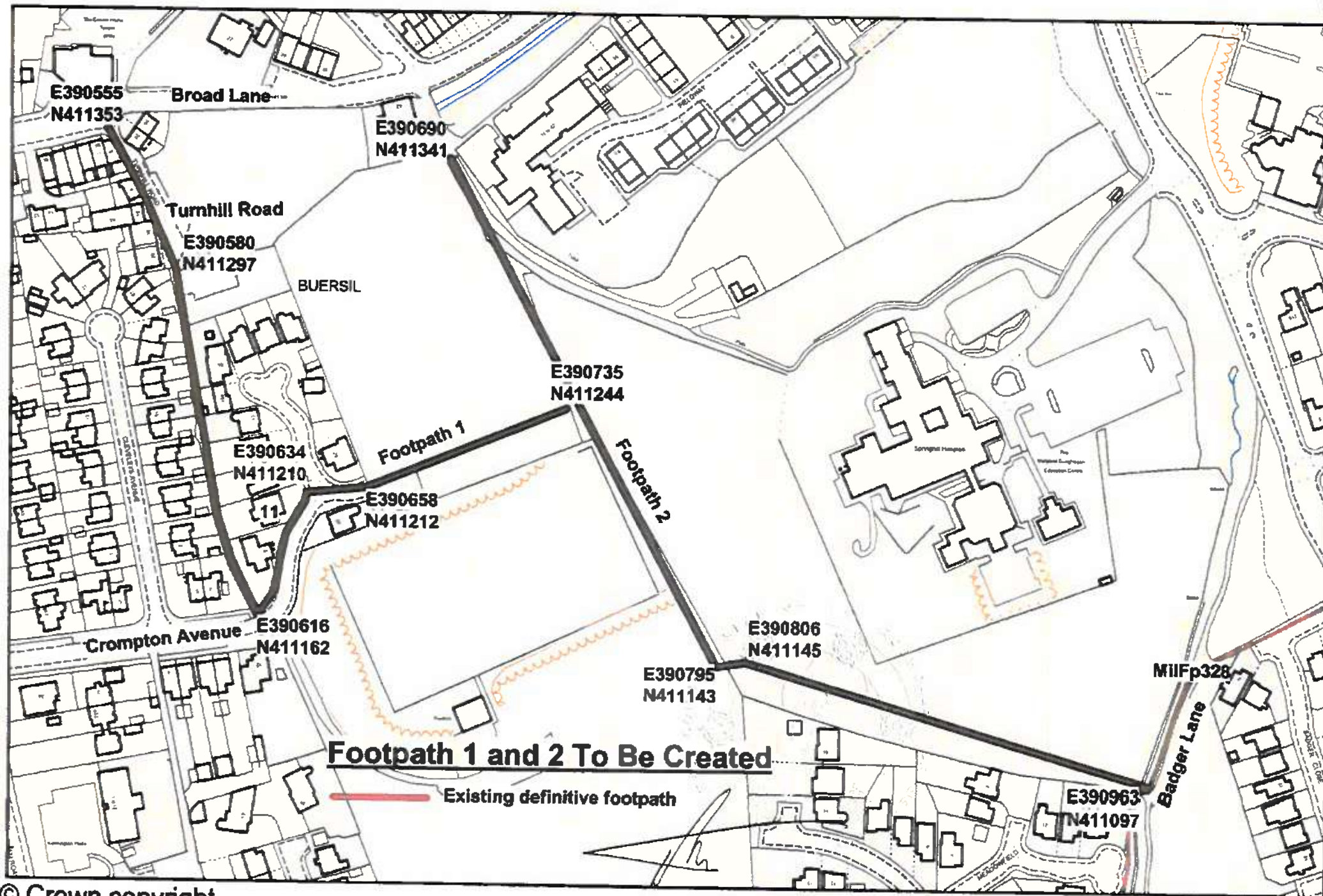


Authorised Signatory

Name TERENCE MOORE

Position AUTHORISED SIGNATORY
LEARN OFFICER





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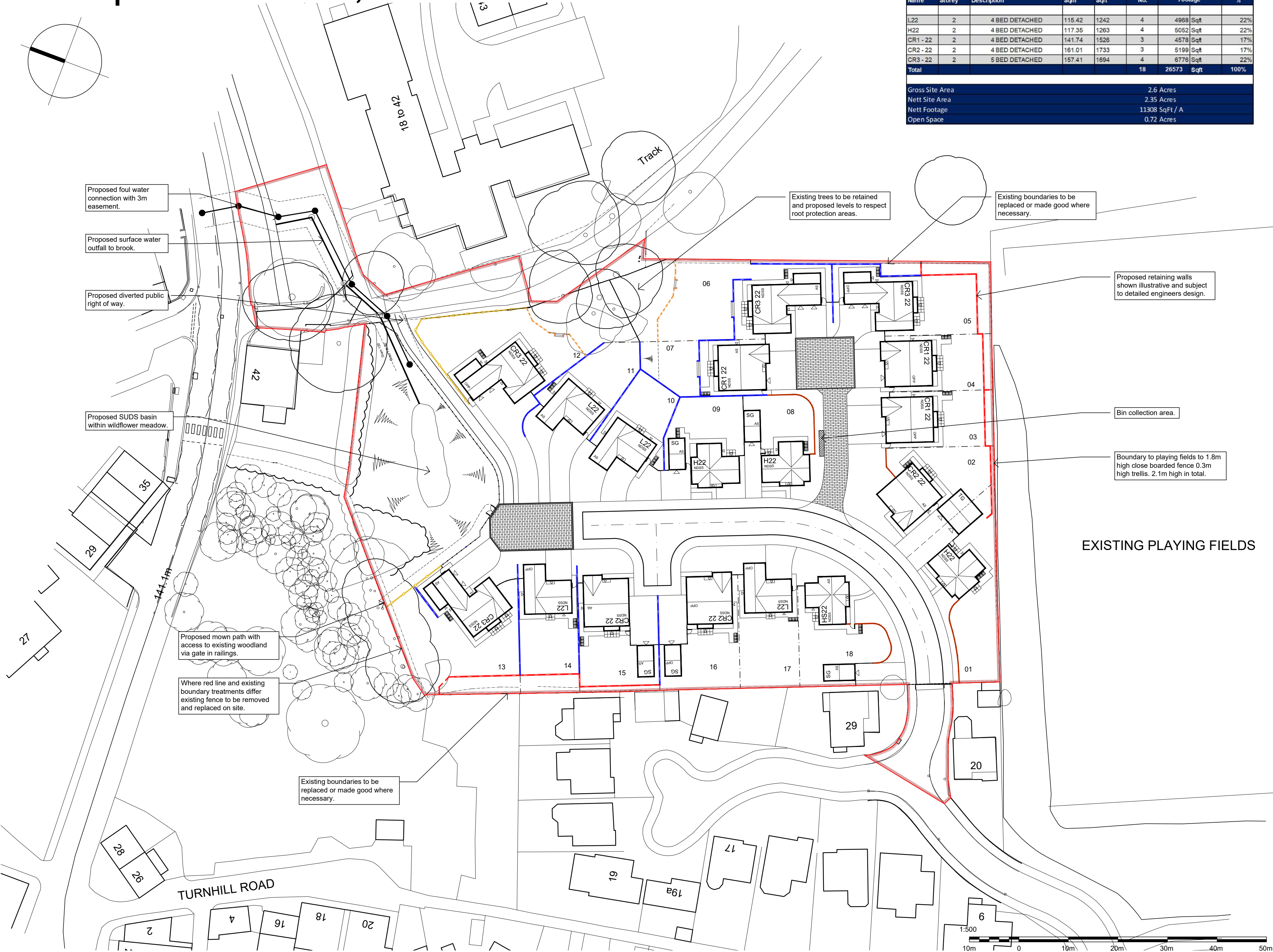


Scale 1:1831

APPENDIX C

Proposed Site Layout

Crompton Avenue, Rochdale.



Schedule Of Accommodation							
Name	Storey	Description	Sqm	Sqft	No.	Footage	%
L22	2	4 BED DETACHED	115.42	1242	4	4968 Sqft	22%
H22	2	4 BED DETACHED	117.35	1263	4	5052 Sqft	22%
CR1 - 22	2	4 BED DETACHED	141.74	1526	3	4578 Sqft	17%
CR2 - 22	2	4 BED DETACHED	161.01	1733	3	5199 Sqft	17%
CR3 - 22	2	5 BED DETACHED	157.41	1694	4	6776 Sqft	22%
Total					18	26573 Sqft	100%
Gross Site Area			2.6 Acres				
Nett Site Area			2.35 Acres				
Nett Footage			11308 SqFt / A				
Open Space			0.72 Acres				

The Copyright of this drawing belongs to MP&S Planning & Design Ltd. and shall not be used or reproduced in any form without its express permission.

Do not scale from this drawing - Work to figured dimensions only. All dimensions to be checked on site prior to the execution of any work.

For the avoidance of doubt all dimensions are measured to wall structure and not the finishes unless otherwise stated.

Where any discrepancy is found to exist within or between drawings and/or documents it should be reported to the architect immediately.

MP&S Planning & Design Ltd. shall not be liable for any use of drawings and documents for any purpose other than for which the same were prepared by or on behalf of MP&S Planning & Design Ltd.

NOTE:
Layout to be read in conjunction with boundary treatment layout, boundary treatment details, materials layout and engineer's drawing for retaining wall heights.

- KEY**
- Denotes proposed tegula paved areas
 - Denotes bin collection area
 - Denotes access gates to private properties.
 - Denotes 1.8m high screen brick wall & piers, to match adjacent property.
 - Denotes 1.8m high close-boarded timber screen fence with 0.3m high trellis. 2.1m total height.
 - Denotes 1.8m high plot divisional fence.
 - Denotes 1.2m high iron railings - painted black
 - Denotes retaining wall **A** Low rendered wall within gardens
 - Denotes retaining wall **B** Brick retaining wall within gardens
 - Denotes retaining wall **C** Brick retaining wall with piers and timber fence infill.
 - Denotes retaining wall **D** Low timber retaining wall.
 - Denotes proposed steps in gardens. Location and size shown indicatively, refer to engineers details for more information.

17.04.2023

Site boundary amended. Drainage strategy updated to reflect RSI 8 of the Drainage Strategy Plan.

CW

06.04.2023

Layout finalised for submission.

AC

31.03.2023

Notes added and plot 18 garage moved forward.

AC

20.01.2023

Boundary treatments amended & SUDS area updated.

AC

28.11.2022

Plot 02 & 03 amended.

AC

Rev

Date

Revision

Initials

* Client

* Drawing Title

PLANNING LAYOUT

* Project

Proposed Residential Development, Crompton Avenue, Rochdale.

Job No

20109

Drawn

AC

Rev

E

Scale

1:500 @ A2

Date

APRIL 2023

Stage

FOR PLANNING

mp&s planning & design ltd

4 Ball Green

Colts Court, Trafford Park

Manchester, M12 0QT

t: 0161 772 1999

e: info@mpsdesign.co.uk

www.mpsdesign.co.uk

mp&s

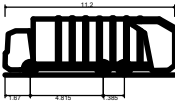
planning&design

APPENDIX D

Swept Path Analysis



t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
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

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of rochdale borough council.
 5. drawing based on topographical survey.

issue/revision		
i/r	date	issued description
-	30/03/2023	

client: lancet homes
project: crompton avenue
project number: J325302

scale: 1:500@A3
drawing title:
swept path analysis

drawing number:
J32-5302-PS-001

APPENDIX E

Bus Timetables



From 15 January

409

Early morning and late evening journeys
withdrawn in October are reinstated

Bus

409



Easy access on all buses

Rochdale
Thornham
Royton
Oldham
Hathershaw
Bardsley
Ashton-under-Lyne

From 15 January 2023

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
First Manchester

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

First Manchester

Wallshaw Street

Oldham

OL1 3TR

Telephone 03456 460707

Travelshops

Ashton-under-Lyne Interchange

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

Oldham Bus Station

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

Rochdale Interchange

Mon to Fri 7am to 5.30pm

Saturday 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

*Including public holidays

Mondays to Fridays

Rochdale, Interchange					0525		0555		0610	0625	0636	0646		0656	and at	1806	1816	1826
Thornham, Summit					0520	0537	0607		0622	0637	0648	0658		0707	frequent	1817	1830	1839
Royton, High Barn Street					0527	0544	0614		0629	0644	0655	0705		0714	intervals	1824	1838	1846
Oldham, Bus Station arr					0537	0554	0624		0639	0654	0705	0715		0726	of not	1836	1848	1856
Oldham, Bus Station dep	0439	0509	0524	0539	0556	0611	0626	0636	0641	0656	0707	0717	0726	0729	more than	1839	1848	1856
Hathershaw, Pelham Street	0446	0516	0531	0546	0603	0618	0633	0643	0648	0703	0714	0724	0733	0741	10 minutes	1851	1856	1904
Ashton, Interchange	0455	0525	0540	0555	0612	0627	0642	0652	0657	0712	0723	0733	0742	0753	until	1900	1905	1913

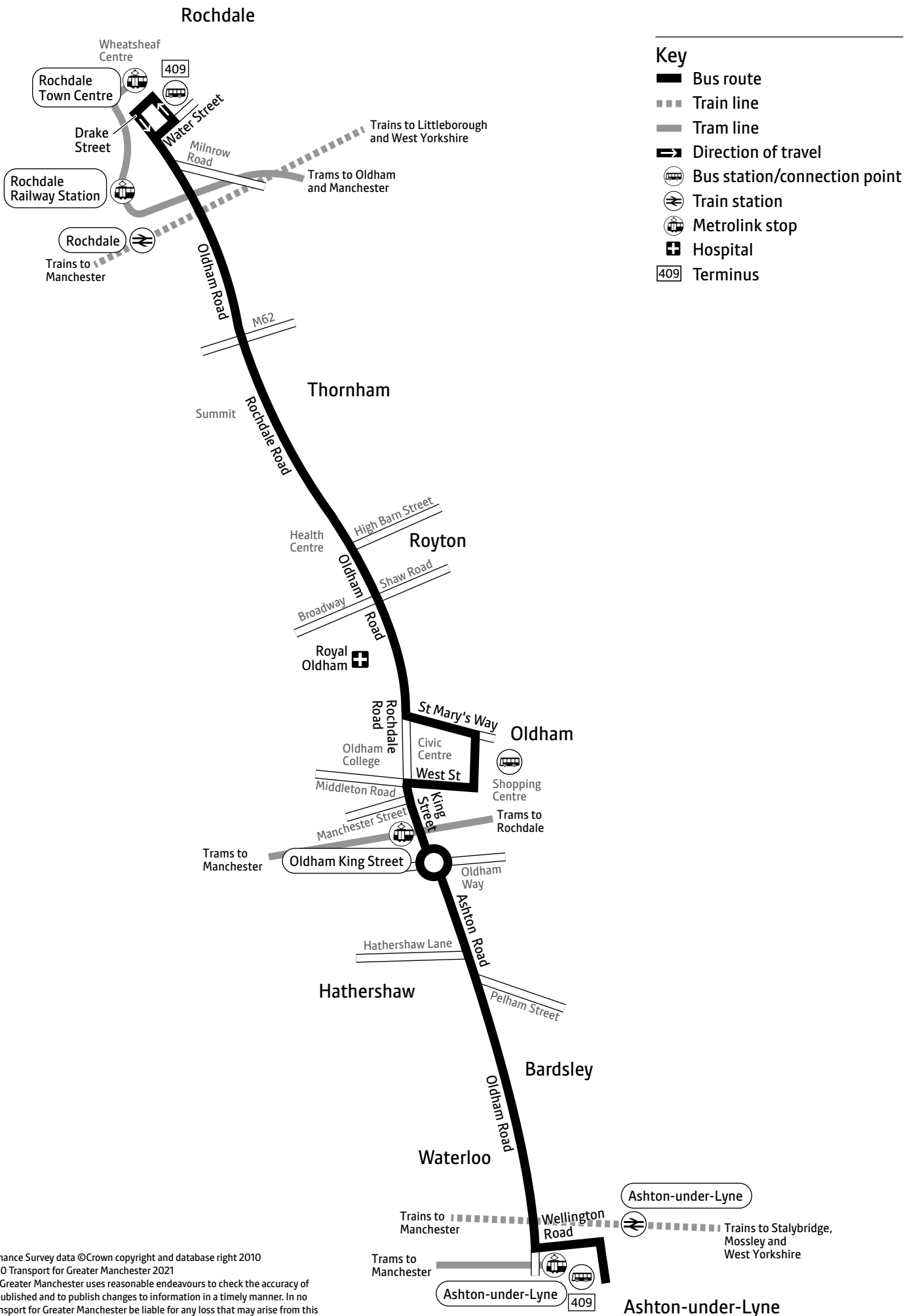
Rochdale, Interchange	1836	1846	1856	1908	1930		2200	2230	2300	2330	2355							
Thornham, Summit	1849	1859	1909	1921	1943	and	2213	2243	2310	2340	0005							
Royton, High Barn Street	1856	1906	1916	1928	1950	every	2220	2250	2316	2346	0010							
Oldham, Bus Station arr	1906	1916	1926	1938	2000	30	2230	2300	2325	2355	0018							
Oldham, Bus Station dep	1906	1916		1938	2000	mins	2230	2300	2325	2355								
Hathershaw, Pelham Street	1914	1924		1946	2008	until	2238	2306	2331	0001								
Ashton, Interchange	1923	1933		1955	2017		2247	2315	2340	0010								

Saturdays

Rochdale, Interchange					0553		0638		0708		0738		0808	0823	0838		0853	0908	0923
Thornham, Summit					0605		0650		0720		0750	0805	0820	0835	0850		0905	0920	0935
Royton, High Barn Street					0612		0657		0727		0757	0812	0827	0842	0857		0912	0927	0942
Oldham, Bus Station arr					0622		0707		0737		0807	0822	0837	0852	0907		0922	0937	0952
Oldham, Bus Station dep	0524	0554	0624	0654	0709	0724	0739	0754	0809	0824	0839	0854	0909	0914	0924	0939	0946	0954	1004
Hathershaw, Pelham Street	0531	0601	0631	0701	0716	0731	0746	0801	0816	0831	0846	0901	0916	0921	0931	0946	0953	1001	1011
Ashton, Interchange	0540	0610	0640	0710	0725	0740	0755	0810	0825	0840	0855	0910	0925	0930	0940	0955	1002	1010	1020

♿ – All bus 409 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details



Saturdays (continued)

Rochdale, Interchange	0940	and at	1650	1708	1715	1723	1730	1738	1755	1810	1825	1840	1900		2200	2230	2300	2330
Thornham, Summit	0953	frequent	1703	1721	1726	1736	1741	1751	1808	1820	1838	1850	1913	and	2213	2243	2310	2340
Royton, High Barn Street	1002	intervals	1712	1730	1732	1745	1747	1758	1815	1826	1845	1856	1920	every	2220	2250	2316	2346
Oldham, Bus Station arr	1013	of not	1723	1741	1742	1755	1757	1808	1825	1835	1855	1905	1930	30	2230	2300	2325	2355
Oldham, Bus Station dep	1015	more than	1725	1743		1755		1808	1825		1855		1930	mins	2230	2300	2325	2355
Hathershaw, Pelham Street	1023	10 minutes	1733	1751		1803		1816	1833		1903		1938	until	2238	2306	2331	0001
Ashton, Interchange	1034	until	1744	1800		1812		1825	1842		1912		1947		2247	2315	2340	0010

Rochdale, Interchange	2355
Thornham, Summit	0005
Royton, High Barn Street	0010
Oldham, Bus Station	0018

Sundays and public holidays (except Christmas and New Year period)

Rochdale, Interchange	0625	0655	0725	0743	0803		1723	1743	1803	1825		2225	2255	2325
Thornham, Summit	0635	0705	0735	0755	0815	and	1735	1755	1815	1835	and	2235	2305	2335
Royton, High Barn Street	0641	0711	0741	0802	0823	every	1743	1803	1823	1841	every	2241	2311	2340
Oldham, Bus Station arr	0650	0720	0750	0812	0834	20	1754	1814	1834	1850	30	2250	2320	2348
Oldham, Bus Station dep	0620	0650	0720	0750	0814	0836	mins	1756	1816	1836	1850	mins	2250	
Hathershaw, Pelham Street	0626	0656	0726	0756	0823	0845	until	1805	1825	1843	1856	until	2256	
Ashton, Interchange	0635	0705	0735	0805	0833	0855		1815	1834	1852	1905		2305	

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♿ – All bus 409 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Ashton, Interchange	0500	0530	0545	0600	0615	0630	0645	0650	and at	1750	1800	1810					
Hathershaw, Pelham Street	0509	0539	0554	0609	0624	0639	0654	0700	frequent	1800	1810	1820					
Oldham, Bus Station arr	0519	0549	0604	0619	0634	0649	0704	0714	intervals	1814	1824	1831					
Oldham, Bus Station dep	0449	0519	0534	0549	0604	0614	0619	0636	0644	0651	0706	0711	0715	0717	of not	1817	1834
Royton, Radcliffe Street	0457	0527	0542	0557	0612	0622	0627	0644	0652	0659	0714	0719	0723	0728	more than	1828	1844
Thornham, Summit	0503	0533	0548	0603	0618	0628	0633	0650	0658	0705	0720	0725	0729	0735	10 minutes	1835	1850
Rochdale, Interchange	0514	0544	0559	0614	0629	0639	0644	0701	0709	0716	0731	0736	0740	0747	until	1847	1902

Ashton, Interchange	1820	1833	1843	1905		2205	2235	2305	2330	2350
Hathershaw, Pelham Street	1830	1843	1852	1915	and	2215	2245	2313	2338	2358
Oldham, Bus Station arr	1841	1854	1902	1926	every	2226	2256	2322	2347	0007
Oldham, Bus Station dep		1856		1928	30	2228	2258	2322		
Royton, Radcliffe Street		1905		1937	mins	2237	2307	2329		
Thornham, Summit		1910		1942	until	2242	2312	2334		
Rochdale, Interchange		1920		1952		2252	2323	2345		

Saturdays

Ashton, Interchange	0545	0615	0645	0715	0730	0745	0800	0815	0830	0845		0900	0915	0930	and at	1700		
Hathershaw, Pelham Street	0554	0624	0654	0724	0739	0754	0809	0824	0839	0854		0909	0925	0940	frequent	1710		
Oldham, Bus Station arr	0604	0634	0704	0734	0749	0804	0819	0834	0849	0904		0919	0937	0952	intervals	1722		
Oldham, Bus Station dep	0519	0604	0636	0706	0736	0751	0806	0819	0836	0851	0906	0916	0921	0928	0939	0954	of not	1724
Royton, Radcliffe Street	0527	0612	0644	0714	0744	0759	0814	0827	0844	0859	0914	0924	0929	0936	0949	1004	more than	1734
Thornham, Summit	0533	0618	0650	0720	0750	0805	0820	0833	0850	0905	0920	0930	0935	0942	0956	1011	10 minutes	1741
Rochdale, Interchange	0544	0629	0701	0731	0801	0816	0831	0844	0901	0916	0931	0941	0946	0953	1007	1022	until	1752

♿ – All bus 409 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Saturdays (continued)

Ashton, Interchange	1715	1720	1730	1745	1750	1800	1820	1840	1905		2205	2235	2305	2330	2350
Hathershaw, Pelham Street	1725	1729	1740	1755	1759	1810	1830	1850	1915	and	2215	2245	2313	2338	2358
Oldham, Bus Station arr	1737	1739	1752	1806	1809	1821	1841	1901	1926	every	2226	2256	2322	2347	0007
Oldham, Bus Station dep	1739		1754	1808		1823	1843	1903	1928	30	2228	2258	2322		
Royton, Radcliffe Street	1749		1803	1817		1832	1852	1912	1937	mins	2237	2307	2329		
Thornham, Summit	1754		1808	1822		1837	1857	1917	1942	until	2242	2312	2334		
Rochdale, Interchange	1804		1818	1832		1847	1907	1927	1952		2252	2323	2345		

Sundays and public holidays (except Christmas and New Year period)

Ashton, Interchange		0610	0640	0710		0740	0800	0820		1740	1800	1820	1840		2240	2310
Hathershaw, Pelham Street		0618	0648	0718		0749	0809	0830	and	1750	1810	1828	1848	and	2248	2318
Oldham, Bus Station arr		0627	0657	0727		0759	0820	0841	every	1801	1821	1837	1857	every	2257	2327
Oldham, Bus Station dep	0557	0627	0657	0727	0746	0801	0822	0843	20	1803	1823	1837	1857	30	2257	
Royton, Radcliffe Street	0604	0634	0704	0734	0754	0809	0831	0852	mins	1812	1831	1844	1904	mins	2304	
Thornham, Summit	0609	0639	0709	0739	0800	0817	0839	0900	until	1820	1837	1849	1909	until	2309	
Rochdale, Interchange	0620	0650	0720	0750	0811	0828	0850	0911		1831	1848	1900	1920		2320	

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♿ – All bus 409 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Wallbank Westgate
Whitworth Hall Street
Healey Corner
Shawclough Way
Thrum Hall Lane
Shawclough Bentley Street
Rochdale Interchange

0730		0930	1030	1130	1230	1330	1430		1637	1737	1837					
0733		0933	1033	1133	1233	1333	1433		1640	1740	1840					
0737	0837	0937	1037	1137	1237	1337	1437	1530	1644	1744	1844	1920	2020	2120	2220	2320
0738	0838	0938	1038	1138	1238	1338	▼	1531	1645	1745	1845	1921	2021	2121	2221	2321
0742	0842	0942	1042	1142	1242	1342	▼	1535	1649	1749	1849	1924	2024	2124	2224	2324
0747	0847	0947	1047	1147	1247	1347	1440	1540	1654	1754	1854	1927	2027	2127	2227	2327
0757	0857	0957	1057	1157	1257	1357	1450	1550	1704	1804	1904	1935	2035	2135	2235	2335

on school days this bus continues to
St Cuthbert's High School at 0809

this bus calls at Healey Hall not Healey Corner

Rochdale Interchange stand D
Shawclough Bentley Street
Thrum Hall Lane
Shawclough Way
Healey Corner
Whitworth Hall Street
Wallbank Westgate

0706	0823	0903	1003	1103	1203	1303	1403	1513	1610	1710	1810	1905	2005	2105	2205	2305
0714	0827	0911	1011	1111	1211	1311	1411	1521	1618	1718	1818	1912	2012	2112	2212	2312
0718	0831	0915	1015	1115	1215	1315	1415	1525	1622	1722	1822	1915	2015	2115	2215	2315
▼	▼	0917	1017	1117	1217	1317	1417	▼	1624	1724	1824	▼	▼	▼	▼	▼
▼	0836	0920	1020	1120	1220	1320	1420	1530	1627	1727	1827	1920	2020	2120	2220	2320
0725		0924	1024	1124	1224	1324	1424		1631	1731	1831					
0730		0929	1029	1129	1229	1329	1429		1636	1736	1836					

on school days this bus starts from
St Cuthbert's High School at 1500

Saturdays

Wallbank Westgate
Whitworth Hall Street
Healey Corner
Shawclough Way
Thrum Hall Lane
Shawclough Bentley Street
Rochdale Interchange

0930	1030	1130	1230	1330	1430	1530	1637	1737	1837							
0933	1033	1133	1233	1333	1433	1533	1640	1740	1840							
0937	1037	1137	1237	1337	1437	1537	1644	1744	1844	1920	2020	2120	2220	2320		
0938	1038	1138	1238	1338	1438	1538	1645	1745	1845	1921	2021	2121	2221	2321		
0942	1042	1142	1242	1342	1442	1542	1649	1749	1849	1924	2024	2124	2224	2324		
0947	1047	1147	1247	1347	1447	1547	1654	1754	1854	1927	2027	2127	2227	2327		
0957	1057	1157	1257	1357	1457	1557	1704	1804	1904	1935	2035	2135	2235	2335		

Rochdale Interchange stand D
Shawclough Bentley Street
Thrum Hall Lane
Shawclough Way
Healey Corner
Whitworth Hall Street
Wallbank Westgate

0903	1003	1103	1203	1303	1403	1503	1610	1710	1810	1905	2005	2105	2205	2305
0911	1011	1111	1211	1311	1411	1511	1618	1718	1818	1912	2012	2112	2212	2312
0915	1015	1115	1215	1315	1415	1515	1622	1722	1822	1915	2015	2115	2215	2315
0917	1017	1117	1217	1317	1417	1517	1624	1724	1824	▼	▼	▼	▼	▼
0920	1020	1120	1220	1320	1420	1520	1627	1727	1827	1920	2020	2120	2220	2320
0924	1024	1124	1224	1324	1424	1524	1631	1731	1831					
0929	1029	1129	1229	1329	1429	1529	1636	1736	1836					

Sundays

Wallbank Westgate
Whitworth Hall Street
Healey Corner
Shawclough Way
Thrum Hall Lane
Shawclough Bentley Street
Rochdale Interchange

1022	1122	1222	1322	1422	1522	1622	1722									
1025	1125	1225	1325	1425	1525	1625	1725									
1029	1129	1229	1329	1429	1529	1629	1729	1820	1920	2020	2120	2220	2320			
1030	1130	1230	1330	1430	1530	1630	1730	1821	1921	2021	2121	2221	2321			
1034	1134	1234	1334	1434	1534	1634	1734	1824	1924	2024	2124	2224	2324			
1039	1139	1239	1339	1439	1539	1639	1739	1827	1927	2027	2127	2227	2327			
1049	1149	1249	1349	1449	1549	1649	1749	1835	1935	2035	2135	2235	2335			

Rochdale Interchange stand D
Shawclough Bentley Street
Thrum Hall Lane
Shawclough Way
Healey Corner
Whitworth Hall Street
Wallbank Westgate

0955	1055	1155	1255	1355	1455	1555	1655	1805	1905	2005	2105	2205	2305
1003	1103	1203	1303	1403	1503	1603	1703	1812	1912	2012	2112	2212	2312
1007	1107	1207	1307	1407	1507	1607	1707	1815	1915	2015	2115	2215	2315
1009	1109	1209	1309	1409	1509	1609	1709	▼	▼	▼	▼	▼	▼
1012	1112	1212	1312	1412	1512	1612	1712	1820	1920	2020	2120	2220	2320
1016	1116	1216	1316	1416	1516	1616	1716						
1021	1121	1221	1321	1421	1521	1621	1721						



From 5 March

R7

Route is changed in Boarshaw with journeys towards Middleton now also serving Green Lane and running in the opposite direction along Boarshaw Road, Hereford Way and Hazel Road

Bus

R7



Easy access on all buses

Middleton
Boarshaw
Stanycliffe
Stakehill Industrial Estate
Castleton
Kirkholt
Turf Hill
Kingsway Business Park
Firgrove
Belfield
Rochdale

From 5 March 2023

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Rosso

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week.

Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

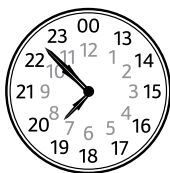
Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Rosso

Queensgate Depot

Colne Road

Burnley

BB10 1HH

Telephone 01706 390 520

email getintouch@rossobus.com

Travelshops

Middleton Bus Station

Mon to Sat 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

Rochdale Interchange

Mon to Fri 7am to 5.30pm

Saturday 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

*Including public holidays

Middleton — Stakehill — Castleton — Kirkholt — Kingsway Business Park — Rochdale R7

Mondays to Fridays

Middleton, Bus Station	0510	0610	0710	0810	0910		1310	1410	1510	1610	1715	1815	1910	2110	2310
Boarshaw, Chelford Close	0514	0614	0714	0814	0914		1314	1414	1514	1614	1719	1819	1914	2114	2314
Stakehill Industrial Estate	0525	0625	0725	0825	0925		1325	1425	1525	1625	1730	1830	1925	2125	2325
Castleton, Chesham Avenue	0530	0630	0730	0830	0930	and	1330	1430	1530	1630	1735	1835	1930	2130	2330
Kirkholt, Shops	0536	0636	0736	0838	0937	every	1337	1437	1535	1636	1740	1840	1935	2135	
Turf Hill, Neston Road	0543	0643	0743	0846	0944	hour	1344	1444	1542	1643	1747	1847	1942	2142	
Kingsway Business Park, Asda	0547	0647	0747	0851	0948	until	1348	1448	1546	1647	1751	1851	1946	2146	
Firgrove, Morrisons	0553	0653	0753	0857	0954		1354	1453	1551	1652	1756	1856	1951	2151	
Firgrove, Milnrow Road	0555	0655	0755	0900	0957		1357	1457	1554	1654	1759	1859	1954	2154	
Belfield, Beswicke Royds Street	0558	0658	0758	0903	1000		1400	1500	1557	1659	1802	1902	1957	2157	
Rochdale, Interchange	0605	0705	0805	0910	1005		1405	1507	1602	1710	1807	1907	2002	2202	

Saturdays

Middleton, Bus Station	0510	0610	0710	0810		1710	1810	1910	2110	2310					
Boarshaw, Chelford Close	0514	0614	0714	0814		1714	1814	1914	2114	2314					
Stakehill Industrial Estate	0525	0625	0725	0825		1725	1825	1925	2125	2325					
Castleton, Chesham Avenue	0530	0630	0730	0830	and	1730	1830	1930	2130	2330					
Kirkholt, Shops	0535	0636	0736	0837	every	1737	1835	1935	2135						
Turf Hill, Neston Road	0542	0643	0743	0844	hour	1744	1842	1942	2142						
Kingsway Business Park, Asda	0546	0647	0747	0848	until	1748	1846	1946	2146						
Firgrove, Morrisons	0551	0653	0753	0854		1754	1851	1951	2151						
Firgrove, Milnrow Road	0554	0655	0755	0857		1757	1854	1954	2154						
Belfield, Beswicke Royds Street	0557	0658	0758	0900		1800	1857	1957	2157						
Rochdale, Interchange	0602	0705	0805	0905		1805	1902	2002	2202						

Bus R7 is provided with the financial support of Transport for Greater Manchester

♿ – All bus R7 journeys are run using easy access buses. See inside front cover of this leaflet for details

Continues after route plan

R7

Key

Bus route

Direction of travel

Hail and ride:
passengers can get on or off
the bus wherever it is safe

Train line

Tram line

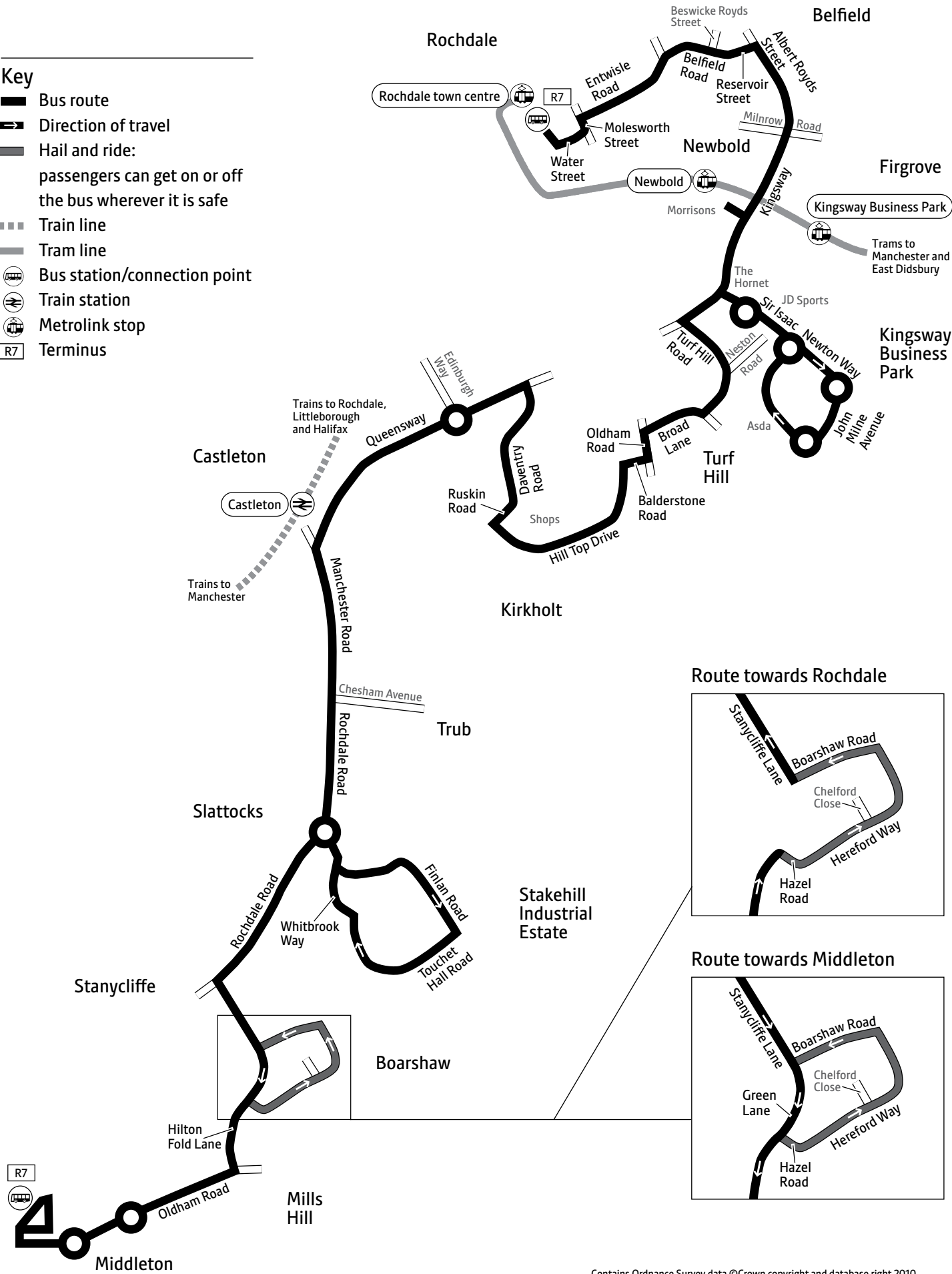
Bus station/connection point

Train station

Metrolink stop

R7

Terminus



Middleton — Stakehill — Castleton — Kirkholt — Kingsway Business Park — Rochdale R7

Sundays and public holidays (except Christmas and New Year period)

Middleton, Bus Station	0510	0710	0910		1710	1910	2110	2310
Boarshaw, Chelford Close	0514	0714	0914		1714	1914	2114	2314
Stakehill Industrial Estate	0525	0725	0925		1725	1925	2125	2325
Castleton, Chesham Avenue	0530	0730	0930	and	1730	1930	2130	2330
Kirkholt, Shops	0535	0735	0935	every	1735	1935	2135	
Turf Hill, Neston Road	0542	0742	0942	hour	1742	1942	2142	
Kingsway Business Park, Asda	0546	0746	0946	until	1746	1946	2146	
Firgrove, Morrisons	0551	0751	0951		1751	1951	2151	
Firgrove, Milnrow Road	0554	0754	0954		1754	1954	2154	
Belfield, Beswicke Royds Street	0557	0757	0957		1757	1957	2157	
Rochdale, Interchange	0602	0802	1002		1802	2002	2202	

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

Bus R7 is provided with the financial support of Transport for Greater Manchester

♿ – All bus R7 journeys are run using easy access buses. See inside front cover of this leaflet for details

Rochdale — Kingsway Business Park — Kirkholt — Castleton — Stakehill — Middleton R7

Mondays to Fridays

Rochdale, Interchange	0550	0700	0750	0905		1305	1405	1500	1605	1705	1810	2010	2210
Belfield, Beswicke Royds Street	0554	0704	0754	0909		1309	1410	1505	1610	1709	1814	2013	2213
Firgrove, Morrisons	0601	0711	0801	0915		1315	1416	1512	1617	1718	1820	2019	2219
Kingsway Business Park, The Hornet	0606	0716	0806	0920	and	1320	1421	1517	1622	1723	1825	2023	2223
Kingsway Business Park, Asda	0609	0719	0809	0923	every	1323	1424	1520	1625	1726	1828	2026	2226
Turf Hill, Neston Road	0614	0724	0814	0928	hour	1328	1429	1526	1631	1731	1833	2031	2231
Kirkholt, Shops	0622	0732	0822	0934	until	1334	1437	1532	1637	1739	1839	2037	2237
Castleton, Chesham Avenue	0630	0740	0830	0942		1342	1445	1540	1645	1745	1846	2044	2244
Stakehill Industrial Estate	0636	0746	0836	0948		1348	1451	1546	1651	1751	1852	2049	2249
Boarshaw, Chelford Close	0646	0756	0846	0958		1358	1501	1556	1701	1801	1902	2059	2259
Middleton, Bus Station	0652	0802	0852	1004		1404	1507	1602	1707	1807	1908	2105	2305

Saturdays

Rochdale, Interchange	0605		1705	1810	2010	2210
Belfield, Beswicke Royds Street	0609		1709	1813	2013	2213
Firgrove, Morrisons	0615		1715	1819	2019	2219
Kingsway Business Park, The Hornet	0620	and	1720	1823	2023	2223
Kingsway Business Park, Asda	0623	every	1723	1826	2026	2226
Turf Hill, Neston Road	0628	hour	1728	1831	2031	2231
Kirkholt, Shops	0634	until	1734	1837	2037	2237
Castleton, Chesham Avenue	0642		1742	1844	2044	2244
Stakehill Industrial Estate	0648		1748	1849	2049	2249
Boarshaw, Chelford Close	0658		1758	1859	2059	2259
Middleton, Bus Station	0704		1804	1905	2105	2305

Bus R7 is provided with the financial support of Transport for Greater Manchester

♿ – All bus R7 journeys are run using easy access buses. See inside front cover of this leaflet for details

Rochdale — Kingsway Business Park — Kirkholt — Castleton — Stakehill — Middleton R7

Sundays and public holidays (except Christmas and New Year period)

Rochdale, Interchange	0610	0810		1610	1710	1810	2010	2210
Belfield, Beswicke Royds Street	0613	0813		1613	1713	1813	2013	2213
Firgrove, Morrisons	0619	0819		1619	1719	1819	2019	2219
Kingsway Business Park, The Hornet	0623	0823	and	1623	1723	1823	2023	2223
Kingsway Business Park, Asda	0626	0826	every	1626	1726	1826	2026	2226
Turf Hill, Neston Road	0631	0831	hour	1631	1731	1831	2031	2231
Kirkholt, Shops	0637	0837	until	1637	1737	1837	2037	2237
Castleton, Chesham Avenue	0644	0844		1644	1744	1844	2044	2244
Stakehill Industrial Estate	0649	0849		1649		1849	2049	2249
Boarshaw, Chelford Close	0659	0859		1659		1859	2059	2259
Middleton, Bus Station	0705	0905		1705		1905	2105	2305

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

Bus R7 is provided with the financial support of Transport for Greater Manchester

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APPENDIX F

TRICS Outputs

Calculation Reference: AUDIT-754101-220727-0702

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
14	LEINSTER	
	WX WEXFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 51 (units:)
 Range Selected by User: 4 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 24/11/21

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	4 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	14 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) 14

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 13
No Sub Category 1

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

Secondary Filtering selection:

Use Class:

C3 14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days
5,001 to 10,000 5 days
15,001 to 20,000 4 days
20,001 to 25,000 1 days
25,001 to 50,000 3 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 2 days
25,001 to 50,000 2 days
50,001 to 75,000 4 days
75,001 to 100,000 2 days
125,001 to 250,000 3 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 12 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 12 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 14 days

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

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
2	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES		CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
3	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
4	DL-03-A-11 GRACE PARK ROAD DUBLIN WHITEHALL	SEMI-DETACHED HOUSES		DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	19		
	Survey date: WEDNESDAY	19/05/21	Survey Type: MANUAL	
5	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	37		
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL	
6	HC-03-A-17 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	36		
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL	
7	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED		HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	40		
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
9	MG-03-A-01 ORIEL WAY MONAGHAN Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 49 Survey date: TUESDAY 12/10/21	SEMI-DETACHED HOUSES	MONAGHAN	Survey Type: MANUAL
10	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL
11	PS-03-A-02 GUNROG ROAD WELSHPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 11/05/15	DETACHED / SEMI-DETACHED	POWYS	Survey Type: MANUAL
12	RO-03-A-04 EAGLE COURT ROSCOMMON ARDNANAGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 39 Survey date: FRIDAY 26/09/14	SEMI DET. & BUNGALOWS	ROSCOMMON	Survey Type: MANUAL
13	WL-03-A-02 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16	SEMI DETACHED	WILTSHIRE	Survey Type: MANUAL
14	WX-03-A-01 CLONARD ROAD WEXFORD Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 34 Survey date: THURSDAY 25/09/14	SEMI-DETACHED	WEXFORD	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
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.85

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	14	34	0.068	14	34	0.225	14	34	0.293
08:00 - 09:00	14	34	0.178	14	34	0.445	14	34	0.623
09:00 - 10:00	14	34	0.176	14	34	0.178	14	34	0.354
10:00 - 11:00	14	34	0.157	14	34	0.189	14	34	0.346
11:00 - 12:00	14	34	0.165	14	34	0.159	14	34	0.324
12:00 - 13:00	14	34	0.212	14	34	0.186	14	34	0.398
13:00 - 14:00	14	34	0.199	14	34	0.256	14	34	0.455
14:00 - 15:00	14	34	0.206	14	34	0.218	14	34	0.424
15:00 - 16:00	14	34	0.290	14	34	0.216	14	34	0.506
16:00 - 17:00	14	34	0.324	14	34	0.193	14	34	0.517
17:00 - 18:00	14	34	0.335	14	34	0.242	14	34	0.577
18:00 - 19:00	14	34	0.284	14	34	0.189	14	34	0.473
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.594			2.696			5.290

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:	10 - 51 (units:)
Survey date range:	01/01/14 - 24/11/21
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

MULTI-MODAL TAXIS

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	14	34	0.000	14	34	0.000	14	34	0.000
08:00 - 09:00	14	34	0.004	14	34	0.004	14	34	0.008
09:00 - 10:00	14	34	0.006	14	34	0.004	14	34	0.010
10:00 - 11:00	14	34	0.000	14	34	0.002	14	34	0.002
11:00 - 12:00	14	34	0.002	14	34	0.002	14	34	0.004
12:00 - 13:00	14	34	0.004	14	34	0.002	14	34	0.006
13:00 - 14:00	14	34	0.002	14	34	0.004	14	34	0.006
14:00 - 15:00	14	34	0.000	14	34	0.000	14	34	0.000
15:00 - 16:00	14	34	0.004	14	34	0.004	14	34	0.008
16:00 - 17:00	14	34	0.004	14	34	0.004	14	34	0.008
17:00 - 18:00	14	34	0.002	14	34	0.002	14	34	0.004
18:00 - 19:00	14	34	0.004	14	34	0.004	14	34	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

MULTI-MODAL OGVS

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	14	34	0.000	14	34	0.002	14	34	0.002
08:00 - 09:00	14	34	0.008	14	34	0.008	14	34	0.016
09:00 - 10:00	14	34	0.006	14	34	0.004	14	34	0.010
10:00 - 11:00	14	34	0.006	14	34	0.008	14	34	0.014
11:00 - 12:00	14	34	0.002	14	34	0.000	14	34	0.002
12:00 - 13:00	14	34	0.000	14	34	0.002	14	34	0.002
13:00 - 14:00	14	34	0.002	14	34	0.002	14	34	0.004
14:00 - 15:00	14	34	0.002	14	34	0.004	14	34	0.006
15:00 - 16:00	14	34	0.000	14	34	0.000	14	34	0.000
16:00 - 17:00	14	34	0.000	14	34	0.000	14	34	0.000
17:00 - 18:00	14	34	0.002	14	34	0.002	14	34	0.004
18:00 - 19:00	14	34	0.000	14	34	0.000	14	34	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.032			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.

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

MULTI-MODAL PSVS

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	14	34	0.002	14	34	0.002	14	34	0.004
08:00 - 09:00	14	34	0.006	14	34	0.006	14	34	0.012
09:00 - 10:00	14	34	0.002	14	34	0.000	14	34	0.002
10:00 - 11:00	14	34	0.000	14	34	0.002	14	34	0.002
11:00 - 12:00	14	34	0.000	14	34	0.000	14	34	0.000
12:00 - 13:00	14	34	0.002	14	34	0.000	14	34	0.002
13:00 - 14:00	14	34	0.000	14	34	0.002	14	34	0.002
14:00 - 15:00	14	34	0.002	14	34	0.002	14	34	0.004
15:00 - 16:00	14	34	0.004	14	34	0.004	14	34	0.008
16:00 - 17:00	14	34	0.002	14	34	0.000	14	34	0.002
17:00 - 18:00	14	34	0.002	14	34	0.004	14	34	0.006
18:00 - 19:00	14	34	0.002	14	34	0.002	14	34	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
 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	14	34	0.011	14	34	0.011	14	34	0.022
08:00 - 09:00	14	34	0.000	14	34	0.013	14	34	0.013
09:00 - 10:00	14	34	0.004	14	34	0.006	14	34	0.010
10:00 - 11:00	14	34	0.004	14	34	0.002	14	34	0.006
11:00 - 12:00	14	34	0.000	14	34	0.000	14	34	0.000
12:00 - 13:00	14	34	0.002	14	34	0.008	14	34	0.010
13:00 - 14:00	14	34	0.002	14	34	0.002	14	34	0.004
14:00 - 15:00	14	34	0.000	14	34	0.002	14	34	0.002
15:00 - 16:00	14	34	0.023	14	34	0.000	14	34	0.023
16:00 - 17:00	14	34	0.008	14	34	0.013	14	34	0.021
17:00 - 18:00	14	34	0.008	14	34	0.004	14	34	0.012
18:00 - 19:00	14	34	0.008	14	34	0.017	14	34	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.078			0.148

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.

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

MULTI-MODAL VEHICLE OCCUPANTS

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	14	34	0.091	14	34	0.292	14	34	0.383
08:00 - 09:00	14	34	0.203	14	34	0.661	14	34	0.864
09:00 - 10:00	14	34	0.225	14	34	0.239	14	34	0.464
10:00 - 11:00	14	34	0.182	14	34	0.280	14	34	0.462
11:00 - 12:00	14	34	0.199	14	34	0.193	14	34	0.392
12:00 - 13:00	14	34	0.265	14	34	0.239	14	34	0.504
13:00 - 14:00	14	34	0.244	14	34	0.341	14	34	0.585
14:00 - 15:00	14	34	0.267	14	34	0.267	14	34	0.534
15:00 - 16:00	14	34	0.445	14	34	0.299	14	34	0.744
16:00 - 17:00	14	34	0.487	14	34	0.275	14	34	0.762
17:00 - 18:00	14	34	0.466	14	34	0.371	14	34	0.837
18:00 - 19:00	14	34	0.419	14	34	0.267	14	34	0.686
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.493			3.724			7.217

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.

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

MULTI-MODAL PEDESTRIANS

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	14	34	0.032	14	34	0.074	14	34	0.106
08:00 - 09:00	14	34	0.076	14	34	0.233	14	34	0.309
09:00 - 10:00	14	34	0.072	14	34	0.087	14	34	0.159
10:00 - 11:00	14	34	0.049	14	34	0.081	14	34	0.130
11:00 - 12:00	14	34	0.057	14	34	0.061	14	34	0.118
12:00 - 13:00	14	34	0.074	14	34	0.070	14	34	0.144
13:00 - 14:00	14	34	0.110	14	34	0.106	14	34	0.216
14:00 - 15:00	14	34	0.108	14	34	0.089	14	34	0.197
15:00 - 16:00	14	34	0.214	14	34	0.081	14	34	0.295
16:00 - 17:00	14	34	0.121	14	34	0.057	14	34	0.178
17:00 - 18:00	14	34	0.081	14	34	0.078	14	34	0.159
18:00 - 19:00	14	34	0.091	14	34	0.057	14	34	0.148
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.085			1.074			2.159

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.

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

MULTI-MODAL BUS/TRAM PASSENGERS

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	14	34	0.008	14	34	0.019	14	34	0.027
08:00 - 09:00	14	34	0.004	14	34	0.019	14	34	0.023
09:00 - 10:00	14	34	0.002	14	34	0.015	14	34	0.017
10:00 - 11:00	14	34	0.008	14	34	0.008	14	34	0.016
11:00 - 12:00	14	34	0.008	14	34	0.002	14	34	0.010
12:00 - 13:00	14	34	0.011	14	34	0.011	14	34	0.022
13:00 - 14:00	14	34	0.000	14	34	0.006	14	34	0.006
14:00 - 15:00	14	34	0.017	14	34	0.011	14	34	0.028
15:00 - 16:00	14	34	0.015	14	34	0.008	14	34	0.023
16:00 - 17:00	14	34	0.002	14	34	0.002	14	34	0.004
17:00 - 18:00	14	34	0.011	14	34	0.011	14	34	0.022
18:00 - 19:00	14	34	0.021	14	34	0.002	14	34	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.107			0.114			0.221

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.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

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	14	34	0.000	14	34	0.011	14	34	0.011
08:00 - 09:00	14	34	0.000	14	34	0.000	14	34	0.000
09:00 - 10:00	14	34	0.000	14	34	0.000	14	34	0.000
10:00 - 11:00	14	34	0.000	14	34	0.000	14	34	0.000
11:00 - 12:00	14	34	0.000	14	34	0.000	14	34	0.000
12:00 - 13:00	14	34	0.000	14	34	0.000	14	34	0.000
13:00 - 14:00	14	34	0.002	14	34	0.000	14	34	0.002
14:00 - 15:00	14	34	0.000	14	34	0.000	14	34	0.000
15:00 - 16:00	14	34	0.000	14	34	0.000	14	34	0.000
16:00 - 17:00	14	34	0.000	14	34	0.000	14	34	0.000
17:00 - 18:00	14	34	0.002	14	34	0.002	14	34	0.004
18:00 - 19:00	14	34	0.002	14	34	0.000	14	34	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006				0.013	0.019	

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.

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

MULTI-MODAL COACH PASSENGERS

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	14	34	0.000	14	34	0.006	14	34	0.006
08:00 - 09:00	14	34	0.000	14	34	0.006	14	34	0.006
09:00 - 10:00	14	34	0.000	14	34	0.000	14	34	0.000
10:00 - 11:00	14	34	0.000	14	34	0.000	14	34	0.000
11:00 - 12:00	14	34	0.000	14	34	0.000	14	34	0.000
12:00 - 13:00	14	34	0.006	14	34	0.000	14	34	0.006
13:00 - 14:00	14	34	0.000	14	34	0.000	14	34	0.000
14:00 - 15:00	14	34	0.002	14	34	0.000	14	34	0.002
15:00 - 16:00	14	34	0.004	14	34	0.000	14	34	0.004
16:00 - 17:00	14	34	0.004	14	34	0.000	14	34	0.004
17:00 - 18:00	14	34	0.002	14	34	0.000	14	34	0.002
18:00 - 19:00	14	34	0.002	14	34	0.000	14	34	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.012			0.032

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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	14	34	0.008	14	34	0.036	14	34	0.044
08:00 - 09:00	14	34	0.004	14	34	0.025	14	34	0.029
09:00 - 10:00	14	34	0.002	14	34	0.015	14	34	0.017
10:00 - 11:00	14	34	0.008	14	34	0.008	14	34	0.016
11:00 - 12:00	14	34	0.008	14	34	0.002	14	34	0.010
12:00 - 13:00	14	34	0.017	14	34	0.011	14	34	0.028
13:00 - 14:00	14	34	0.002	14	34	0.006	14	34	0.008
14:00 - 15:00	14	34	0.019	14	34	0.011	14	34	0.030
15:00 - 16:00	14	34	0.019	14	34	0.008	14	34	0.027
16:00 - 17:00	14	34	0.006	14	34	0.002	14	34	0.008
17:00 - 18:00	14	34	0.015	14	34	0.013	14	34	0.028
18:00 - 19:00	14	34	0.025	14	34	0.002	14	34	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.133			0.139			0.272

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.85

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	14	34	0.142	14	34	0.413	14	34	0.555
08:00 - 09:00	14	34	0.284	14	34	0.932	14	34	1.216
09:00 - 10:00	14	34	0.303	14	34	0.347	14	34	0.650
10:00 - 11:00	14	34	0.244	14	34	0.371	14	34	0.615
11:00 - 12:00	14	34	0.265	14	34	0.256	14	34	0.521
12:00 - 13:00	14	34	0.358	14	34	0.328	14	34	0.686
13:00 - 14:00	14	34	0.358	14	34	0.456	14	34	0.814
14:00 - 15:00	14	34	0.394	14	34	0.369	14	34	0.763
15:00 - 16:00	14	34	0.701	14	34	0.388	14	34	1.089
16:00 - 17:00	14	34	0.623	14	34	0.347	14	34	0.970
17:00 - 18:00	14	34	0.570	14	34	0.466	14	34	1.036
18:00 - 19:00	14	34	0.544	14	34	0.343	14	34	0.887
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.786			5.016			9.802

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

MULTI-MODAL CARS

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	14	34	0.061	14	34	0.193	14	34	0.254
08:00 - 09:00	14	34	0.144	14	34	0.407	14	34	0.551
09:00 - 10:00	14	34	0.129	14	34	0.144	14	34	0.273
10:00 - 11:00	14	34	0.123	14	34	0.150	14	34	0.273
11:00 - 12:00	14	34	0.140	14	34	0.140	14	34	0.280
12:00 - 13:00	14	34	0.182	14	34	0.153	14	34	0.335
13:00 - 14:00	14	34	0.163	14	34	0.212	14	34	0.375
14:00 - 15:00	14	34	0.186	14	34	0.191	14	34	0.377
15:00 - 16:00	14	34	0.254	14	34	0.186	14	34	0.440
16:00 - 17:00	14	34	0.286	14	34	0.167	14	34	0.453
17:00 - 18:00	14	34	0.303	14	34	0.212	14	34	0.515
18:00 - 19:00	14	34	0.244	14	34	0.172	14	34	0.416
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.215			2.327			4.542

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

MULTI-MODAL LGVS

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	14	34	0.004	14	34	0.028	14	34	0.032
08:00 - 09:00	14	34	0.015	14	34	0.019	14	34	0.034
09:00 - 10:00	14	34	0.032	14	34	0.025	14	34	0.057
10:00 - 11:00	14	34	0.028	14	34	0.025	14	34	0.053
11:00 - 12:00	14	34	0.019	14	34	0.017	14	34	0.036
12:00 - 13:00	14	34	0.023	14	34	0.028	14	34	0.051
13:00 - 14:00	14	34	0.032	14	34	0.036	14	34	0.068
14:00 - 15:00	14	34	0.015	14	34	0.017	14	34	0.032
15:00 - 16:00	14	34	0.028	14	34	0.021	14	34	0.049
16:00 - 17:00	14	34	0.032	14	34	0.021	14	34	0.053
17:00 - 18:00	14	34	0.023	14	34	0.021	14	34	0.044
18:00 - 19:00	14	34	0.034	14	34	0.011	14	34	0.045
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.285			0.269			0.554

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.

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

MULTI-MODAL MOTOR CYCLES

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	14	34	0.000	14	34	0.000	14	34	0.000
08:00 - 09:00	14	34	0.000	14	34	0.000	14	34	0.000
09:00 - 10:00	14	34	0.000	14	34	0.000	14	34	0.000
10:00 - 11:00	14	34	0.000	14	34	0.000	14	34	0.000
11:00 - 12:00	14	34	0.002	14	34	0.000	14	34	0.002
12:00 - 13:00	14	34	0.000	14	34	0.002	14	34	0.002
13:00 - 14:00	14	34	0.000	14	34	0.000	14	34	0.000
14:00 - 15:00	14	34	0.000	14	34	0.004	14	34	0.004
15:00 - 16:00	14	34	0.000	14	34	0.000	14	34	0.000
16:00 - 17:00	14	34	0.000	14	34	0.000	14	34	0.000
17:00 - 18:00	14	34	0.002	14	34	0.000	14	34	0.002
18:00 - 19:00	14	34	0.000	14	34	0.000	14	34	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.006			0.010

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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