SDG (Glossop) Limited

Glossop Brook Road, Glossop
Transport Statement

Peter Brett Associates
December 2014

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1 INTRODUCTION

Background

1.1 This Transport Statement (TS) has been prepared by Peter Brett Associates LLP (PBA) on behalf of SDG (Glossop) Limited to support an outline planning application for an indicative residential development comprising of 72 units at land off Wren Nest Road in Glossop, Derbyshire (hereafter referred to as 'the site').

1.2 The site lies within the administrative area of High Peak Borough Council (HPBC) and the relevant Highways Authority for the site is Derbyshire County Council (DCC). The site has been allocated in the High Peak Local Area Plan preferred options document dated February 2013 for B1, B2 and B8 employment use.

1.3 As part of the Local Plan preparation URS were commissioned by DCC to undertake a transport study for the HPBC local plan. Draft Issue 2 of this document dated April 2014 is currently available in the public domain. The purpose of this study was to identify the cumulative transport impact of the development proposals in the Local Plan and Chapel –en-le-Frith Neighbourhood Plan and recommend a possible mitigation strategy for the High Peak.

1.4 This transport study provides a baseline performance of the key junctions within Glossop and will therefore be consulted when assessing the possible traffic impact of the proposed residential development.

1.5 The scope of the TS has been discussed and agreed at the pre-application stage with DCC, at a meeting held at HPBC's offices on 2nd December 2014. The following key points were agreed at the meeting:

- accessibility of the site by all modes (car and non-car) be investigated in the TS;
- potential vehicle trip generation associated with the development be derived using the TRICS database;
- junction assessments are not required, however the development traffic at the junction of A57/Glossop Brook Road/Queen Street would be presented alongside the Linsig model outputs undertaken by URS for this junction for the purpose of information;
- a preliminary layout of the site access including visibility be provided as part of the TS, together with consideration of on-street parking in this area; and
- a Travel Plan is not necessary for the proposed scheme.

Report Structure

1.6 The remainder of this report is set out in the following structure:

- Section 2 provides a review of national and local policy relevant to the site;
- Section 3 details the existing conditions in the vicinity of the site with regards to walking, cycling, public transport, local facilities and existing highway conditions;
- Section 4 provides further details on the proposed development;
- Section 5 presents the proposed trip generation and likely impact on the local highway network; and
- Section 6 concludes the report.

2 REVIEW OF CURRENT POLICY AND GUIDANCE

Introduction

2.1 This section reviews existing national and local policy, guidance and emerging strategies relating to transport.

National Policy and Guidance

National Planning Policy Framework (NPPF)

2.2 The NPPF was published in March 2012 and is the over-arching national statement of the Government's approach to planning. The document contains several paragraphs outlining policies in relation to transport provision for new developments. These are detailed in the following paragraphs.

2.3 Paragraph 32 states that:

"*All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *the opportunities for sustainable transport modes have been taken up…to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development*."

2.4 Crucially, this paragraph goes on to state that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

2.5 Paragraph 34 of the NPPF states that "plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised."

2.6 Paragraph 35 sets out various ways in which developments should incorporate opportunities for the use of sustainable transport modes. This includes giving priority to pedestrians and cycle movements; ensuring access to high quality public transport facilities; creating safe layouts which minimise conflict between traffic and pedestrians and cyclists; and considering the needs of people with disabilities.

National Planning Practice Guidance

2.7 The Planning Practice Guidance (NPPG) web resource was launched in March 2014 by the Department for Communities and Local Government (DCLG), with the aim of making the planning system simpler, clearer and easier for people to use. The NPPG contains 41 categories of notes, one of which relates to travel plans, transport assessments and statements in decision-taking.

2.8 NPPG states that :

"Transport Assessment and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."

2.9 With regard to the content of Transport Assessments and Statements, it states that the scope and level of detail in a Transport Assessment or Statement will vary from site to site but details various items that are consistent with the DfT Guidance on Transport Assessment document from 2007 (see below), which has recently been archived.

Guidance on Transport Assessment, 2007

2.10 This document was published by the Department for Transport and the Homes and Communities Agency in 2007 and is intended to assist stakeholders in determining whether an assessment may be required and, if so, what the level and scope of that assessment should be. It provides guidance on the content and preparation of Transport Assessments (TAs) and Transport Statements (TSs). This document has recently been archived, however it is understood that DCC are still using this document as a guide in relation to TAs and TSs.

2.11 The document provides guidance on what level of assessment is required for a new development, with Appendix B providing suggested thresholds below which a formal assessment may not be needed and above which the preparation of a TS or a TA would be appropriate. With regards to residential houses, the guidance suggests TS is required for developments comprising between 50 and 80 units, with a TA required for more than 80 units. The proposed scheme is therefore within the threshold for a TS and as requested by DCC, a TS has been prepared to accompany the planning application for this scheme.

Local Policy and Guidance

High Peak Borough Council – High Peak Saved Local Plan Policies (Local Development Framework)

2.12 There are a number of saved Local Plan policies relevant to the proposed development as detailed below.

2.13 **Policy 46 - H11 - Layout and Design Of Residential Development** – The policy states that; *"Planning Permission will be granted for residential development, including extensions, alterations and changes of use, provided that it will:*

- *incorporate good design that reflects its setting and local distinctiveness; and make efficient use of available land; and*
- *promote safe and accessible living environments which include a mix of housing types and sizes; and*
- *protect amenity by having regard to the guidelines set out in Appendix 2"*

2.14 **Policy 78 – TR1 – Transport Implications of New Development** - The policy states that; *"Planning Permission will be granted for new development provided that it seeks to; reduce the need to travel, widen transport choice for people and goods, integrate transport and land use"*

2.15 **Policy 81 – TR4** – **Traffic Management** – "*Planning Permission will be granted for development, provided that:*

- *the capacity and design of the transport network serving the site will reasonably accommodate the anticipated increase in travel without materially harming highway safety or local amenity; and*
- *The traffic generated by the development will not unduly interrupt the safe and free flow of traffic on trunk or primary roads or materially affect existing conditions to an unacceptable extent.*

2.16 *Where a proposed development generates significant travel movements, the proposal will be accompanied by a transport assessment study to assess the likely effects of the development on the local transport network.*

2.17 *Where appropriate, conditions will be imposed, and/or planning obligations sought, to ensure that adequate highway improvements, traffic management measures and/or public transport infrastructure are provided or implemented before the development is brought into use."*

2.18 **Policy 82 – TR5 – Access, Parking and Design** – The policy states that: *"Planning Permission will be granted for development provided that; it will make safe and appropriate provision for access and egress by pedestrians, cyclists, public transport users and the private car".*

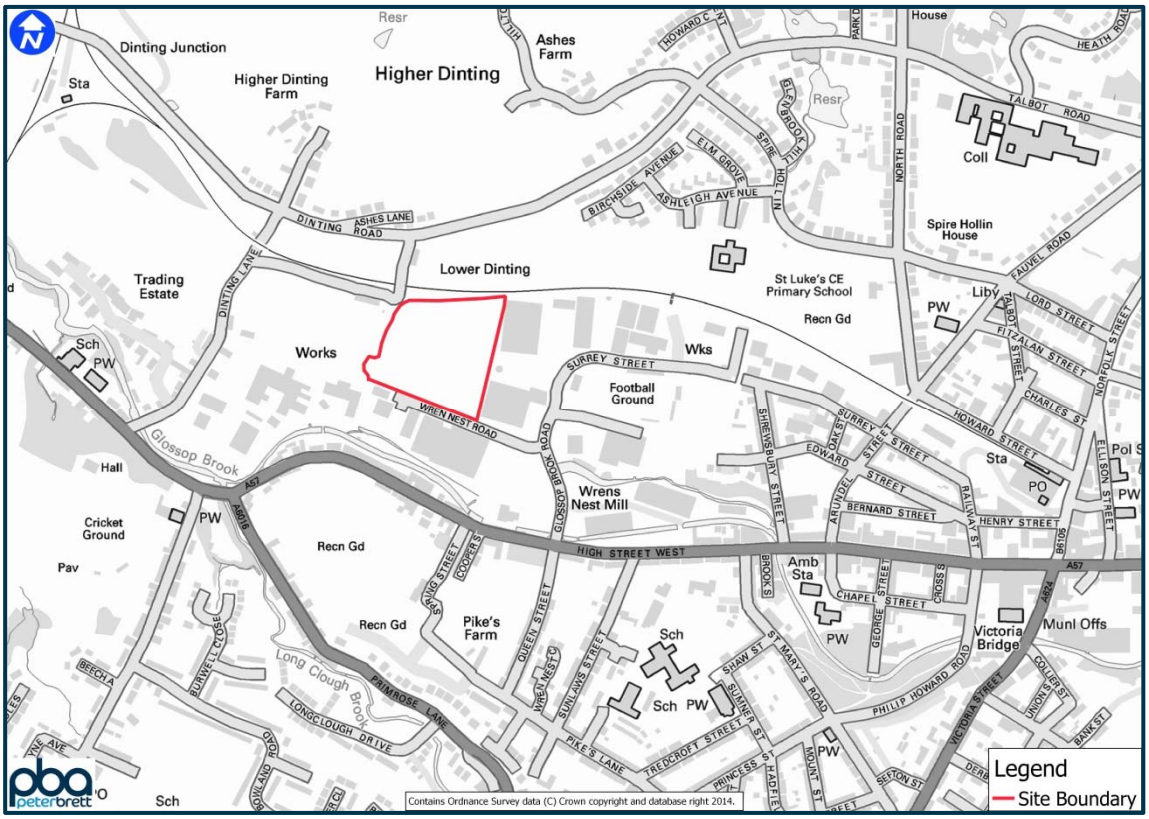
2.19 **Policy 85 – TR11 – Footpaths, Bridleways and Byways** – The policy states that; *"Planning Permission will be granted for development which will affect a footpath, bridleway or byway, provided that: the horizontal and vertical alignment of the right of way will remain substantially unchanged or will be enhanced; or where the existing route cannot reasonably be incorporated, the development will make provision for a diverted route will not materially lessen its convenience or attractiveness to its users; and the width, surface treatment and levels of the diverted route will be adequate for its users; and adequate landscape treatment will be provided and existing important landscape and wildlife features will be retained and, where possible, enhanced; and public safety and security will not be prejudiced"*

3 EXISTING CONDITIONS

Introduction

3.1 The site is located to the north of the Tesco superstore, on the north of Wren Nest Road, Glossop. The proposed site is bounded to the south by Wren Nest Road, to the north by the Glossop rail line, to the east by industrial units and to the west by an open plot of land outlined for future development. The location of the site in relation to the local area can be seen in **Figure 3.1.**

Figure 3.1 – Site Location



Local Highway Network

Wren Nest Road

3.2 Wren Nest Road is a single carriageway road, which provides access to the service yard for the food superstore and forms a priority junction with Glossop Brook Road which links Surrey Street to the north.

3.3 PBA undertook a site visit on 2nd December 2014. It was observed during the site visit that there was on- street parking on Wren Nest, on both sides of the Road. It was also observed that vehicles park on one side mounted on the kerb as shown in **Figure 3.2** below.

Figure 3 2 – Existing On-Street Parking on Wren Nest Road

3.4 **Drawing number 5501/002** produced by PBA shows the effective width of the Road when the above parking is replicated on an OS base drawing. It is important to note that the OS base has been validated with on-site measurements.

3.5 It can be seen from the drawing that the effective width of the Road is approximately 3.8 metres which provides sufficient room for vehicles including the Tesco delivery vehicles to pass through safely.

3.6 The drawing also shows that the effective width of the road in the vicinity of the layby is approximately 4.9 metres over a distance of approximately 29 metres, when parked vehicles are taken into account. It is considered this section provides sufficient room for safe passing opportunities for vehicles on this road.

3.7 To further identify any safety issues in relation to the current double sided parking on Wren Nest Road, the crashmap website (www.crashmap.co.uk) has been investigated for accidents along the length of Wren Nest Road over the last 5 years.

3.8 The investigation showed that there was only one accident recorded in the vicinity of Wren Nest Road for the period under consideration. This accident involved a motorcycle and a car and was recorded in 2010. Based on the above it is considered that the existing parking arrangement on Wren Nest Road does not give rise to any safety concerns.

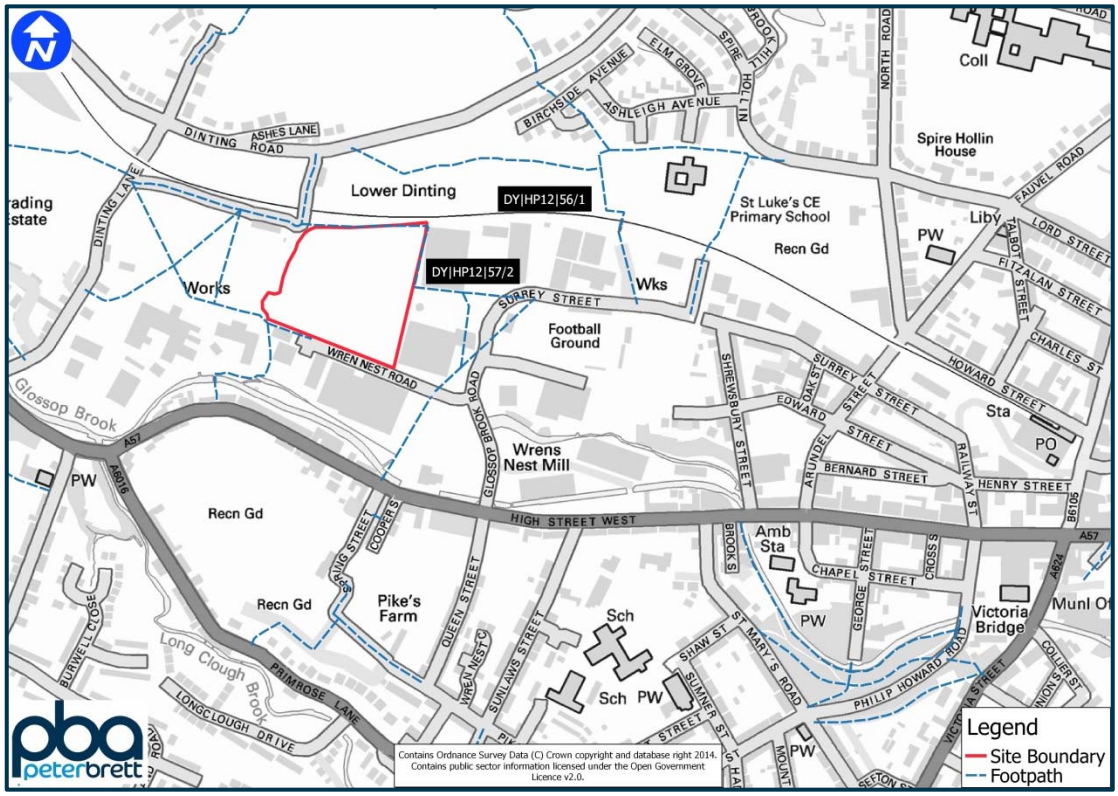
Remaining Local Highway Network

3.9 Glossop Brook Road links the site to the A57 High Street West / Queen Street signal junction. There are signalised crossing points on all arms of this junction which provide links to public transport facilities and the centre of Glossop. Surrey Street predominantly provides access to residential properties and provides a direct access on foot/cycle to Glossop Train Station.

3.10 The A57 is a single carriageway road, providing connectivity to the Peak District and Sheffield to the east, and to the M67 at Junction 4, providing connections to Hyde, Stalybridge, Ashton-under-Lyne, Stockport and Manchester.

Walking & Cycling Access

Figure 3.3 – Footpaths in the vicinity of the site



3.11 The site is highly sustainable in terms of residents being able to access footpaths to major local destinations, to public transport facilities, to local and national cycle routes and to major employment sites, as shown in **Figure 3.3**. In terms of local connections, puffin crossing facilities are located on each arm of the signalised junction between Glossop Brook Road and High Street West. Glossop Brook Road and High Street West are well-lit for pedestrians and cyclists and have footways on both frontages.

3.12 An existing, undesignated footpath runs in a north-west direction from Wren Nest Road to the pedestrian footbridge across the rail line, which identifies the desire line for pedestrians crossing the rail line. This undesignated route connects to local footpath DY|HP12|57/2 and to further pedestrian facilities north and south of the rail line.

3.13 Local footpath DY|HP12|57/2 provides a direct route from the east of the site to Surrey Street and therefore a direct route to Glossop rail station, with an approximate distance of 750m, and to local footpath DY|HP12|56/1, providing pedestrian access to St Luke's' Church of England Primary School. This route also provides access to the pedestrian bridge over the rail line to the north of the site, providing connection to Higher Dinting and other local facilities.

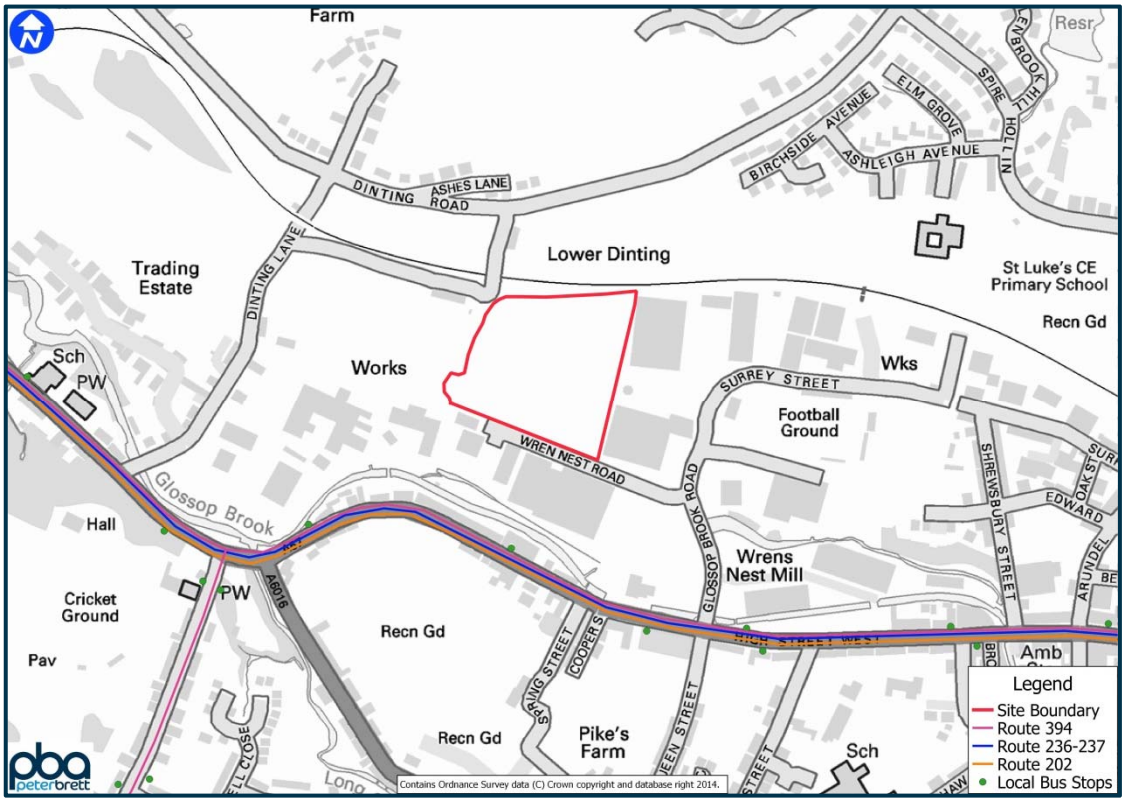
3.14 The nearest cycle route to the site is accessible off the A57 via Cottage Lane, which provides access to National Cycle Route 62, the Pennine Cycleway and the Trans Pennine Trail, approximately 2km from the site access. Although the A57 has no dedicated cycle infrastructure in the vicinity of the site, the carriageway width provides an attractive road for cyclists to use, and one which links in to local and national cycle routes that are well used by leisure and professional cyclists. National Cycle Route 62 connects Fleetwood in Lancashire with Selby in North Yorkshire, forming the west and central sections of The Trans Pennine Trail.

Public Transport Access

3.15 The Institute of Highways and Transportation (IHT) guidance 'Guidelines for Planning for Public Transport in Development' has been taken into account when considering access to public transport facilities from the proposed site. This is typically accepted as good practice in the UK and should be used as the benchmark to assess the accessibility of this site. It should be noted that based on an average walk speed of 4.8km/h (previously used by the DfT to determine national accessibility indicators), a 250 metre walk equates to approximately 3 minutes and a 400 metre walk equates to approximately 5 minutes.

3.16 The IHT guidance recommends that bus stop should be located within an accessible walking distance of 400m from a development site. **Figure 3.4** shows the location of the site in relation to local bus stops and service routes.

Figure 3.4 – Public transport services



3.17 It can be seen from **Figure 3.4** that the nearest bus stops to the site are located along the A57 High Street West, approximately 300m from the proposed site access. This is

within the recommended walking distance, of 400m, in accordance with the IHT guidance.

3.18 The bus services that operate along A57 High Street West are presented below in **Table 3.1.**

Table 3.1 – High Street West Bus Services

Service	Route	Mon – Fri Frequency	Sat Frequency	Sun Frequency
202	Glossop - Charlesworth - Mottram - Hyde	60 minutes (10:05-17:05)	60 minutes (10:05-17:05)	60 minutes (09:05-17:05)
236	Ashton Under Lyne – Glossop	20 minutes (09:06-16:26)	20 minutes (09:34-17:14, limited service)	30 minutes (08:31-23:31)
394	Glossop - Marple - Stepping Hill Hospital	60 minutes (09:38-17:48)	60 minutes (09:38-16:38)	No service

3.19 It can be seen from Table 3.1 that there a three bus routes within acceptable walking distance of the site with a total frequency of five services every hour, linking the site to places of employment, shopping, health and education. Therefore, it is reasonable to conclude that there is a good level of bus service, particularly for destinations towards Ashton-under-Lyne, Hyde and with opportunity for linked trips to Manchester.

3.20 IHT guidelines also suggest that in order to fully utilise rail as an alternative mode of transport to the private car, sites should be located within an 800m walking catchment of a rail station. The nearest rail station to the site is Glossop station, located approximately 750m from the site access, which is within the IHT recommended walking distance. **Table 3.2** presents the train route and frequency of services from this station.

Table 3.2 – Train Services from Glossop Railway Station

Operator	Route	AM and PM peak	Sat	Sun
Northern Rail	Hadfield - Glossop – Manchester Piccadilly	20 minutes	30 minutes	30 minutes

3.21 It can be seen from **Table 3.2** that the train services from this station is operated by Northern Rail and provides services from this station along the route to Manchester Piccadilly to the north west and Hadfield to the north.

3.22 It can also be seen that there are three services per hour in each direction during the morning and evening peak with half-hourly services thereafter. Therefore, it is considered that the site is accessible by rail and that rail travel is a viable alternative to private car use.

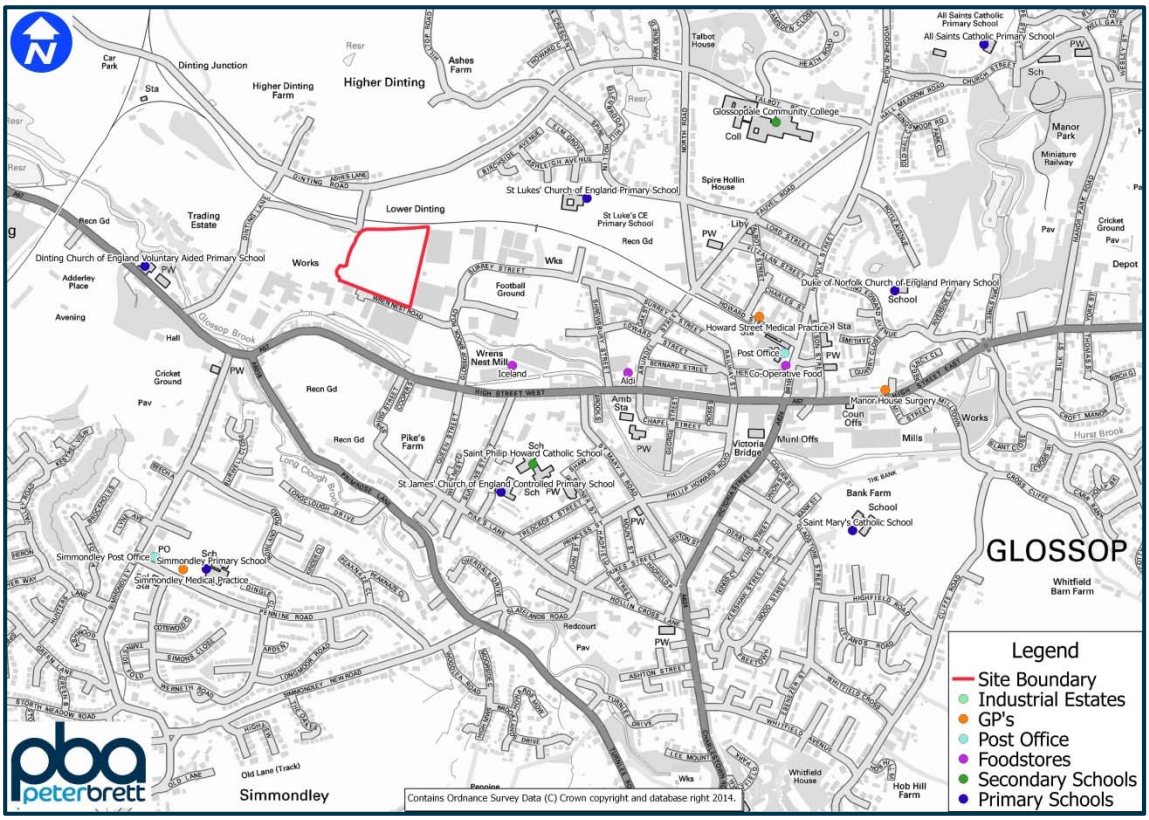
Access to Local Amenities

3.23 It is generally accepted that residential properties are the origins of most trips. Paragraph 34 of the NPPF highlights the need for developments that generate significant movements to locate where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The site has therefore been assessed in terms of its location for proximity to complementary local facilities that are within walking and cycling distance.

3.24 The IHT's "Guidelines for Providing for Journeys on Foot" (2000) suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere. It also suggests a distance of 2km is an acceptable maximum for commuter and education journeys.

3.25 The plan in **Figure 3.5** shows the local facilities that are accessible within walking and cycling distance of the site.

Figure 3.5 – Local Amenities



3.26 It can be seen from **Figure 3.5** that the nearest primary schools to the site are Dinting Church of England Voluntary Aided Primary and St Lukes' Church of England Primary which are located within 500 metres of the site access with the nearest secondary school being the St Phillip Howard Catholic School which is also located approximately 500 metres from the site access.

3.27 It is also shown by **Figure 3.5** that there are several other primary schools in the vicinity of the site, including Saint Mary's Catholic School, All Saints Catholic Primary School, Duke of Norfolk Church of England Primary School, Simmondley Primary School and St James' Church of England Controlled Primary School, all within 1.5km of the site.

3.28 In addition, Glossopdale Community College, which is located within 1km of the site access, also provides comprehensive secondary education.

3.29 In terms of foodstores, a Tesco supermarket is located adjacent to the site on the southern side of Wren Nest Road, approximately 50m from the site access. Furthermore, Aldi is located on Wren Nest Retail Park, and a Co-op Food store is located approximately 850m from the site, adjacent to Glossop train station.

3.30 The nearest post office is located adjacent to Glossop train station, approximately 850m from the site. There is also a post office in Simmondley, approximately 800m from the site access.

3.31 In terms of GP surgeries, the Howard Street Medical Practice is located on the other side of the rail line, approximately 900m from the site access. Simmondley Medical Practice is located off Pennine Road, approximately 800m from the site access. Manor House Surgery is located in Glossop town centre, approximately 1.2km from the site access.

3.32 In terms of employment opportunities, there are a number of local stores and major foodstores in close vicinity to the site, and further employment opportunities within Glossop centre approximately 1km away. With Glossop train station approximately 800m from the site access, there are opportunities for sustainable commuter journeys to major urban centres in the area.

4 PROPOSED DEVELOPMENT

Development Content

4.1 The proposed development scheme is for 72 residential dwellings as shown on the indicative masterplan, produced by NW-Architects with Drawing Number 14068-F102A, included in **Appendix A**.

Parking Provision

4.2 Derbyshire do not currently have any published car parking standards for residential developments, however, PBA were informed following a telephone conversation with Graham Hill, a Principal Engineer at DCC Development Control that as a guide the following standards could be used:

- 1 bedroom dwelling 1.5 spaces per unit
- 2-3 bedrooms dwelling 2 spaces per unit
- 4 or more bedrooms dwelling 3 spaces per unit.

4.3 As the application is an outline application at this stage, the above parking requirements will be considered at the detailed application stage, however it is expected that parking provision will be in accordance with the above.

Vehicular Site Access and Serving Arrangements

4.4 Vehicular access to the site will be provided via a new priority controlled junction on Wren Nest Road as indicated in the current masterplan. The visibility splay for the indicative site access can be seen on PBA **Drawing 5501/002**, included within **Appendix B**. It can be seen that a visibility splay of 2.4m x 43m is achievable at the proposed site access. This is in line with Manual for Streets guidance for a 30mph road.

4.5 Footways will be provided on both sides of the new access road to link into the existing pedestrian facilities available within the vicinity of the site.

4.6 Refuse vehicle access would be provided from the site access on Wren Nest Road. PBA **Drawing 5501/003** demonstrates the swept-path of a 2.53m x 11.125m refuse vehicle along Glossop Brook Road turning into Wren Nest Road assuming cars are parked on both sides of the road and from Wren Nest Road entering the site access for information.

Proposed Pedestrian and Cycling Improvements

4.7 2m wide footways will be provided on either side of the access road, to provide good quality pedestrian connections through the site. A pedestrian connection from south-east to north-west will ensure connectivity across the footbridge to the north of the site, ensuring connectivity to facilities and areas north of the rail line. Footpath provision will broadly follow the existing undesignated footpath running from south-east to north-west to provide high quality footpaths along existing desire lines.

5 TRIP GENERATION AND DISTRIBUTION

Introduction

5.1 This chapter considers the trip generation and distribution associated with the proposed residential development. This has been based on a development content of 72 dwellings.

Trip Generation

5.2 In order to understand the likely vehicle trip generation associated with the proposed development, reference has been made to the national trip Rate Information Computer System (TRICS) database 2014 v7.1.2.

5.3 Vehicle trip rates for residential land use were generated using the following criteria:

- Category: Privately Owned Houses;
- Sites ranging from 50 to 100 dwellings;
- Sites across the UK, with the exception of Greater London, Northern Ireland and the Republic of Ireland;
- Sites located in a 'suburban' or 'edge of town' location;
- Sites without a travel plan; and

5.4 The vehicle trip rates for the weekday AM and PM peak period generated from the TRICS database (based on the selection criteria above) are provided in **Table 5.1**. It should be noted that based on the TRICS outputs, the morning peak hour is 08:00-09:00 and the evening peak hour is 17:00-18:00.

5.5 Additionally, based on 72 dwellings, the estimated vehicle trip generation associated with the proposed residential development is also presented in **Table 5.1**. The TRICS outputs have been included as **Appendix C**.

Table 5.1 – Residential Vehicle Trip Rates (per dwelling) and Total Trip Generation

TRICS Land Use Type	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
'Privately Owned Houses' Trip Rates	0.133	0.349	0.482	0.336	0.183	0.519
Proposed Development Vehicle Trip Generation	10	25	35	24	13	37

5.6 It can be seen from **Table 5.1** that the proposed residential development will generate 35 and 37 two way vehicle movements in the AM and PM peak respectively.

Vehicle Trip Distribution and Assignment

5.7 Given that there is no through route on Surrey Street to the east of the site, all potential vehicle trips generated by the proposed residential development will turn right out of the site and left into the site from Glossop Brook Road. On that basis, it is also assumed that all the trips will arrive at and depart the site from the signal junction of A57 / Glossop Road / Queen Street junction.

5.8 The development traffic has been assigned to this junction based on existing turning proportions obtained from the URS Transport Study referenced in the introduction to this report. **Table 5.2** shows the existing turning proportions into and out of Glossop Brook Road and **Table 5.3** presents the development traffic assigned to the roads that form the junction for the AM and PM peak hours.

Table 5.2 – Existing Glossop Brook Road Turning Proportions

	AM Peak (08:00 - 09:00)			PM Peak (1700-1800)		
	A57 East	Queen Street	A57 West	A57 East	Queen Street	A57 West
Arrival	51%	3%	46%	51%	2%	47%
Departure	49%	3%	48%	60%	2%	38%

Table 5.3 – Proposed Development Traffic

	AM Peak(08:00 - 09:00)			PM Peak (1700-1800)		
	A57 East	Queen Street	A57 West	A57 East	Queen Street	A57 West
Arrival	5	0	4	12	1	11
Departure	12	1	12	8	0	5
Two Way	**17**	**1**	**17**	**20**	**1**	**16**

5.9 It can be seen from **Table 5.3** that there will be 17 and 20 two way traffic movements on the A57 east as a result of the development for the AM and PM peak respectively. **Table 5.3** also indicates that there will be additional 17 and 16 two-way flows during the AM and PM peak respectively on the A57 west due to the development traffic.

5.10 It can also be seen from **Table 5.3** that the increase in traffic on Queen Street as a result of the development traffic is minimal for both the AM and PM peak.

Traffic Impact Analysis

5.11 It was agreed during the pre-application process that junction assessments were not required, however DCC requested that the potential vehicle trips associated with the proposed development be compared with the performance of the A57/Glossop Brook Road/Queen Street signal junction provided in the High Peak Local Transport Plan Study undertaken by URS.

5.12 **Table 5.4** presents the performance of the A57/Glossop Brook Road/Queen Street junction and the associated two-way 2013 survey traffic.

Table 5.4 – 2013 Summary of Linsig Analysis of A57/Glossop Brook Road / Queen Street junction

Arm	AM (0800-0900hrs)			PM (1700-1800hrs)		
	DoS	MMQ	Two Way Traffic Flow	DoS	MMQ	Two Way Traffic Flow
A57 East	51.0	9.5	1341	61.9	10.6	1361
Queen Street	18.9	0.9	41	6.2	0.5	42
A57 West	67.1	16.4	1347	73.2	147	1284
Glossop Brook Road	52.3	2.9	407	74.1	6.8	743
PRC	34.1			21.5		
Vehicle Delay (PCU hrs)	8.99			13.87		

5.13 It can be seen from **Table 5.4** that the junction operates well within practical capacity during both the AM and PM peak for the 2013 survey scenario with a practical reserve capacity of 34.1% and 21.5% in the AM and PM peak respectively.

5.14 **Table 5.5** presents the impact of the development traffic on the two-way traffic movement of each arm of the junction, as well as the overall junction traffic.

Table 5.5 – Impact of Proposed Development Traffic

Arm	AM(0800-0900hrs)			PM (1700-1800hrs)		
	2013 Surveys	Development	Percentage Impact	2013 Surveys	Development	Percentage Impact
A57 East	1341	17	1.3%	1361	20	1.5%
Queen Street	41	1	2.4%	42	1	2.4%
A57 West	1347	17	1.3%	1284	17	1.3%
Glossop Brook Road	407	35	8.6%	743	37	5%
Total	1568	35	2.2%	1715	37	2.2%

5.15 It can be seen from **Table 5.5** that the maximum impact of the proposed development traffic occurs on the Glossop Brook Road arm of the junction with a percentage impact of approximately 8.6% and 5% for the AM and PM peak respectively. It is important to note, however, that the additional two-way traffic movement on this arm would only be 35 and 37 in these peak periods. This is equivalent to approximately 1 car every two minutes, which is considered minimal and imperceptible by existing road users. Furthermore, this arm of the junction operates well within capacity with a

Degree of Saturation of only 52% and 74% in the AM and PM peaks, as shown previously in **Table 5.4**.

5.16 Based on the above, it is reasonable to conclude that the junction of A57/ Queen Street/Glossop Brook Road has sufficient capacity to accommodate the proposed development traffic, as the 2013 baseline assessment shows the junction to be operating with significant spare capacity and that the proposed development traffic will not have a severe impact on the local highway network.

6 CONCLUSIONS AND RECOMMENDATIONS

Conclusions

6.1 PBA has prepared this Transport Statement on behalf of SDG (Glossop) Limited to accompany an outline planning application for an indicative residential scheme of 72 dwellings. DCC has been consulted on the proposed scheme and their comments have been taken on board in the scope of this report.

6.2 Access to the proposed residential development will be via the new priority controlled junction on Wren Nest Road.

6.3 Site visits have shown that there is on-street parking on Wren Nest Road, however it has been demonstrated that there is sufficient room to enable safe passage of vehicles including the Tesco delivery vehicle.

6.4 There is a good level of pedestrian facilities in the vicinity of the site, with more than 10 schools within the 2km maximum walking distance for education journeys stated by IHT guidance. The nearest primary schools to the site are the Dinting Church of England Voluntary Aided Primary and St Lukes' Church of England Primary, which are located within 600 metres of the site access. The nearest secondary school is the St Phillip Howard Catholic School, which is located approximately 500 metres from the site access. All of these are considered to be within a reasonable walking distance.

6.5 In addition, National Cycle Routes 62 and 68 are accessible via Cottage Lane, approximately 2km from the site access. The A57, despite having no dedicated cycle infrastructure, provides an attractive and well connected road to accommodate cyclists utilising the Trans Pennine routes.

6.6 Key facilities are also accessible by bus from the site, with the nearest bus stop being located within 400m of the site access. This stop is served by the 236 bus, which operates with a frequency of 20 minutes during weekdays and Saturdays and 30 minutes on a Sunday. The 236 bus provides access to a range of key facilities within Glossop and Ashton-under-Lyne, including supermarkets, post offices, pharmacies, a GP surgery, as well as access to primary shopping areas within Glossop. Thus the site is well served by public transport.

6.7 Accident data available from the Crashmap website indicates that there are no existing safety issues in the vicinity of the site, based on a 5-year period from 2008 to 2013.

6.8 Based on 72 dwellings, the proposed site would generate up to a total of 35 two-way trips during the AM peak and 37 two-way trips during the PM peak. Based on this low trip generation and taking into account the principles set out in the National Planning Policy Framework, PBA is of the opinion that this would not have a severe impact on the local highway network.

6.9 In particular, it has been demonstrated that the impact of the development traffic on the A57/Queen Street/Glossop Brook Road junction is minimal.

Recommendations

6.10 Paragraph 32 of the NPPF, which advises that in making decisions, local planning authorities should take account of whether opportunities for sustainable transport modes are taken up, safe and suitable access to the site is provided and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'.

6.11 This Transport Statement demonstrates that development is in a sustainable location; existing sustainable transport in the vicinity of the site includes nearby frequent bus services which run throughout the week. There are also several local facilities within walking and cycling distance. Furthermore, the trip generation from the development is considered not to have a severe impact on the local highway network.

6.12 Taking the above into consideration, PBA conclude that there are no traffic or transportation grounds on which to refuse this application.

APPENDIX A INDICATIVE MASTERPLAN

NW-ARCHITECTS

27 York Place · Leeds · LS1 2EY
leeds@nw-architects.co.uk · Tel: 0113 880 0510 · Fax: 0113 880 0511
www.nw-architects.co.uk

PROJECT
Glossop Brook Road

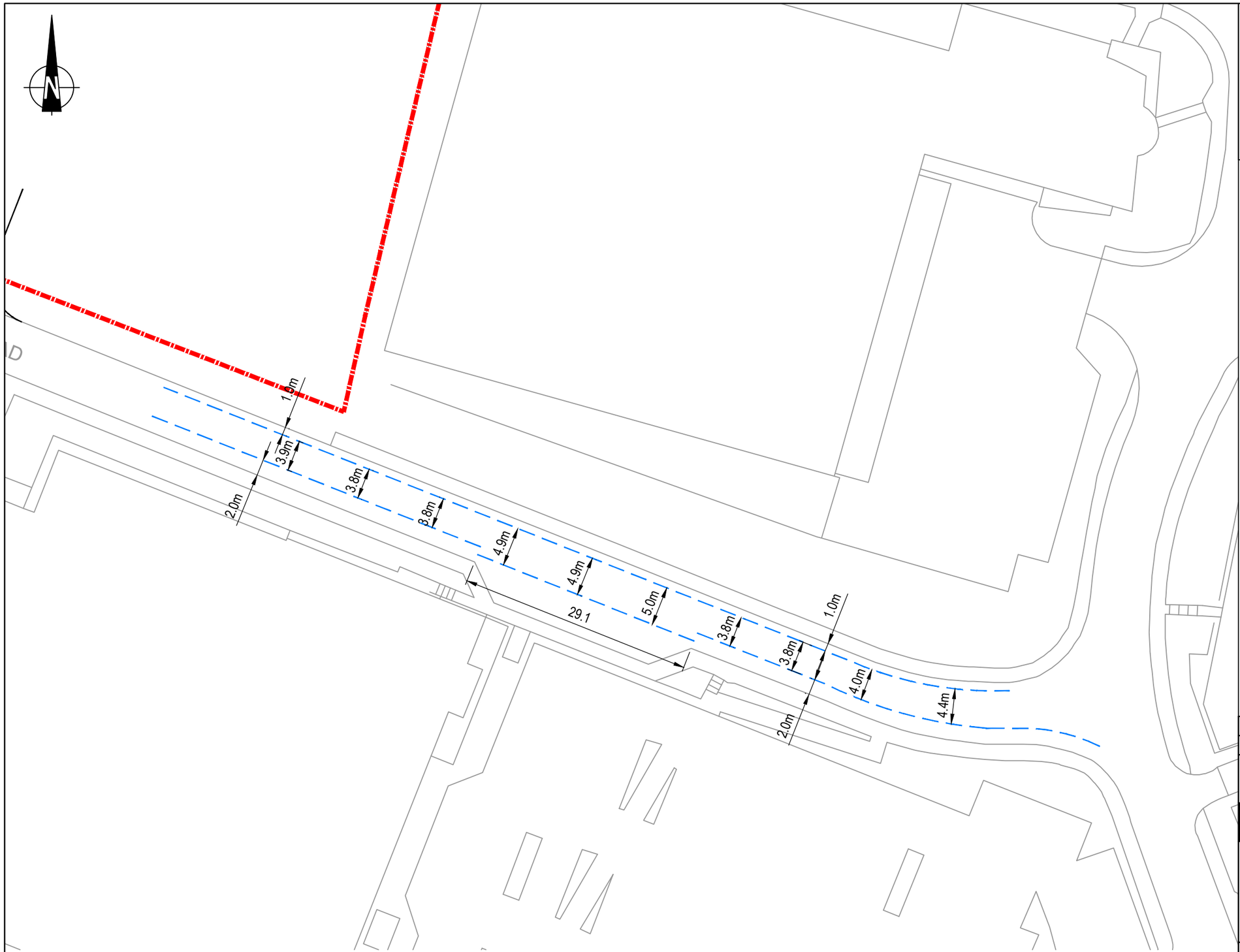
DRAWN BY
RS

DATE DRAWN
12-12-14

DRAWING TITLE
Site Plan Proposed

DRAWING NUMBER
14068-P100

APPENDIX B DRAWINGS



KEY

SITE BOUNDARY

ASSUMED EXISTING PARKING WIDTH

Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

INFORMATION

GLOSSOP BROOK ROAD, GLOSSOP

WREN NEST ROAD
EFFECTIVE ROAD WIDTH

Client

SDG (GLOSSOP) LIMITED

Date of 1st Issue	Drawn by
17.12.14	IE
A3 Scale	Checked by
1:500	FF

Drawing Number	Revision
32793/5501/001	-

Offices throughout the UK and Europe

www.peterbrett.com

READING
Tel: 0118 950 0761

KEY

SITE BOUNDARY

VISIBILITY SPLAY

43.0m

43.0m

2.4m

WREN NEST ROAD

Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

INFORMATION

GLOSSOP BROOK ROAD, GLOSSOP

PRELIMINARY ACCESS LAYOUT VISIBILITY SPLAY

Client

SDG (GLOSSOP) LIMITED

Date of 1st Issue	Drawn by
11.12.14	IE
A3 Scale	Checked by
1:250	FF
Drawing Number	Revision
32793/5501/002	-

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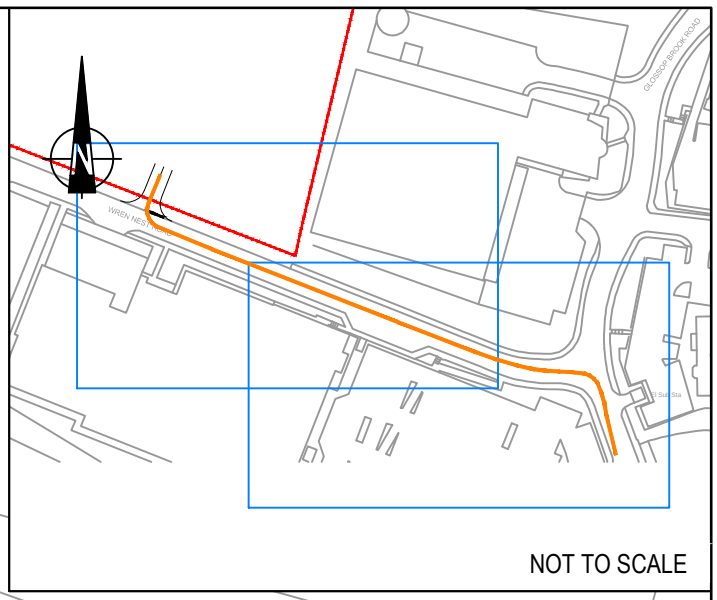


Mark	Revision	Drawn	Date	Chkd

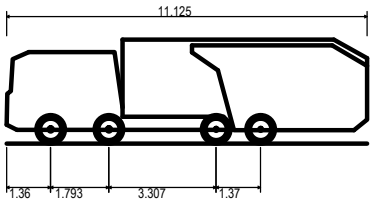
SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

KEY

SITE BOUNDARY

ASSUMED EXISTING PARKING WIDTH



Phoenix 2-25W (with Volvo FM12 chassis)	
Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.250m

Drawing Issue Status

INFORMATION

GLOSSOP BROOK ROAD, GLOSSOP

ACCESS / WREN NEST ROAD SERVICE VEHICLE SWEPT PATH ANALYSIS

Client

SDG (GLOSSOP) LIMITED

Date of 1st Issue	Drawn by
17.12.14	IE
A3 Scale	**Checked by**
AS SHOWN	FF

Drawing Number	Revision
32793/5501/003	-

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READING
Tel: 0118 950 0761

APPENDIX C TRICS

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	SC	SURREY	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
	DC	DORSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
	SY	SOUTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
11	SCOTLAND		
	AD	ABERDEEN CITY	1 days
	HI	HIGHLAND	2 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 51 to 99 (units:)
Range Selected by User: 50 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

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	5 days
Tuesday	2 days
Wednesday	3 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

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

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

Filtering Stage 3 selection:

Use Class:

C3	16 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	6 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 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:

No	16 days

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

LIST OF SITES relevant to selection parameters

1 AD-03-A-01 SEMI-DETACHED ABERDEEN CITY
SPRINGFIELD ROAD

ABERDEEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 59
Survey date: FRIDAY 18/05/12 Survey Type: MANUAL

2 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

3 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

4 DC-03-A-01 DETACHED DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: WEDNESDAY 16/07/08 Survey Type: MANUAL

5 HI-03-A-11 BUNGALOWS HIGHLAND
STEVENSON ROAD
INSHES
INVERNESS
Edge of Town
Residential Zone
Total Number of dwellings: 85
Survey date: MONDAY 05/06/06 Survey Type: MANUAL

6 HI-03-A-14 SEMI-DETACHED HIGHLAND
CALEDONIAN ROAD
DALNEIGH
INVERNESS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: FRIDAY 13/05/11 Survey Type: MANUAL

7 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

9 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

10 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

11 SF-03-A-01 SEMI DETACHED SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

12 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

13 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

14 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwellings: 99
Survey date: MONDAY 02/10/06 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 WM-03-A-01 TERRACED WEST MIDLANDS
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79
Survey date: FRIDAY 03/02/06 Survey Type: MANUAL

16 WM-03-A-03 MIXED HOUSING WEST MIDLANDS
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84
Survey date: MONDAY 24/09/07 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	73	0.067	16	73	0.273	16	73	0.340
08:00 - 09:00	16	73	0.133	16	73	0.349	16	73	0.482
09:00 - 10:00	16	73	0.145	16	73	0.210	16	73	0.355
10:00 - 11:00	16	73	0.139	16	73	0.167	16	73	0.306
11:00 - 12:00	16	73	0.162	16	73	0.159	16	73	0.321
12:00 - 13:00	16	73	0.184	16	73	0.155	16	73	0.339
13:00 - 14:00	16	73	0.172	16	73	0.192	16	73	0.364
14:00 - 15:00	16	73	0.184	16	73	0.185	16	73	0.369
15:00 - 16:00	16	73	0.235	16	73	0.184	16	73	0.419
16:00 - 17:00	16	73	0.274	16	73	0.176	16	73	0.450
17:00 - 18:00	16	73	0.336	16	73	0.183	16	73	0.519
18:00 - 19:00	16	73	0.263	16	73	0.166	16	73	0.429
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.294			2.399			4.693

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

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

Parameter summary

Trip rate parameter range selected:	51 - 99 (units:)
Survey date date range:	01/01/06 - 23/01/14
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	73	0.001	16	73	0.001	16	73	0.002
08:00 - 09:00	16	73	0.001	16	73	0.001	16	73	0.002
09:00 - 10:00	16	73	0.002	16	73	0.002	16	73	0.004
10:00 - 11:00	16	73	0.001	16	73	0.001	16	73	0.002
11:00 - 12:00	16	73	0.003	16	73	0.001	16	73	0.004
12:00 - 13:00	16	73	0.001	16	73	0.002	16	73	0.003
13:00 - 14:00	16	73	0.002	16	73	0.001	16	73	0.003
14:00 - 15:00	16	73	0.000	16	73	0.001	16	73	0.001
15:00 - 16:00	16	73	0.001	16	73	0.001	16	73	0.002
16:00 - 17:00	16	73	0.000	16	73	0.001	16	73	0.001
17:00 - 18:00	16	73	0.001	16	73	0.001	16	73	0.002
18:00 - 19:00	16	73	0.001	16	73	0.000	16	73	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.013			0.027

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

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

Parameter summary

Trip rate parameter range selected:	51 - 99 (units:)
Survey date date range:	01/01/06 - 23/01/14
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	73	0.000	16	73	0.000	16	73	0.000
08:00 - 09:00	16	73	0.000	16	73	0.000	16	73	0.000
09:00 - 10:00	16	73	0.000	16	73	0.000	16	73	0.000
10:00 - 11:00	16	73	0.000	16	73	0.000	16	73	0.000
11:00 - 12:00	16	73	0.002	16	73	0.002	16	73	0.004
12:00 - 13:00	16	73	0.000	16	73	0.000	16	73	0.000
13:00 - 14:00	16	73	0.000	16	73	0.000	16	73	0.000
14:00 - 15:00	16	73	0.000	16	73	0.000	16	73	0.000
15:00 - 16:00	16	73	0.000	16	73	0.000	16	73	0.000
16:00 - 17:00	16	73	0.000	16	73	0.000	16	73	0.000
17:00 - 18:00	16	73	0.000	16	73	0.000	16	73	0.000
18:00 - 19:00	16	73	0.000	16	73	0.000	16	73	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

Parameter summary

Trip rate parameter range selected:	51 - 99 (units:)
Survey date date range:	01/01/06 - 23/01/14
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	73	0.007	16	73	0.024	16	73	0.031
08:00 - 09:00	16	73	0.008	16	73	0.031	16	73	0.039
09:00 - 10:00	16	73	0.005	16	73	0.007	16	73	0.012
10:00 - 11:00	16	73	0.006	16	73	0.005	16	73	0.011
11:00 - 12:00	16	73	0.005	16	73	0.005	16	73	0.010
12:00 - 13:00	16	73	0.006	16	73	0.009	16	73	0.015
13:00 - 14:00	16	73	0.006	16	73	0.006	16	73	0.012
14:00 - 15:00	16	73	0.011	16	73	0.008	16	73	0.019
15:00 - 16:00	16	73	0.018	16	73	0.008	16	73	0.026
16:00 - 17:00	16	73	0.027	16	73	0.027	16	73	0.054
17:00 - 18:00	16	73	0.025	16	73	0.009	16	73	0.034
18:00 - 19:00	16	73	0.014	16	73	0.009	16	73	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.148			0.286

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

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

Parameter summary

Trip rate parameter range selected:	51 - 99 (units:)
Survey date date range:	01/01/06 - 23/01/14
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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