

Kingsley Properties

**PROPOSED RESIDENTIAL DEVELOPMENT AT THE FORMER
WATERSIDE PUB,
SUMMERSEAT**

Transport Statement

VN81080

December 2018



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Primary Author	Elliot Read	Initialled:	ER
Contributor	Tom O'Grady	Initialled:	TO
Review By	Phil Tilby	Initialled:	PT

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PLANS

Drawing VN81080-G100	Site Location
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Drawing VN81080-D100 Rev B	Site Access with Visibility Splays
Drawing VN81080-TR100 Rev B	Swept Path Analysis – Large Refuse Vehicle

APPENDICES

Appendix A	Proposed Site Layout
Appendix B	Kay Street Bridge Refurbishment and Widening Scheme
Appendix C	TRICS Output Files

1 INTRODUCTION

1.1 Introduction

1.1.1 Vectos have been commissioned by Kingsley Properties to provide transport and highways advice to support a residential planning application at the site of the former Waterside Pub car park in Summerseat, Bury.

1.1.2 The proposed development comprises 17 residential apartments located off Kay Street in Summerseat. The site lies within the jurisdiction of Bury Council.

1.2 Development Site and Location

1.2.1 The site is located approximately 900m from the village of Summerseat and is bound by the River Irwell to the north, with woodland bordering the site to the east and residential dwellings to the south. Kay Street bounds the site to the west where vehicular access is provided via a priority-controlled junction.

1.2.2 The location of the site is shown in **Drawing VN81080-G100**, with **Drawing VN81080-G101** illustrating the site in a more local context.

1.3 Site History

1.3.1 The site formerly accommodated the Waterside Pub car park with vehicular access provided from Kay Street. The pub was positioned adjacent to the Kay Street road bridge over the River Irwell, and the proposed apartment building is to be located on the car park used to serve this former use. The pub was badly damaged during flooding in 2015 and had to be shut down.

1.4 Proposed Development

1.4.1 The proposal is to redevelop the site into a residential apartment building accommodating 17 units. The proposed site layout is shown in **Appendix A**. The development proposals include a new site access arrangement at the same location as the site's existing vehicular access point from Kay Street at the site's western boundary. Both the built development and access proposals are described in more detail in Section 3.

1.5 Scope of Report

1.5.1 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport (DfT) on '*Travel Plans, Transport Assessments and Statements*' (2014), and it considers the following:

- The site and the local transport conditions;
- Access to the site by sustainable modes of transport;
- Review of vehicular access arrangements;
- The traffic generation associated with the development proposals; and
- Parking and servicing proposals.

1.6 Report Structure

1.6.1 Following the introduction this report provides the following information:

- **Section 2** – Provides a review of the existing conditions, including the surrounding highway network, accident statistics and accessibility credentials;
- **Section 3** – Provides a detailed description of the development proposals;
- **Section 4** – Provides an assessment of the development proposal's traffic impact; and
- **Section 5** – Provides the conclusions of the report.

2 EXISTING CONDITIONS

2.1 Introduction

- 2.1.1 This section of the report provides a review of the existing conditions in the vicinity of the site, including its location, the existing highway network, an overview of personal injury accident data and the surrounding sustainable transport infrastructure.

2.2 Site Location

- 2.2.1 As outlined in Section 1, the proposed development site is bound by the River Irwell to the north, woodland to the east, residential dwellings to the south and Kay Street to the west.

2.3 Surrounding Highway Network

- 2.3.1 The site is served by an existing vehicular access point from Kay Street.
- 2.3.2 Kay Street has a width of approximately 7.5m in the vicinity of the site and includes road markings. This road routes in a north-south direction, providing a single carriageway arrangement. Kay Street, along with the site's surrounding residential roads, is subject to a speed limit of 20mph.
- 2.3.3 Kay Street becomes Waterside Road north of this point which provides vehicular access over the bridge located adjacent to the site. The road reduces to a single lane width on the bridge over the River Irwell. It is understood that Bury Council will be delivering the Kay Street Bridge Refurbishment and Widening Scheme, and the details of these proposals can be seen in **Appendix B**. The proposed site layout design along the northern and western boundary facilitates and takes into consideration the requirements of the Bury Council scheme.
- 2.3.4 Waterside Road runs parallel to the River Irwell and serves residential dwellings, providing a single carriageway arrangement with well-surfaced and street-lit footpaths on either side. This road then bends westwards and includes the provision of passing places where the carriageway narrows.
- 2.3.5 Further west, traffic calming measures are provided on Waterside Road in the form of advisory 'SLOW' road markings on the carriageway in order to keep traffic speeds low.
- 2.3.6 Such measures are present in proximity to where Waterside Road becomes Peel Hall Road at a priority-controlled junction with Railway Street. Priority is given to traffic travelling from Railway Street

onto Peel Hall Road and give way markings are provided on Peel Hall Road to facilitate this arrangement.

- 2.3.7 Peel Hall Road provides the east arm of a mini-roundabout junction with Summerseat Lane and Newcombe Road. Traffic can access the B6214 by either travelling north or west from this junction via both roads.
- 2.3.8 Further west of the Peel Hall Road / Summerseat Lane / Newcombe Road mini-roundabout junction is a priority-controlled junction between Newcombe Road and the B6214 Longsight Road. This road provides vehicular access to a range of local amenities along with the A676 which provides a principle vehicular route to Ramsbottom to the north and Bolton to the southwest of the site.
- 2.3.9 To the south of the site access on Kay Street, the road aligns eastwards providing vehicular access to residential dwellings fronting Hill Street and Cliff Avenue.
- 2.3.10 Further east, Cliff Avenue forms the west arm a priority-controlled T-junction with Crag Lane and is subject to a speed limit of 20mph.
- 2.3.11 Crag Lane becomes Bass Lane further east. Bass Lane provides the minor arm of a priority-controlled T-junction with the A56 Manchester Road. Give way markings are provided on the carriageway to facilitate safe access / egress to the A56 Manchester Road. To the north Crag Lane forms a priority T-junction with Rowlands Road, and this route provides local access to Summerseat Village.
- 2.3.12 The A56 Manchester Road is subject to a speed limit of 40mph and provides vehicular access to Bury Town Centre to the south of the site, Rawtenstall to the north and the M66 is accessible via Junction 1 next to Summerseat.

2.4 Collision Statistics

- 2.4.1 Traffic collision data has been reviewed on the crashmap.co.uk database for the most recent five-year period available (2013 to 2017). The data has been examined within a robust study area including Kay Street, Waterside Road, Bass Lane, Railway Street and Peel Hall Road, as shown in **Figure 2.1**.

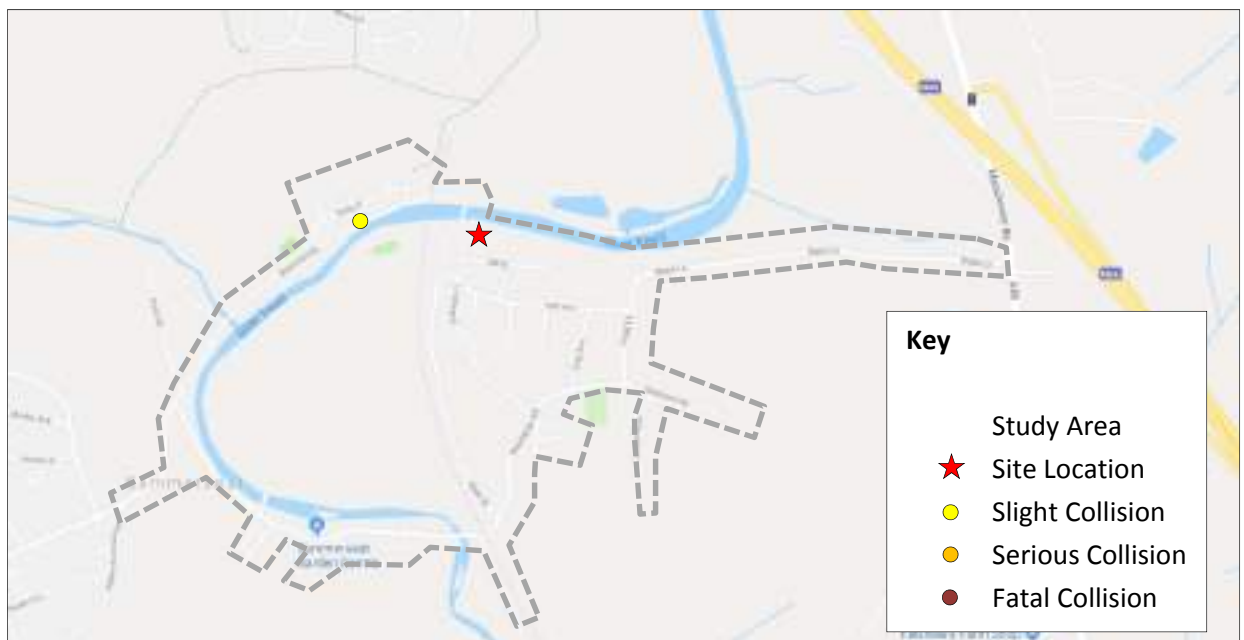


Figure 2.1: Crashmap Extract

2.4.2 The Crashmap data reveals that there has been one traffic collision in an extensive area around the site within the study period which was classified as slight in severity.

2.4.3 It can therefore be concluded that there are no known highway features that contribute to the occurrence of accidents that would need to be considered as part of the application, and the accident record in the vicinity of the site does not present any grounds for concern in the context of the development proposal.

2.5 Sustainable Transport Infrastructure

2.5.1 The existing sustainable transport infrastructure surrounding the site has been considered, including access by walking and cycling, along with local bus and train services.

Walking

2.5.2 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel to throughout their day to day lives. This philosophy encourages the opportunity to walk and also helps create a more vibrant neighbourhood.

2.5.3 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians including, '*walking accounts for a quarter of all journeys and four fifths of journeys of less than 1.6km. It is suggested that,*

for commuting, up to 500m is a desirable walking distance, with 1km and 2km being acceptable and the preferred maximum respectively’.

- 2.5.4 An indicative 1km walking catchment would encompass the entirety of Summerseat. Street lighting is provided on Kay Street which becomes Waterside Road to the north of the site which provides footways on either side of the carriageway. As part of the Kay Street Bridge Refurbishment and Widening Scheme that is being delivered by Bury Council, it will include a new footway on the east side of the carriageway over the bridge adjacent to the site.
- 2.5.5 Notably, Summerseat Park is accessible via travelling on foot from the site Waterside Road and Summerseat Methodist Primary School is located approximately 500m to the south of the site. To the south of the site on Kay Street and around onto Cliff Avenue the footway provision is intermittent through this section. Vehicle speeds in the local area are subject to a limit of 20mph, which helps to improve conditions for pedestrians when walking within the vicinity of the site.
- 2.5.6 Overall, it is considered that walking could therefore be utilised as a sustainable mode of travel for journeys from the site.

Cycling

- 2.5.7 An alternative mode of travel to and from the site could be achieved by bicycle, which has the potential to replace short car journeys.
- 2.5.8 The highway network in the vicinity of the site is subject to relatively low traffic speeds. This is conducive with providing a cycle-friendly environment.
- 2.5.9 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT’s Local Transport Note 2/08 Cycle Infrastructure Design (2008) states that, *‘many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon’.*
- 2.5.10 An indicative 5km cycle catchment would include the surrounding areas of Brandlesholme, Walmersley, Greenmount, Holcombe, Ramsbottom, Tottington, Shuttleworth and Edenfield.
- 2.5.11 According to the Sustrans Cycle Network Map, the site is located approximately 1.5km east of National Cycle Network Route 6 and Regional Cycle Route 91, as shown in **Figure 2.2**.



Figure 2.2: Sustrans Cycle Network Map

- 2.5.12 National Cycle Network Route 6 provides a strategic route on the national cycle network. In a more local context, this route connects Bury and Accrington via a mix of on-road and traffic-free sections. This route operates along the B6214 towards Holcombe to the north and Brandlesholme to the south of the site.
- 2.5.13 Transport for Greater Manchester's (TfGM's) online cycle route map has also been used in assessing the site's accessibility towards travelling by bicycle. As shown in **Figure 2.3**, Railway Street and Summerseat Lane accommodate on-road advisory cycle routes which provide a link to Regional Route 91. Walmersley Road provides a cycle route with facilities, with Wood Road Lane providing a traffic-free route.



Figure 2.3: Transport for Greater Manchester Online Cycle Map

2.5.14 Overall, it is considered that cycling can be promoted as a sustainable mode of travel to and from the site.

Public Transport

2.5.15 When considering how accessible a site is to bus services it is generally accepted that 400 metres is a suitable walking distance to a bus stop. This distance has been taken from the IHT 'Guidelines on Planning for Public Transport for Development'.

2.5.16 The nearest bus stops are located slightly out of this catchment on Cliff Avenue and Crag Lane at around 500m from the site, and they can be accessed via the site's surrounding pedestrian and highway infrastructure.

2.5.17 This bus stop located on the western side of Crag Lane provides a flag post and displays service information. It serves the 477 service and the frequency of this service is provided in **Table 2.1**.

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Mid-day	PM Peak	Evening		
477	Bury to Ramsbottom	1	1	0	0	1	No service

Table 2.1: Bus Stop Located on Crag Lane

2.5.18 As shown on **Table 2.1**, the 477 service provides one service during the weekday AM peak, as well as services on Saturdays. This service provides access to Ramsbottom via Brandlesholme, Holcombe, and notably the Bury Interchange where Metrolink services and the wider bus network can be accessed.

2.5.19 As noted, this bus service is available to residents within a short walk of the site which provides the opportunity for them to utilise this mode of travel. The development site is therefore concluded to be accessible by bus.

2.5.20 Bury Interchange is located 5.8km from the site in Bury Town Centre which is the northern terminus of the Greater Manchester Metrolink. Metrolink services from this Interchange run every 12 minutes and provide access to Manchester City Centre, from where the wider Greater Manchester Metrolink network is available.

2.6 Conclusion

2.6.1 This section of the Transport Statement has considered the existing transport conditions in the vicinity of the proposed development and the following conclusions can be drawn:

- The existing road links in the vicinity of the site facilitate access to the wider highway network including the principle A56 route to the east;
- The surrounding road network benefits from a good safety record;
- The area surrounding the proposal site is generally considered accessible by active modes of travel; and
- Public transport alternatives can be accessed from the site by use of a local bus route which provides connections to Bury where the Metrolink Tram network can be accessed.

3 PROPOSED DEVELOPMENT

3.1 Introduction

- 3.1.1 This section details the development proposals, including access and servicing arrangements, and provides information relating to the car parking proposals.

3.2 Development Proposals

- 3.2.1 The proposal is to redevelop the site into a residential apartment building accommodating 17 units (5x 1-bed & 12x 2-bed) on the car park which used to serve the Waterside Pub. The development proposals include a new site access at the same location as the existing site's existing vehicular access arrangement from Kay Street.

3.3 Proposed Site Layout

- 3.3.1 The proposed site layout is shown in **Appendix A**.
- 3.3.2 The site layout includes an internal access that connects to the site entrance from Kay Street and runs in an east / west direction. The internal road has a width of 6m and will facilitate the passing of a car and a refuse / delivery vehicle. It will be used by vehicles to access car parking spaces located along the southern border of the site and adjacent to the apartment building's western elevation.
- 3.3.3 Paving is provided around the frontage of the apartment building and will tie into a footway located to the north of the building providing a dedicated pedestrian access / egress from Kay Street via the new footway that is being constructed as part of the Kay Street Bridge Refurbishment and Widening Scheme.

3.4 Proposed Site Access

- 3.4.1 The proposed site access plan is presented in **Drawing VN81080-D100 Rev B**, and this includes visibility splays in both directions along Kay Street for an 'x' distance back at the site access of 2.4m by a 'y' distance of 25m based on guidance in Manual for Streets for a 20mph road.
- 3.4.2 Vehicle access to the development is proposed via a priority-controlled T-junction arrangement with Kay Street at the site's western boundary. The proposed site access will provide a width of 6m at the

entrance with approximately 6m and 3m radii on the south and north sides of the junction respectively, which will facilitate the passing of two cars and access by a large refuse vehicle.

3.4.3 Footways on either side of the site access junction will be provided in order to aid pedestrian movement onto Kay Street and link into the new footway being provided at the bridge.

3.4.4 The proposed development traffic generation will be relatively low and as observed on a site visit in the PM peak period on the 4th October 2018 there are no existing capacity or operational issues in the vicinity of the site with the roads being lightly trafficked. It is therefore considered that the proposed access junctions will operate safely and within capacity.

3.5 Swept Path Analysis

3.5.1 A large refuse vehicle has been reviewed accessing the proposed site entrance and the internal site road, as shown in **Drawing VN81080-TR100 Rev B**. The plan shows that both the proposed site access and the internal layout can accommodate a large service vehicle

3.5.2 The swept path analysis shows that a refuse vehicle will be able to perform a turning manoeuvre within the northern area of the site and will be able to access the refuse storage area at the eastern end of the internal road before exiting the site in forward gear.

3.6 Parking Proposals

3.6.1 The maximum level of parking for the development is set out in Bury Council's Development Control Policy Guidance Note 11 – Parking Standards in Bury. This document was adopted by the Council in May 2007 and provides information in relation to parking requirements at new residential developments.

3.6.2 For residential developments in areas of 'Low Access' these parking standards state a maximum provision of 2 parking spaces per 1-bedroom apartment and 2.5 parking spaces per 2-bedroom apartment. This equates to a total maximum provision of 40 parking spaces when applied to the proposed development's accommodation schedule. The development proposals include the provision of 28 spaces and are therefore 70% within maximum standards.

- 3.6.3 Minimum standards are applied to disabled provision which state at least 5% of total provision should be allocated as disabled bays. When applied to the total parking provision, this equates to 1 disabled bay. The development proposals include 2 disabled bays therefore conforming to minimum standards. These disabled bays are to be located adjacent to the development's entrance to facilitate the movement of those with mobility impairments.
- 3.6.4 In regard to cycle parking provision, a minimum standard of 1 space per 5 dwellings is required. When applied to the development proposals this equates to a required minimum provision of 4 cycle parking spaces. The development proposes to include a cycle storage area at ground level within the apartment building that will provide cycle spaces at least to the aforementioned minimum standard.
- 3.6.5 In summary, the proposed parking provision is therefore in accordance with Bury Council' parking standards.

4 TRAFFIC IMPACT ASSESSMENT

4.1 Introduction

4.1.1 This section describes the predicted trip generating characteristics of the proposed residential development along with the extant use of the site.

4.2 Extant Pub Trip Generation

4.2.1 As outlined earlier in the report, the site formerly accommodated the Waterside Pub. In order to establish the trip generation of this use an interrogation of the TRICS database has been undertaken using the category 'C – Pub/Restaurant' range of sites. In order to obtain comparable results, sites of a similar size and location were obtained, with sites located in London and Ireland removed from the search criteria. The full TRICS outputs are contained within **Appendix C**, and the vehicle trip generation is based on an approximate assumption on the floor area of the former public house building.

4.2.2 Vehicular trips in the traditional AM and PM peak periods for the extant pub is summarised in **Table 4.1**. Also presented in this table is trip generation during the midday peak and a daily total.

Weekday Time Period	Extant Pub (circa. 550m ²)					
	Trip Rates/100m ²			Traffic Generation		
	Arr	Dep	2Way	Arr	Dep	2-Way
AM Peak 08:00–09:00	-	-	-	0	0	0
Midday Peak 12:00–13:00	3.689	1.725	5.414	20	9	29
PM Peak - 17:00–18:00	4.407	2.922	7.329	24	16	40
Daily Total	34.285	34.174	68.459	189	188	377

Table 4.1: Extant Pub Trip Generation

4.2.3 Trip rates within the TRICS database for pub / restaurant use are unattainable for the typical AM peak hour of 08:00 to 09:00. It is also expected that the extant pub generated a negligible amount of vehicle movements during this period due to the hours of operation associated with the nature of its use.

4.2.4 As presented in **Table 4.1**, during the typical midday peak hour of 12:00 to 13:00, the pub was expected to generate 20 vehicle arrivals and 9 vehicle departures, equating to 29 two-way vehicle movements.

4.2.5 A total of 24 vehicle arrivals and 16 vehicle departures was expected to be generated during the typical PM peak period of 17:00 to 18:00, equating to 40 two-way vehicle movements.

4.2.6 The total daily vehicle movements associated with the extant pub equate to 189 arrivals and 188 departures, equating to 277 two-way vehicle movements.

4.3 Proposed Residential Apartments Trip Generation

4.3.1 As outlined in Section 3, the proposed development comprises 17 residential apartments. To establish the number of trips that the development proposals are likely to generate, an interrogation of the TRICS database has been undertaken using the 'Residential/C – Flats Privately Owned' range for sites.

4.3.2 Again, to obtain comparable results, sites of a similar size and location were obtained, with sites located in London and Ireland removed from the search criteria. The full TRICS outputs for the proposed use are also included in **Appendix C**.

4.3.3 The trip generation for the proposed residential development is summarised in **Table 4.2**. Again, also presented in this table is trip generation during the midday peak and a daily total.

Weekday Time Period	Proposed Residential Apartments – 17 Dwellings					
	Trip Rates/100m ²			Traffic Generation		
	Arr	Dep	2Way	Arr	Dep	2-Way
AM Peak 08:00–09:00	0.157	0.398	0.555	3	7	10
Midday Peak 12:00–13:00	0.139	0.185	0.324	2	3	5
PM Peak - 17:00–18:00	0.398	0.139	0.537	7	2	9
Daily Total	2.325	2.223	4.548	40	38	78

Table 4.2: Residential Apartments Trip Generation

4.3.4 As presented in **Table 4.2**, it is expected that the proposed residential development will generate 3 vehicle arrivals and 7 vehicle departures during the AM peak period of 08:00 to 09:00, equating to 10 two-way vehicle movements.

4.3.5 During the typical midday peak hour of 12:00 to 13:00, the proposed residential development is expected to generate 2 vehicle arrivals and 3 vehicle departures, equating to 5 two-way vehicle movements.

4.3.6 A total of 7 vehicle arrivals and 2 vehicle departures was expected to be generated during the typical PM peak period of 17:00 to 18:00, equating to 9 two-way vehicle movements.

4.3.7 The total daily vehicle movements associated with the proposed residential development equates to 40 arrivals and 38 departures, equating to 78 two-way vehicle movements.

4.4 Net Impact

4.4.1 With the estimated trip generation for both the extant pub and proposed residential development outlined, the net impact of the development proposals are now assessed.

4.4.2 Presented in **Table 4.3** is the net impact within the both the AM and PM peak hours, along with the midday peak hour and daily totals.

Weekday Time Period	Net Impact		
	Arrivals	Departures	Total
	Trips	Trips	Trips
AM Peak - 08:00 – 09:00	+3	+7	+10
Midday Peak 12:00–13:00	-27	-6	-24
PM Peak - 17:00 – 18:00	-17	-14	-31
Daily Total	-149	-150	-299

Table 4.3: Proposed Development Net Impact

4.4.3 The net difference in trips as presented in **Table 4.3** demonstrates that during the AM peak hour the proposed residential development is forecast to generate an increase of 10 two-way vehicle trips compared to the extant pub use.

4.4.4 However, the proposed residential development is expected to generate a reduction of 24 two-way vehicle trips during the midday peak period and a reduction of 31 two-way vehicle trips during the PM peak period.

4.4.5 After assessing the daily total vehicle generation between the extant and proposed use of the site, it has been demonstrated that the proposed residential development will generate a reduction in daily arrivals by 149 trips and a reduction in daily departures by 150 trips. It should be noted that the vehicle movements associated with the extant pub use will represent a 'worst case' scenario with a number of the sites included in the TRICS output containing survey data for a Friday which is one of

the busiest days for a pub, but even taking that into consideration the net impact of the proposed development in terms of vehicle trip generation in the weekday AM and PM peak periods will be negligible.

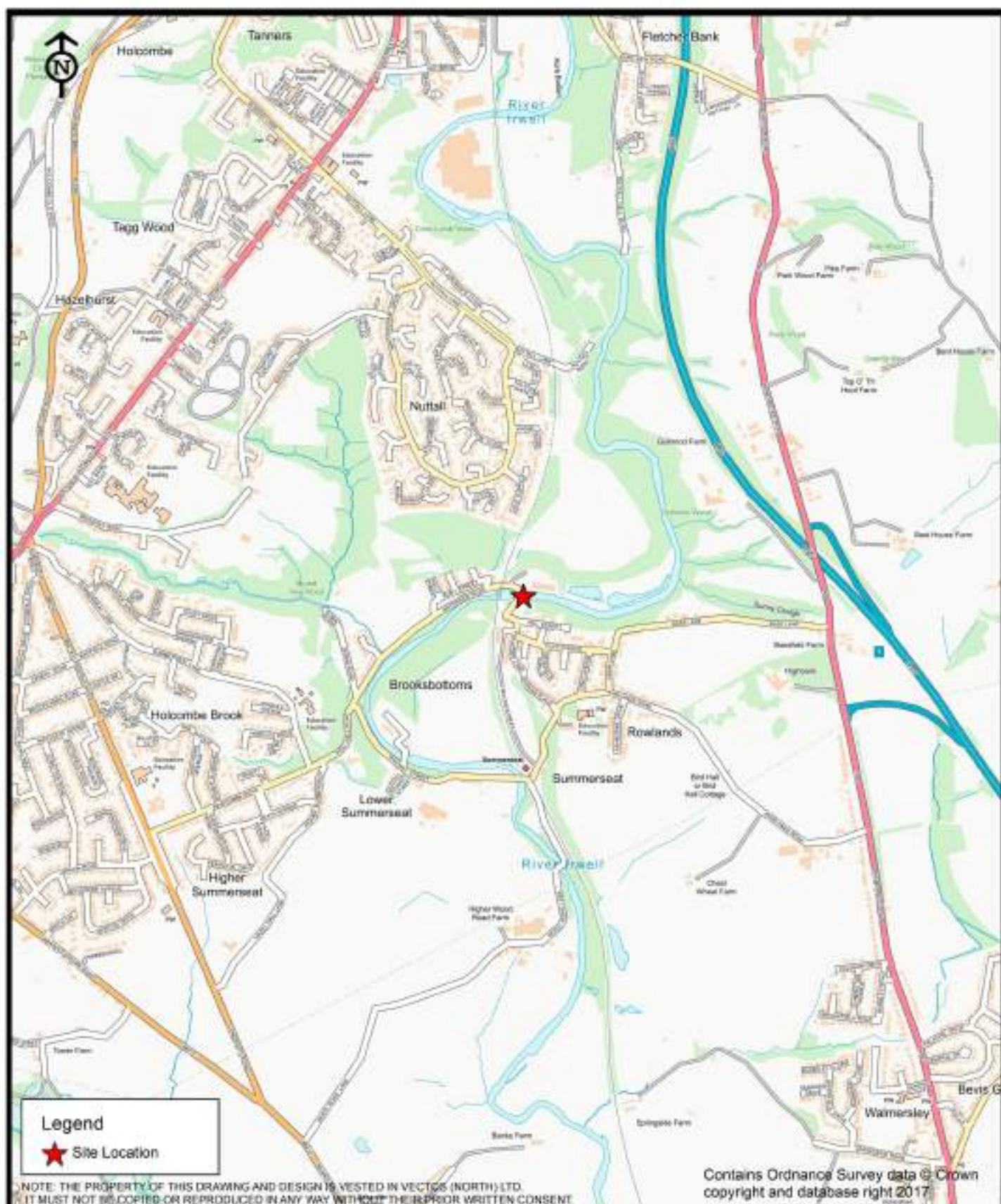
4.5 Conclusion

- 4.5.1 With the trip generation of both the extant pub use and proposed residential development, the proposals are shown to bring an overall reduction in vehicular trips.
- 4.5.2 In addition, even when considering the development traffic as all 'new' trips on the network the predicted two-way vehicle movements in both the AM and PM weekday peak hours are less than 30 trips, and as described earlier in Section 2 there are a number of route choices that are available to / from the site which will help to distribute the development traffic and disperse the additional vehicle trips over the surrounding highway network.
- 4.5.3 As discussed earlier in this report, there are no existing capacity or safety issues on the road network surrounding the site. Given the low level of trip generation outlined above, it is considered that there will be a negligible traffic impact on the local highway network as a result of the development proposals.
- 4.5.4 It is therefore Vectos's view that this development proposal should be considered acceptable in traffic impact terms.

5 CONCLUSIONS

- 5.1.1 Vectos have been commissioned Kingsley Properties to provide transport and highway advice to support the development of 17 units on the car park which used to serve the former Waterside Pub located off Kay Street in Bury.
- 5.1.2 Access to both the local and national cycle networks can be achieved in proximity to the site and its location has been shown to be within an area where sustainable modes of travel can be used by residents, including a local bus service which provides a link into Bury Town Centre.
- 5.1.3 Vehicular access to the site will be provided by a priority-controlled junction with Kay Street at the same location as the former entrance to the pub car park, which presents acceptable visibility splays for the 20mph road of 25m in both directions. The site access will also be able to accommodate a large refuse vehicle and the simultaneous passing of two cars. A large refuse vehicle has also been demonstrated to sufficiently manoeuvre within the internal site layout to facilitate entering and exiting the site in forward gear. The parking proposals for the residential development are in accordance with Bury Council's standards.
- 5.1.4 It is understood that Bury Council will be delivering the Kay Street Bridge Refurbishment and Widening Scheme and the proposed site layout design along the northern and western boundary facilitates and takes into consideration the requirements of this committed scheme.
- 5.1.5 Based on an interrogation of the TRICS database, the proposed residential development is forecast to generate a reduction in vehicular generation than the site's extant use as a public house. The traffic generated by the proposed development will therefore not adversely impact upon the safety or operation of the surrounding highway network.
- 5.1.6 In regard to paragraph 109 of the National Planning Policy Framework, it is considered that the development should not be prevented or refused on highways grounds as there will not be an unacceptable impact on highway safety and the residual cumulative impacts on the road network will not be severe. Taking the above into consideration, Vectos recommends that planning permission is not withheld for the proposed development on transport and highways grounds.

DRAWINGS



CLIENT
Kingsley Properties

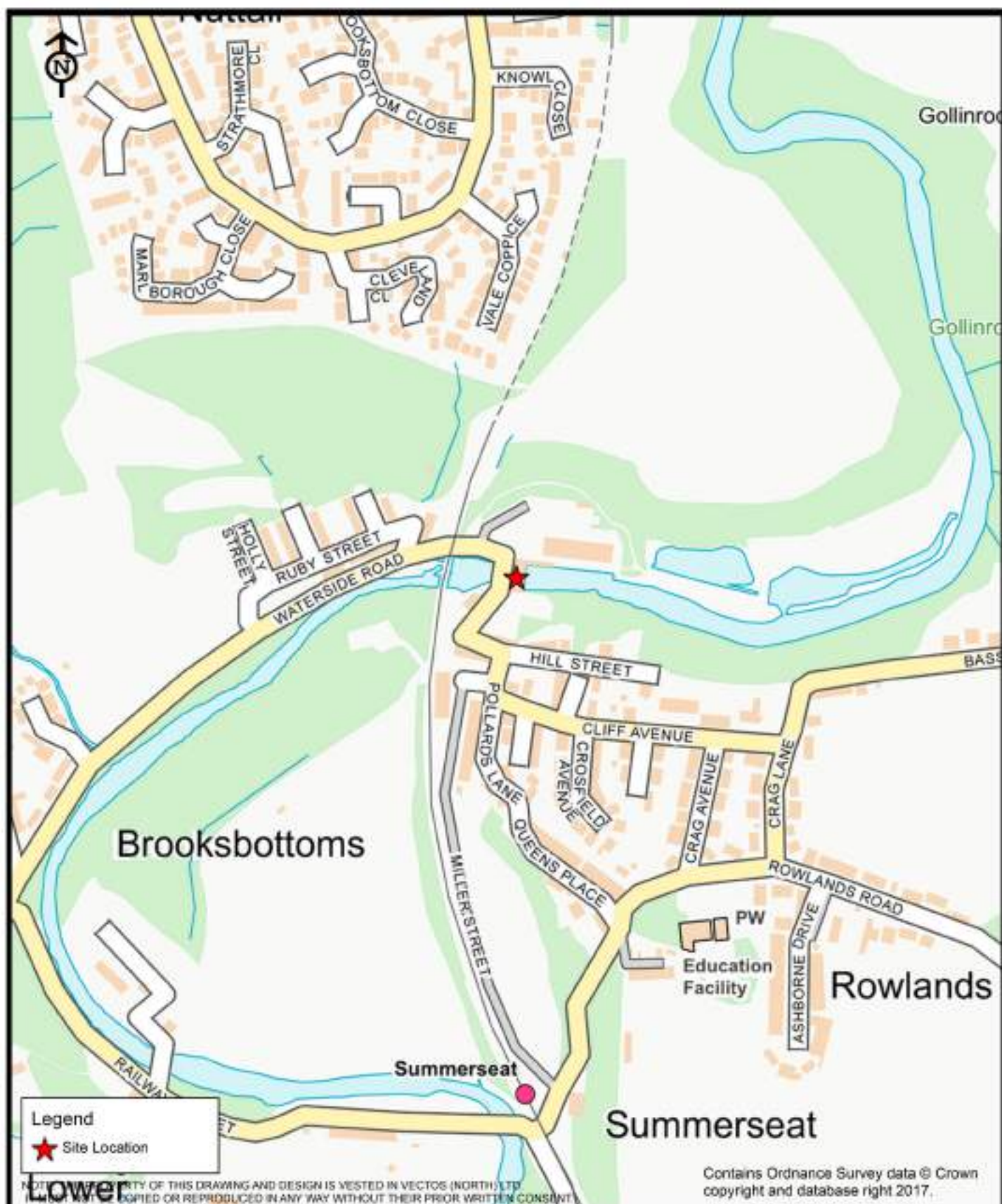
PROJECT TITLE:
Former Waterside Pub, Summerseat

DRAWING TITLE:
Site Location (Wider Context)



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t.0161 228 1008 e.manchester@vectos.co.uk

DRAWN: TO	CHECKED: ER	DATE Aug 2018	SCALE: 1:15,000 at A4	DRAWING NO: VN81080-G100	REVISION .
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CLIENT
Kingsley Properties

PROJECT TITLE:
Former Waterside Pub, Summerseat

DRAWING TITLE:
Site Location (Local Context)

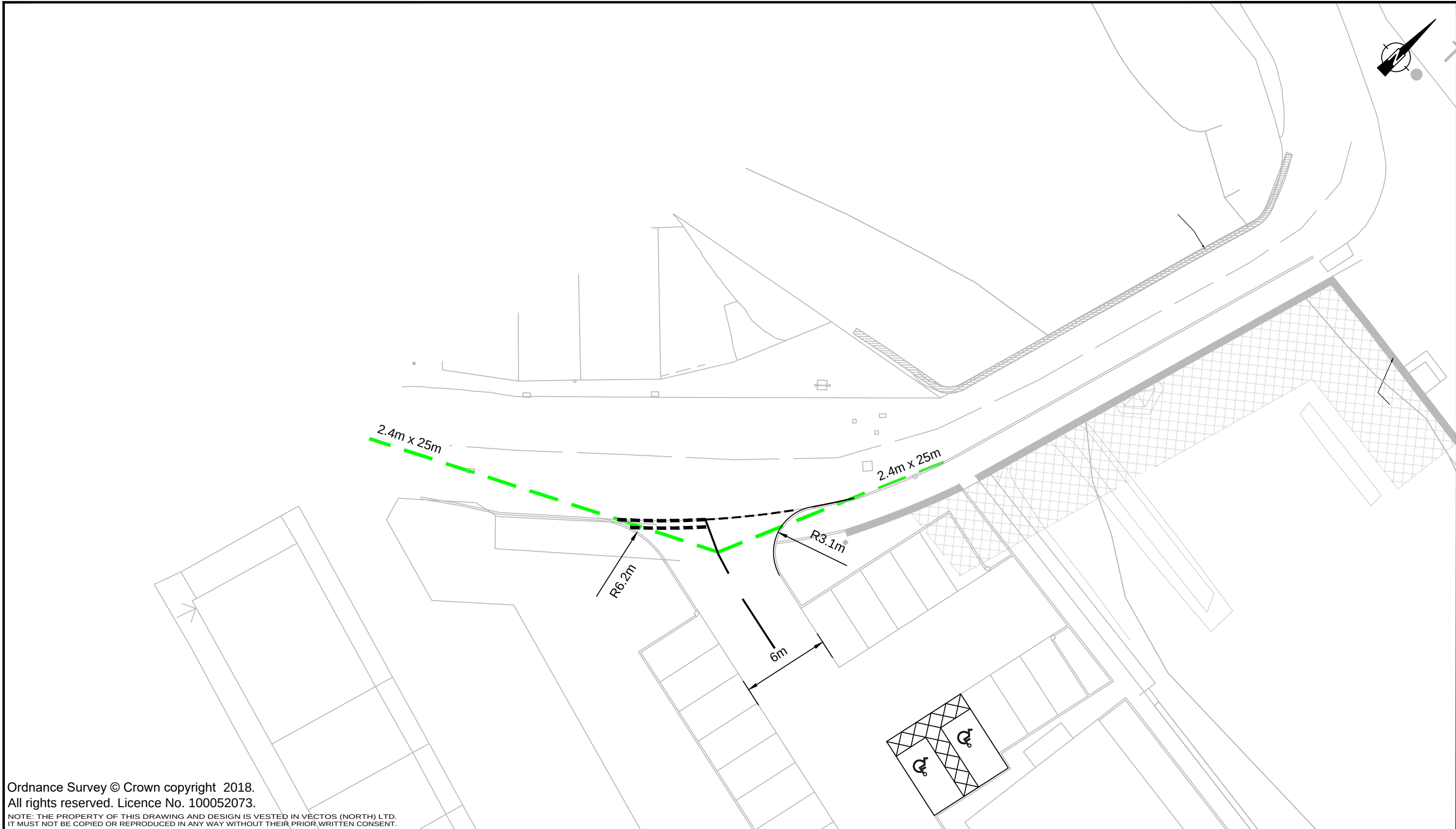
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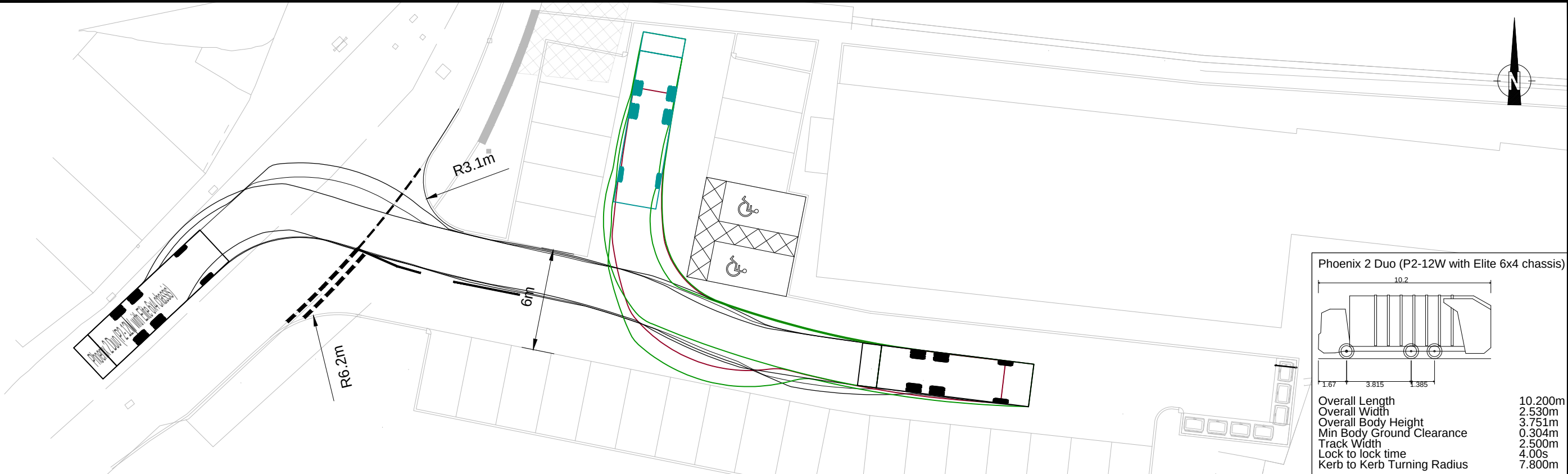
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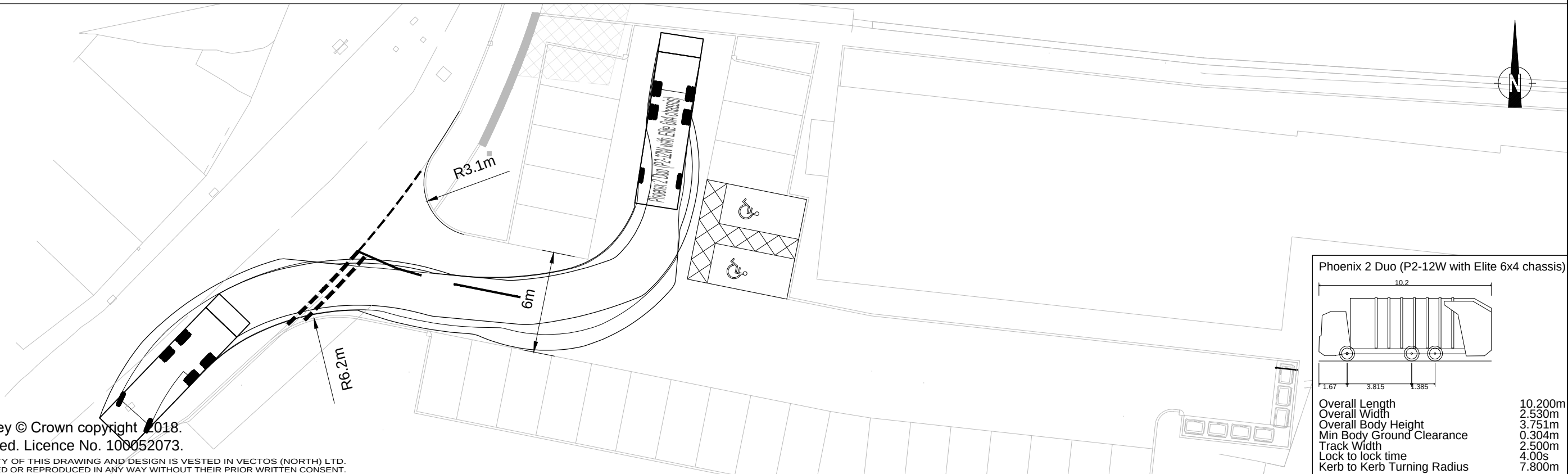
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REV.	DETAILS	DRAWN	CHECKED	DATE	Notes: 1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only. Visibility Splay - 2.4m x 25m (Manual for Streets 20mph Road)	Former Waterside Pub, Summerseat				Kingsley Properties			
A	Site layout amended	TO	ER	18.12.18		Site Access with Visibility Splays				vectors transport planning specialists 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectors.co.uk			
B	Visibility splay amended	MH	ER	19.12.18									
						DRAWN:	CHECKED:	DATE:	SCALES:			DRAWING NUMBER:	REVISION:
						TO	ER	18.12.18	1:250 at A3			VN81080-D100	B

Inbound Track



Outbound Track



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IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout amended	TO	ER	18.12.18
A	Swept Path amended	MH	ER	19.12.18

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Former Waterside Pub, Summerseat

Swept Path Analysis - Large Refuse

Kingsley Properties



transport planning specialists

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
TO	ER	18.12.18	1:250 at A3	VN81080-TR100	B

APPENDICES

APPENDIX A
PROPOSED SITE LAYOUT



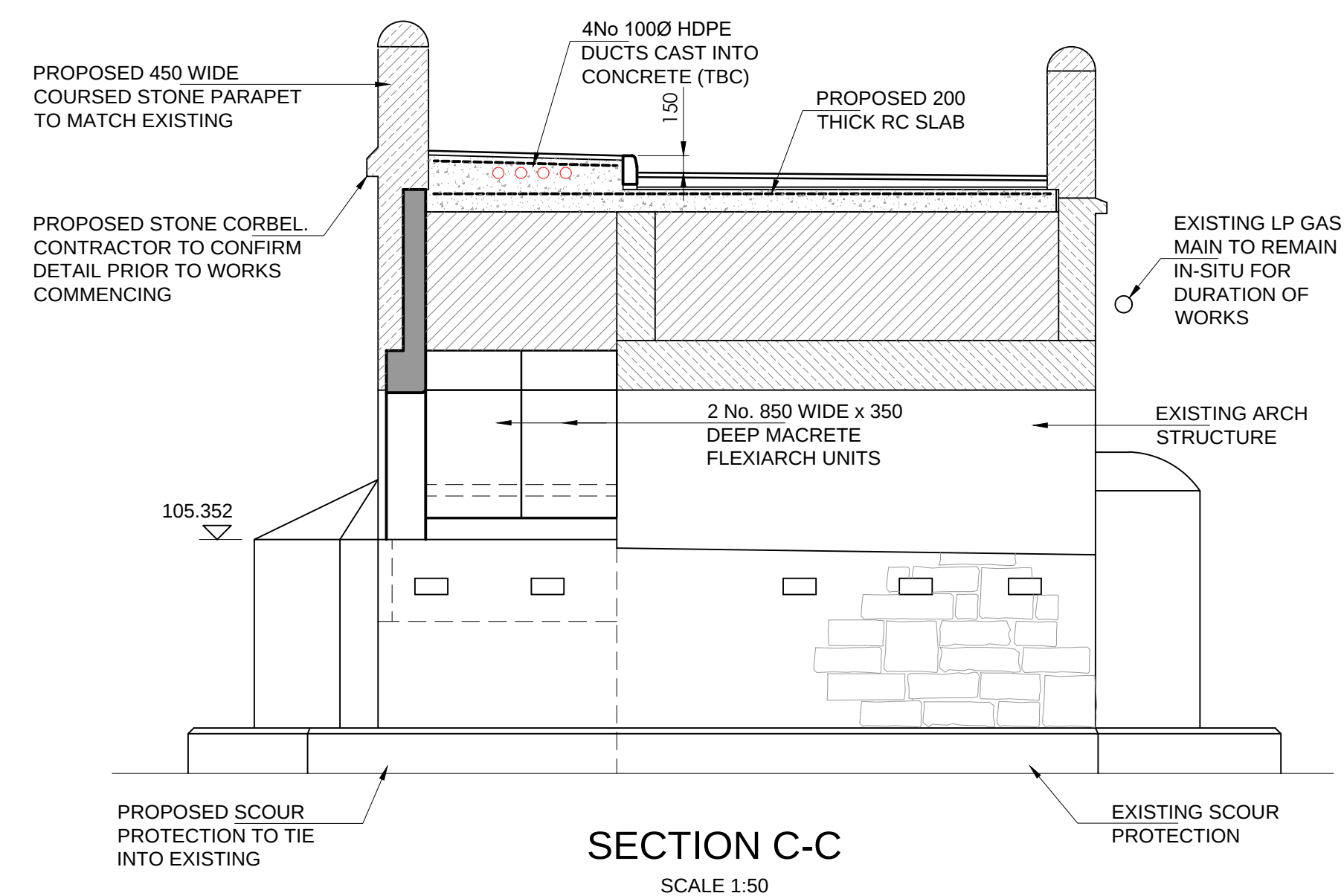
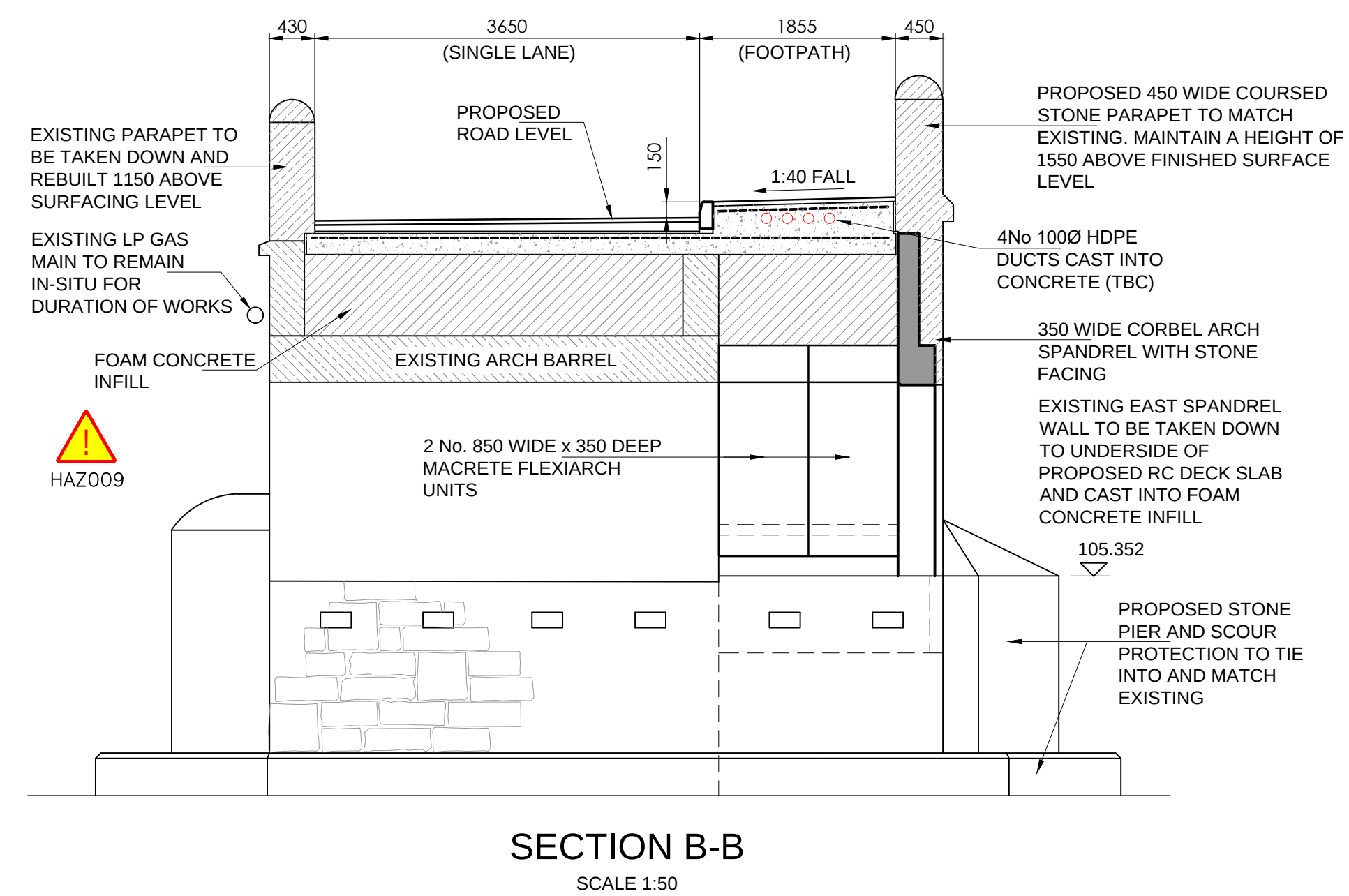
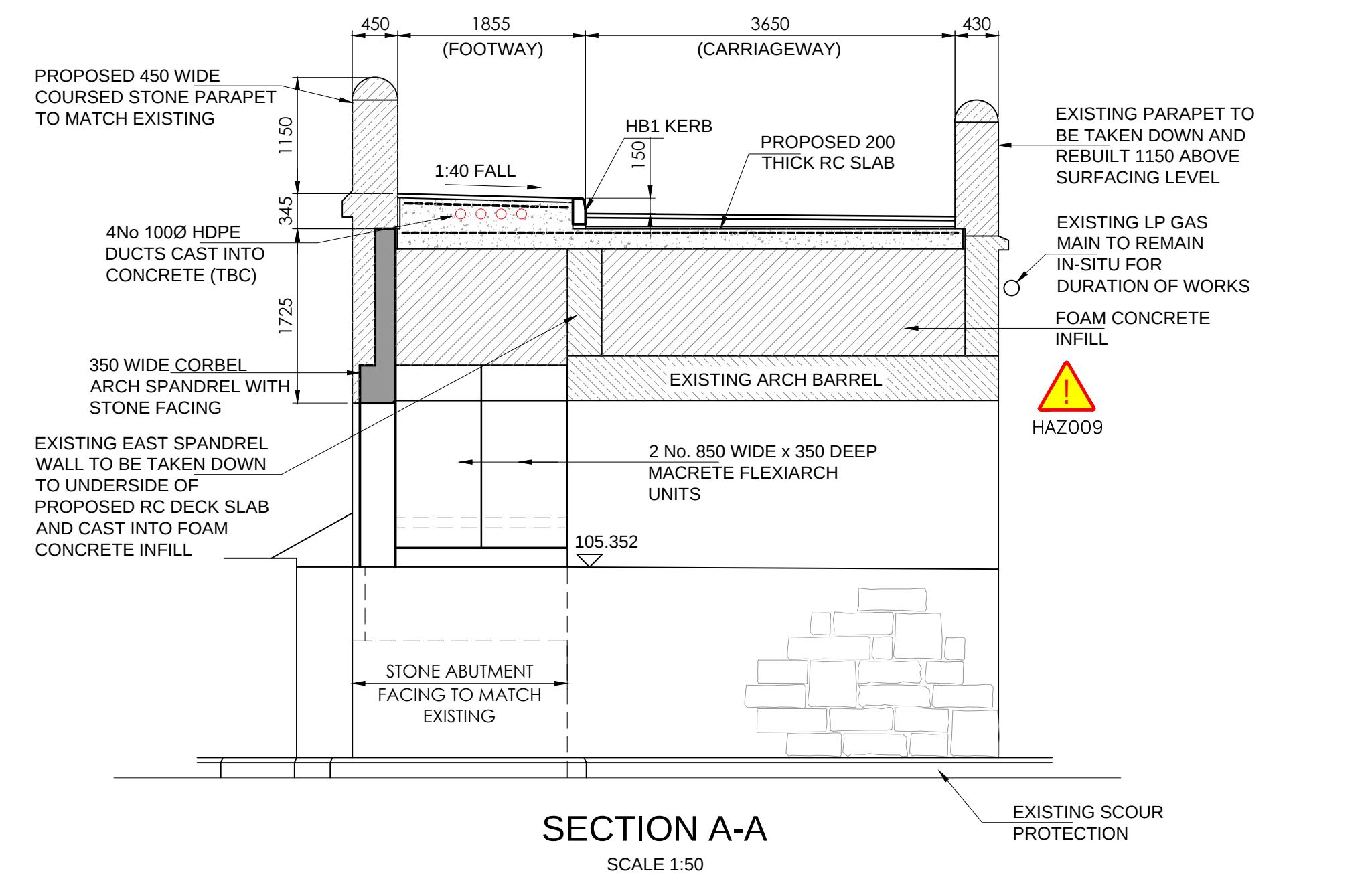
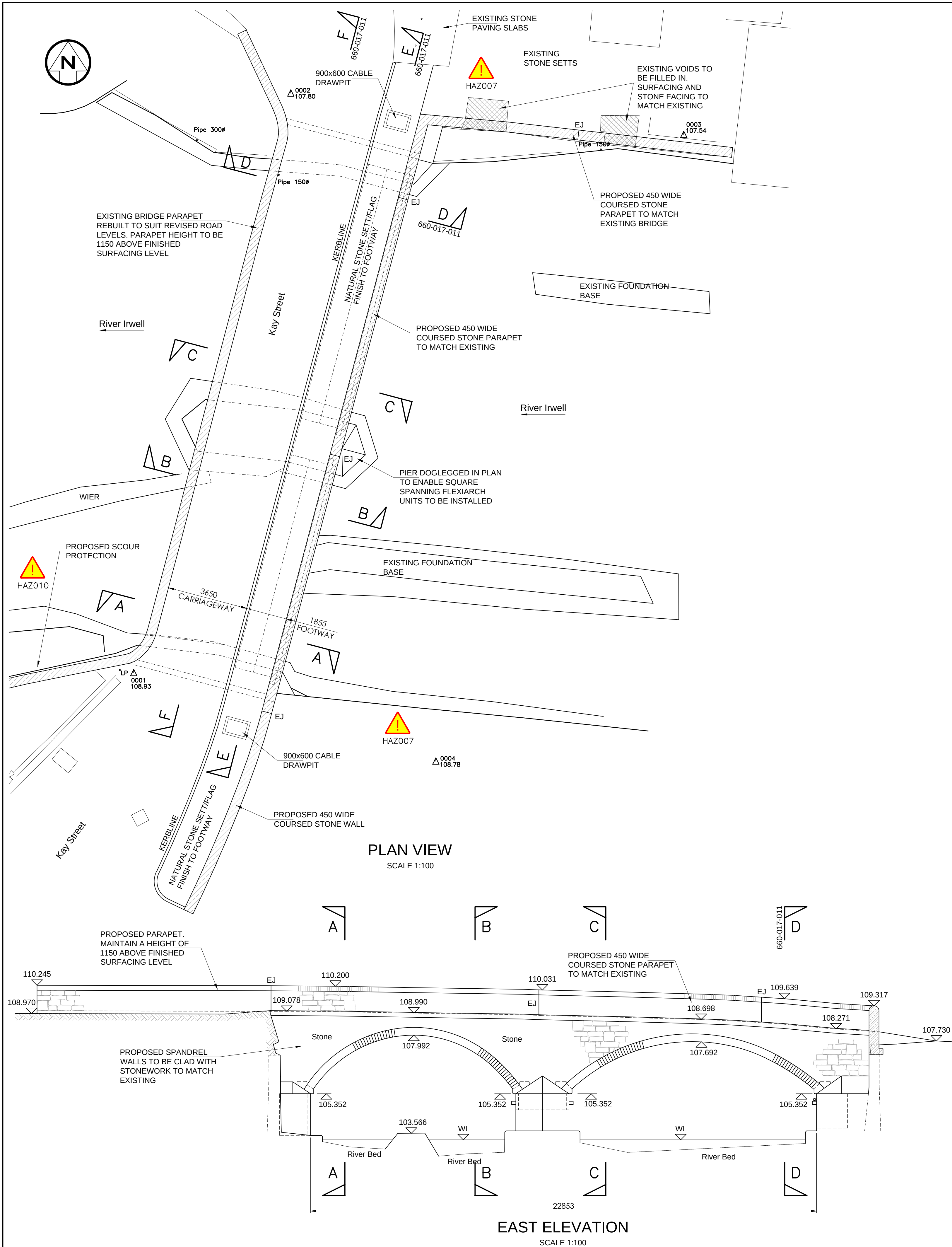
NOTES		
• This drawing is copyright. No unauthorised copying of drawing without the express permission of the architect.		
• Do not scale from prints. Use figure dimensions only.		
• Contractors to check all dimensions on site prior to commencement of works.		
• All works to be carried out in accordance with current statutory Health and Safety Regulations.		
• This drawing is to be read in conjunction with all relevant consultants' and / or specialists' drawings / documents and any discrepancies or variations are to be notified to the architect before affected work commences.		
REV.	AMENDMENTS	DATE
A	site boundary omitted building footprint amended	12.12.18

PROPOSED SITE PLAN 1:200

Project	RESIDENTIAL DEVELOPMENT WATERSIDE SUMMERSEAT PROPOSED SITE PLAN
Drawing	
Client	KINGSLEY PROPERTIES LTD
Dwn. By	MMcD
Scale	1:200
Drg. No.	18-518-11 A
Drg. Size	A1
Date	DECEMBER 2018

JOHN HOLT ARCHITECTS LTD.

APPENDIX B
KAY STREET BRIDGE REFURBISHMENT AND WIDENING SCHEME



- ## NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
 2. ALL LEVELS ARE IN METRES UNLESS STATED OTHERWISE.
 3. NO DIMENSIONS OR LEVELS SHALL BE SCALED FROM THIS DRAWING.
 4. PROPOSED CORBEL ARCH SPANDREL COLOUR TO MATCH EXISTING STONE. SPANDREL UNITS SHALL BE TIED TOGETHER.
 5. THE SCOUR PROTECTION EXCAVATION IN FRONT OF THE EXISTING WALL AND BELOW THE RIVER BED LEVEL SHALL BE CARRIED OUT IN STAGES (I.E. IN A HIT AND MISS FASHION), TO BE DETAILED AT DETAILED DESIGN STAGE.
 6. REMEDIAL WORKS REQUIRED TO INCLUDE POINTING STONEMWORK AND REBUILDING LOCALISED TOP SECTION OF THE WALL.

SD	JKS	DRF	30.05.18	ARCH SPANDREL UPDATED	
P2	SD	JKS	DRF	24.05.18	FOR PLANNING PURPOSES
P1	SD	JKS	DRF	10.05.18	FOR PLANNING PURPOSES
EV	DRN	CHK	APP	DATE	DESCRIPTION
 					Brindley Lodge, Adcroft Street, Slockport, Cheshire, SK1 3HS. www.wildedirect.co.uk Tel: 0161-474-7479 Fax: 0161-474-7492
Client					
BURY COUNCIL					
Project					
KAY STREET BRIDGE REFURBISHMENT AND WIDENING SCHEME					
Title					
PROPOSED GA					
Scale	Drawn	Date	Chkd	Approved	
AS SHOWN	SD	APR 18	JKS	DRF	
Drawing No.					Revision
660-017-010					P3
Status					Sheet Size
PRELIMINARY					A1

APPENDIX C

TRICS OUTPUT FILES

Calculation Reference: AUDIT-715001-181218-1205

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 400 to 720 (units: sqm)
 Range Selected by User: 250 to 750 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 10/11/17

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:

Tuesday	2 days
Wednesday	1 days
Friday	5 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	5
Retail Zone	1
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:

A4	8 days
----	--------

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 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:

0.6 to 1.0	3 days
1.1 to 1.5	5 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:

Not Known	1 days
No	7 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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DH-06-C-02	PUB / RESTAURANT	DURHAM
	STADIUM WAY		
	BISHOP AUCKLAND		
	TINDALE		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	31/03/17	Survey Type: MANUAL
2	ES-06-C-02	PUB / RESTAURANT	EAST SUSSEX
	HOVE STREET		
	BRIGHTON		
	HOVE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	460 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
3	GM-06-C-04	HUNGRY HORSE	GREATER MANCHESTER
	HELSMAN LANE		
	ROCHDALE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	525 sqm	
	Survey date: TUESDAY	20/10/15	Survey Type: MANUAL
4	NR-06-C-01	PUB / RESTAURANT	NORTHAMPTONSHIRE
	BEDFORD ROAD		
	NORTHAMPTON		
	BRACKMILLS		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	620 sqm	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL
5	NT-06-C-03	HARVESTER	NOTTINGHAMSHIRE
	CLIFTON LANE		
	NOTTINGHAM		
	WILFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
6	ST-06-C-01	HARVESTER	STAFFORDSHIRE
	STONE ROAD		
	STOKE-ON-TRENT		
	TRENTAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	720 sqm	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
7	TW-06-C-01	PUB / RESTAURANT	TYNE & WEAR
	WHICKHAM HIGHWAY		
	GATESHEAD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
8	WO-06-C-01	VINTAGE INNS	WORCESTERSHIRE
	WORCESTER ROAD		
	DROITWICH		
	RASHWOOD		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	550 sqm	
	Survey date: FRIDAY	15/03/02	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EX-06-C-02	Resurvey excluded.

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	518	0.497	7	518	0.386	7	518	0.883
11:00 - 12:00	8	522	1.653	8	522	0.743	8	522	2.396
12:00 - 13:00	8	522	3.689	8	522	1.725	8	522	5.414
13:00 - 14:00	8	522	3.066	8	522	3.042	8	522	6.108
14:00 - 15:00	8	522	1.605	8	522	2.683	8	522	4.288
15:00 - 16:00	8	522	1.222	8	522	1.365	8	522	2.587
16:00 - 17:00	8	522	2.922	8	522	1.437	8	522	4.359
17:00 - 18:00	8	522	4.407	8	522	2.922	8	522	7.329
18:00 - 19:00	8	522	4.168	8	522	3.162	8	522	7.330
19:00 - 20:00	8	522	3.976	8	522	4.503	8	522	8.479
20:00 - 21:00	8	522	2.898	8	522	3.976	8	522	6.874
21:00 - 22:00	8	522	2.443	8	522	3.234	8	522	5.677
22:00 - 23:00	8	522	1.317	8	522	3.449	8	522	4.766
23:00 - 24:00	7	508	0.422	7	508	1.547	7	508	1.969
Total Rates:			34.285			34.174			68.459

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:	400 - 720 (units: sqm)
Survey date date range:	01/01/02 - 10/11/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-715001-181218-1247

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
10	WALES	
	DB DENBIGHSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 8 to 20 (units:)
 Range Selected by User: 8 to 25 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 13/05/14

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:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	7 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)	5
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	6
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

7 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

3 days

10,001 to 15,000

3 days

15,001 to 20,000

1 days

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

Population within 5 miles:

50,001 to 75,000

4 days

100,001 to 125,000

1 days

125,001 to 250,000

2 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

3 days

1.1 to 1.5

4 days

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

Travel Plan:

No

7 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

7 days

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

LIST OF SITES relevant to selection parameters

1	DB-03-C-01 RHYL ROAD RHUDDLAN	FLATS IN HOUSES	DENBIGHSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:	16	
	Survey date: FRIDAY	07/10/11	Survey Type: MANUAL
2	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS	DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
3	DS-03-C-01 DRAGE STREET DERBY LITTLE CHESTER	BLOCK OF FLATS	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:	8	
	Survey date: THURSDAY	25/06/09	Survey Type: MANUAL
4	HC-03-C-02 WORTING ROAD BASINGSTOKE	FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	16	
	Survey date: THURSDAY	21/10/10	Survey Type: MANUAL
5	NR-03-C-01 ROCKINGHAM ROAD CORBY	BLOCK OF FLATS	NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	20	
	Survey date: FRIDAY	21/11/08	Survey Type: MANUAL
6	OX-03-C-01 OXFORD ROAD OXFORD COWLEY	BLOCK OF FLATS	OXFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	14	
	Survey date: WEDNESDAY	20/10/10	Survey Type: MANUAL
7	RI-03-C-01 465 PRIORY ROAD HULL	FLATS	EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	15	0.065	7	15	0.213	7	15	0.278
08:00 - 09:00	7	15	0.157	7	15	0.398	7	15	0.555
09:00 - 10:00	7	15	0.111	7	15	0.176	7	15	0.287
10:00 - 11:00	7	15	0.083	7	15	0.093	7	15	0.176
11:00 - 12:00	7	15	0.130	7	15	0.102	7	15	0.232
12:00 - 13:00	7	15	0.139	7	15	0.185	7	15	0.324
13:00 - 14:00	7	15	0.102	7	15	0.093	7	15	0.195
14:00 - 15:00	7	15	0.120	7	15	0.083	7	15	0.203
15:00 - 16:00	7	15	0.130	7	15	0.111	7	15	0.241
16:00 - 17:00	7	15	0.148	7	15	0.130	7	15	0.278
17:00 - 18:00	7	15	0.398	7	15	0.139	7	15	0.537
18:00 - 19:00	7	15	0.176	7	15	0.167	7	15	0.343
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.325			2.223			4.548

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:	8 - 20 (units:)
Survey date date range:	01/01/02 - 13/05/14
Number of weekdays (Monday-Friday):	7
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.