

Proposed Relocation of Bolton Wyresdale AFC

Radcliffe Moor Road, Bury

Transport Statement

Revision 01

September 2021

Prepared on Behalf of Westchurch Homes Limited

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1.0 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Tetra Tech (TT) has been appointed by Westchurch Homes Limited to prepare a Transport Statement (TS) in support of a full planning application for the proposed relocation of the football ground by Wyresdale AFC Football Club from their existing ground off Inverbeg Drive to a greenfield site off Radcliffe Moor Road, Bury.
- 1.1.2 The proposed site on land off Radcliffe Moor Road, Bury, is located circa .570m east of the existing site. The location of the proposed site in relation to the wider area is shown on **Plan 1**, whilst the local highway network in the near vicinity of the proposed site is shown on **Plan 2**.
- 1.1.3 The relocated Bolton Wyresdale AFC will comprise 4 football pitches. The proposed site layout is attached as **Appendix A**.
- 1.1.4 Access is proposed via a proposed simple priority access from Radcliffe Moor Road, which forms the site's eastern boundary.
- 1.1.5 In addition to this TS, a separate Framework Travel Plan (FTP) has been prepared and will be submitted as part of the planning application.
- 1.1.6 The relevant Local Planning Authority (LPA) and Local Highway Authority (LHA) for where the site is located is Bury Council (BC).

1.2 REPORT STRUCTURE

- 1.2.1 Following the introductory section, the report is structured as follows:
- **Section 2** sets out the local and national transport policy context relevant to the proposals.
 - **Section 3** describes the site location, the local highway network, and presents a review of personal injury accident data in the vicinity of the site.
 - **Section 4** describes the proposed development, access arrangement, tracking analysis for the large service vehicles and parking provision.
 - **Section 5** reviews the accessibility of the site by sustainable transport modes.
 - **Section 6** details the potential traffic impact of the proposals on the local highway network during the highway peak hours.
 - **Section 7** summarises and concludes the report.

2.0 NATIONAL AND LOCAL POLICY CONTEXT

2.1 INTRODUCTION

2.1.1 This section of the TS reviews transportation planning policy and guidance documents in the context of the proposed development site, with reference to the following documents:

- National Planning Policy Framework (2021)
- Adopted Bury Unitary Development Plan

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2021)

2.2.1 The Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) on 24 July 2018. It was most recently updated on 20th July 2021.

2.2.2 At the heart of the NPPF is a presumption in favour of sustainable development. In this context, it is fundamental that for new development sustainable transport is promoted. Section 5 of the NPPF sets out the ways in which to deliver a sufficient supply of homes in urban and rural areas, while Section 9 sets out policies for promoting sustainable transport.

2.2.3 Paragraph 104 of the NPPF states:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'

2.2.4 At paragraph 105 the NPPF states:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However,

opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.2.5 The NPPF sets out a key test for the acceptability of planning applications in terms of transport and highways at paragraphs 110 and 111.

2.2.6 Paragraph 110 of the NPPF states that it should be ensured that:

'a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.2.7 At paragraph 111 NPPF states:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.3 ADOPTED BURY UNITARY DEVELOPMENT PLAN

2.3.1 The Bury Unitary Development Plan (UDP) acts as a guide for the future development or protection of land in the Borough and its policies and proposals currently form the basis for the Council's decisions on planning applications.

2.3.2 The current Bury UDP was adopted by the Council on 29 August 1997. The Council is now working to replace the adopted UDP with a new document called the Bury Local Plan. Until the new Local Plan is produced the UDP will continue be used to make planning decisions.

2.3.3 Policies that are relevant to the proposed development are identified below.

HT4 - New Development

"In considering the location of new or intensified development, the Council will encourage proposals which:

support the principles of sustainable development;

assist the implementation of a balanced transportation strategy

minimise the environmental impact of traffic.

In particular, new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the Plan."

HT6 – Pedestrians and Cyclists

"The Council will seek to provide new and improved facilities for pedestrians and cyclists."

2.4 COMPLIANCE WITH POLICY

- 2.4.1 Subsequent sections of this report demonstrate that the site is located close to excellent pedestrian and public transportation networks and is therefore ideally situated to encourage trips by sustainable modes of travel, while also assesses the impact of the proposals on the local transport network. As will be shown, the development proposals comply with the guidelines and policies detailed above.

3.0 EXISTING CONDITIONS

3.1 INTRODUCTION

- 3.1.1 This section of the TS describes the site and existing local highway network and the safety record of the local highway network.

3.2 SITE LOCATION

- 3.2.1 The location of the site is shown on **Plan 1**, which also show the location of the existing football club site off Inverbeg Drive.
- 3.2.2 **Plan 1** shows that the proposed development site is located adjacent to an existing residential area approximately 5km from Bury town centre and 4km from Bolton town centre.
- 3.2.3 The site is currently an undeveloped green field. There are existing residential dwellings located to the west and south of the site. To the north and east, the site is bounded by undeveloped green fields.

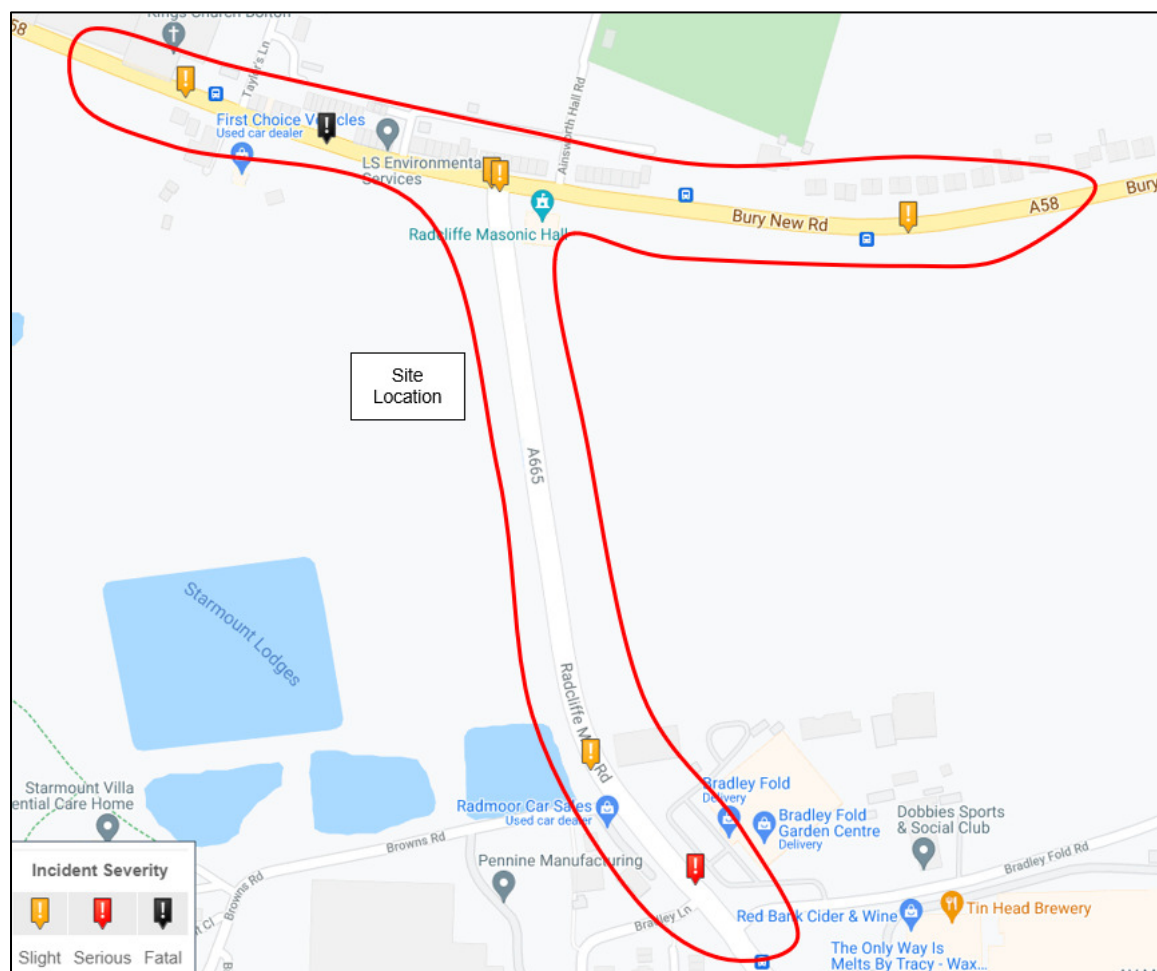
3.3 LOCAL HIGHWAY NETWORK

- 3.3.1 This section describes the local highway network, which is shown on **Plan 2**.
- 3.3.2 The key local roads to the site are:
- Radcliffe Moor Road which forms eastern boundary of the site and from which the site will be accessed.
 - A58 Bury New Road which forms northern boundary of the site and will be used by traffic accessing the site from Bolton and Bury.
- 3.3.3 Radcliffe Moor Road is a two-way single carriageway road that is subject to a 30mph speed limit. There are footways and street lighting present on both sides of the carriageway. The northern end of the road forms the minor arm of a priority junction with the A58 Bury New Road. Approximately 1.8km to the south from the site, the road forms a mini-roundabout with the A6053 Stopes Road and the A665 Bolton Road.
- 3.3.4 The A58 Bury New Road is a single carriageway road subject to a 30mph speed limit in the vicinity of the site. The road runs in east-west direction. To the east the road leads to Bury, and to the west the road runs to Bolton. There are footways and street lighting present on both sides of the carriageway. The A58 Bury New Road is also a bus route and features intermittent cycle lanes.
- 3.3.5 Both Radcliffe Moor Road and the A58 Bury New Road extend through residential areas.

3.4 PERSONAL INJURY ACCIDENT REVIEW

- 3.4.1 A review of the Crashmap website has been undertaken to determine whether there are any existing highway safety issues on the local network in the vicinity of the site
- 3.4.2 Personal Injury Accidents (PIAs) that occurred within the study area have been reviewed for the most recent available five-year period (2016 – 2020). The study area includes Radcliffe Moor Road and the A58 Bury New Road. The locations of the PIAs are shown in **Extract 3.1**.
- 3.4.3 This shows that there were just 7 recorded PIAs within the study area over the five-year period. Of the 7 recorded PIAs, five were classified as resulting in a 'slight' injury, while one was classified as resulting in a 'serious' injury and one was classified as resulting in a 'fatal' injury. These are indicated by the yellow, red, and black flags respectively in **Extract 3.1**.

Extract 3.1: PIA Study Area



3.4.4 The PIAs are also summarised by year, severity, and location in **Table 3.1**.

Table 3.1: Summary of PIAs by Frequency and Severity

Severity	Year					
	2016	2017	2018	2019	2020	Total
PIAs on Radcliffe Moor Road						
Slight	0	0	1	0	0	1
Serious	0	1	0	0	0	1
Fatal	0	0	0	0	0	0
PIAs on the A58 Bury New Road						
Slight	0	1	1	2	0	4
Serious	0	0	0	0	0	0
Fatal	1	0	0	0	0	1
Total	1	2	2	2	0	7

3.4.5 **Extract 3.1** and **Table 3.1** show that 5 PIAs occurred along the A58 Bury New Road during the most recent five-year period, which includes 4 slight PIAs and 1 fatal PIA. This is equivalent to 1 accident per year and is considered low, taking into account the fact the A58 Bury New Road carries high daily traffic flows of more than 17,000 vehicles per day.

3.4.6 One of the accidents which occurred resulted in a fatality. The accident involved a car and two pedestrians. The detailed Crashmap report is included as **Appendix B**.

3.4.7 During the most recent five-year period, 2 accidents occurred on Radcliffe Moor Road in the vicinity of the site.

3.4.8 There is no evidence of an existing highway safety issue that could be worsen by the proposed development.

3.4.9 In conclusion, the road network in the vicinity of the site has a good safety record and the accident data does not indicate any inherent safety issue associated with the layout of the road that would be exacerbated by the proposed development.

4.0 PROPOSED DEVELOPMENT

4.1 INTRODUCTION

- 4.1.1 This section describes the development proposals including vehicular access, traffic impact and parking provision.

4.2 DEVELOPMENT PROPOSALS

- 4.2.1 The proposed development is to relocate the football ground by Bolton Wyresdale AFC from their existing ground of Inverbeg Drive to a greenfield off Radcliffe Moor Road, Bury, see **Plan 1**.
- 4.2.2 The proposed site located off Radcliffe Moor Road, Bury, is circa 570m to the east of the existing site (as shown in **Plan 1**).
- 4.2.3 The existing ground of Bolton Wyresdale AFC Football Club contains two pitches, and no formal parking provision is present, however there is a hardstanding area which is used for parking.
- 4.2.4 The relocated Bolton Wyresdale AFC will comprise 4 football pitches (as shown in **Appendix A**) with formal parking provision.
- 4.2.5 Pedestrian and vehicular access to the development will be via Radcliffe Moor Road on the western site boundary with a 2m footways being provided to each side of a simple priority T-junction into the site.
- 4.2.6 A drawing showing the layout of the proposed site access is attached in **Appendix C**. The drawing shows that visibility splays corresponding with the 30mph speed limit along Radcliffe Moor Road can be provided at the junction. i.e., 2.4 x 40m.

4.3 PROPOSED PARKING PROVISION

- 4.3.1 There are no specific parking standards for outdoor sports and recreation development based on Bury local planning policy, and car parking provision can be decided on the basis of the individual consideration.
- 4.3.2 The proposed car park includes 78 no. car parking spaces.
- 4.3.3 Correspondence has been held with Sport England in relation to the proposed number of parking spaces. That correspondence is provided as follows:

"The Sport England recommendation for parking is:

With reference to players; if we assume that all pitches were in use at the same time (which from the initial discussions I had with Richard would seem unlikely) and each team had 16 (players, subs and coaching staff), that would equate to 128 in total, so 43 spaces.

If there were 9 staff on site at any one time that would be a further 3 spaces.

Spectators is much more difficult to estimate, but if we say 50 spaces would be used by staff and players, this leaves another 27 available for spectators, based on the current site plan / parking layout."

4.3.4 On the basis of the above, the proposed car parking provision is acceptable.

4.3.5 Adequate cycle parking will be provided on the site.

5.0 ACCESSIBILITY BY SUSTAINABLE MODES

5.1 INTRODUCTION

- 5.1.1 This section describes the development site is accessible by sustainable travel modes.

5.2 ACCESSIBILITY ON FOOT

- 5.2.1 The Institution of Highways and Transportation's (IHT) document 'Guidelines for Providing for Journeys on Foot' states in paragraph 1.12 that:

'walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile.'

- 5.2.2 Whilst superseded by NPPF, 'Planning Policy Guidance 13 (PPG13) – Transport' sets out useful guidance related to walking catchments, which is still widely accepted. It states that:

"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74).

- 5.2.3 In respect of this, **Plan 3** has been prepared to show a 1km and 2km walk catchment from the centre of the site. Assuming a walk speed of 1.4m/s, this equates to a 12-minute and 24-minute walk respectively.
- 5.2.4 **Plan 3** shows that within a 1km walk of the site, there are numerous bus stops that can be reached, including stops located on the A58 Bury New Road, Radcliffe Moor Road, Somerton Road and Tong Road. The services available at these bus stops are described in more detail later in this report. Residential areas in Bradley Fold, Brightmet, Little Lever and Radcliffe can also be reached within a 2km walk. The majority of roads within the 2km walk catchment have footways and street lighting on both sides of the road.
- 5.2.5 As part of the development proposals, footways will be provided along the proposed internal road which will connect with the existing pedestrian network along Radcliffe Moor Road.

5.3 ACCESSIBILITY BY CYCLE

- 5.3.1 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km and to form part of a longer journey which includes public transport modes.
- 5.3.2 To demonstrate the site's accessibility by cycle, a 5km cycle catchment has been prepared and is shown in **Plan 4**. It can be seen that 5km cycle catchment covers major areas of Bolton and Bury, whole Little Lever, Radcliffe, Farnworth and Kearsley.

5.3.3 **Plan 4** also shows the TfGM cycle routes. The routes consist of a mixture of on and off-road cycle lanes/paths which pass through the residential area of Bolton, Bury, Little Lever, Radcliffe, Farnworth and Kearsley.

5.4 ACCESSIBILITY BY PUBLIC TRANSPORT

By Bus

- 5.4.1 As shown on **Plan 2**, the closest bus stops to the site are located on the A58 Bury New Road approximately 230m walking distance from the proposed site access. These bus stops are served by bus routes 471 and 512.
- 5.4.2 There are additional stops on Radcliffe Moor Road circa 245m walking distance from the proposed site access. These bus stops are served by bus route 512.
- 5.4.3 **Plan 2** also shows there are more bus stops located on Somerton Road and Tong Road. The bus services serve those bus stops are summarised in **Table 5.1** below.
- 5.4.4 A summary of the bus services available from all the stops identified above is set out in **Table 5.1** and **Plan 5** shows all bus service routes in the vicinity of the site.

Table 5.1: Bus services, Routes, and Frequencies Accessible from the Site

Service	Route	Average One-Way Frequency					
		Weekday				Sat.	Sun.
		AM Peak	Inter Peak	PM Peak	Eve.		
Services available from Bury New Road (approx. 230m walk)							
471	Rochdale — Sudden — Heywood — Bury — Breightmet — Bolton	10min – 12min	12min	12min	30min	12min – 30min	30min
512	Bury - Elton - Radcliffe - Outwood - Prestolee - Farnworth	60min	60min	60min	60min (Last service @19:41)	60min (Last service @19:41)	5 services
Services available from Radcliffe Moor Road (approx. 245m walk)							
512	Bury - Elton - Radcliffe - Outwood - Prestolee - Farnworth	60min	60min	60min	60min (Last service @19:41)	60min (Last service @19:41)	5 services
Services available from Somerton Road (approx. 820m walk)							
511	Bury — Walshaw — Withins — Breightmet — Bolton	60min	60min	60min	60min	60min	60min
Services available from Tong Road (approx. 925m walk)							
544	Bolton - Darcy Lever - Little Lever - Nob End circular	60min	60min	60min (Last service @17:43)	-	60min (Last service @17:43)	-

- 5.4.5 **Table 5.1** shows that there are four regular bus services accessible from the site which provide a combined frequency of nine one-way services per hour in both the AM and PM peak hours. On a

Saturday, there is a combined frequency of at least six one-way services per hour, and on a Sunday there are at least three one-way services per hour.

- 5.4.6 It can be seen from **Table 5.1** that all the bus services in the vicinity of the site connect the site to a number of local and wider areas including Bolton, Bury, Radcliffe, Farnworth, Little Lever, Brightmet, Rochdale, Heywood, etc.

5.5 TRAVEL PLAN

- 5.5.1 The development will be supported by a Framework Travel Plan. This TS should be read in conjunction with Framework Travel Plan.

5.6 ACCESSIBILITY SUMMARY

- 5.6.1 The above demonstrates that residential areas in Bradley Fold, Brightmet, Little Lever and Radcliffe can be reached within a 2km walk. The majority of roads within the 2km walk catchment have footways and street lighting on both sides of the road.
- 5.6.2 5km cycle catchment covers major areas of Bolton and Bury, whole Little Lever, Radcliffe, Farnworth and Kearsley.
- 5.6.3 Within a 1km walk of the site, there are a number of bus stops that can be reached, including stops located on the A58 Bury New Road, Radcliffe Moor Road, Somerton Road and Tong Road. There are four regular bus services accessible from the site which provide a combined frequency of nine one-way services per hour in both the AM and PM peak hours. On a Saturday, there is a combined frequency of at least six services per hour in each direction, and on a Sunday there are at least three one-way services per hour. All the bus services in the vicinity of the site connect the site to a number of local and wider areas including Bolton, Bury, Radcliffe, Farnworth, Little Lever, Brightmet, Rochdale, Heywood and etc.
- 5.6.4 Given the above sustainable transport provision, it is considered that the site is highly accessible by sustainable forms of transport.

6.0 TRAFFIC IMPACT OF THE PROPOSALS

6.1 INTRODUCTION

- 6.1.1 In order to determine the level of traffic that could potentially be generated by the development, the industry standard TRICS database has been interrogated.

6.2 TRIP GENERATION

- 6.2.1 Trip rates have been derived in line with the best practice guidelines from the TRICS Good Practice Guide 2021 (GPG). The methodology used to derive appropriate trip rates for the proposed development was as follows:

- The proposed land use category (F2 (c) – Football – 5 a side) was selected from the main menu.
- In 'Region Selection', Greater London, Republic of Ireland and Northern Ireland were excluded.
- Maximum number of pitches was set to 10.
- Survey date was set to 01/01/2003 to include more survey sites.
- Any survey which took place on a Saturday or Sunday were excluded.
- In location type – 'Edge of Town' and 'Suburban Area' were selected based on the site location.

- 6.2.2 It should be noted that TRICS only contains trip rates for 5 a side football pitches whilst the proposals are for full sized pitches. A typical 5 a side team would feature 7 team members whilst a typical full sided pitch would feature 16 team members (see Sports England correspondence). As such the 5 a side traffic generation has been factored by 2.28 to create typical full sized pitch traffic generation.

- 6.2.3 The resulting trip rates and trip generation associated with 4 pitches are set out in **Table 6.1**. The full TRICS output is shown in **Appendix D**.

Table 6.1: Vehicular Trip Rates, Trip Generation and Net Impact of the Proposals

Time Period	5 a side Football Trip Rate (per pitch)			Full size Football Trip Rate (per pitch) (*2.28 factor)			Proposed Dev. Trip Generation of 4 full sized pitches		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
08:00-09:00	0.769	0.346	1.115	1.753	0.789	2.542	7	2	9
17:00-18:00	2.844	0.778	3.622	6.484	1.774	8.258	25	7	32

- 6.2.4 As shown in **Table 6.1**, the proposed development is estimated to generate circa 9 trips during the weekday morning peak hour and 32 trips in the evening peak hour, which are insignificant, so will not have any material impact on the local highway network
- 6.2.5 It should be noted that the proposed development is to relocate the football ground by Bolton Wyresdale AFC from their existing ground off Inverbeg Drive to the new site and the existing ground contains two pitches.
- 6.2.6 Therefore, it is considered that only 50% of the trip generation in **Table 6.1** are new trips and the remaining 50% are existing trips which will simply be transferring from the existing ground and hence will be already on the local highway network.
- 6.2.7 Given the above, it can be concluded that the net traffic impact of the proposals on the local highway network will be totally negligible.

7.0 SUMMARY AND CONCLUSIONS

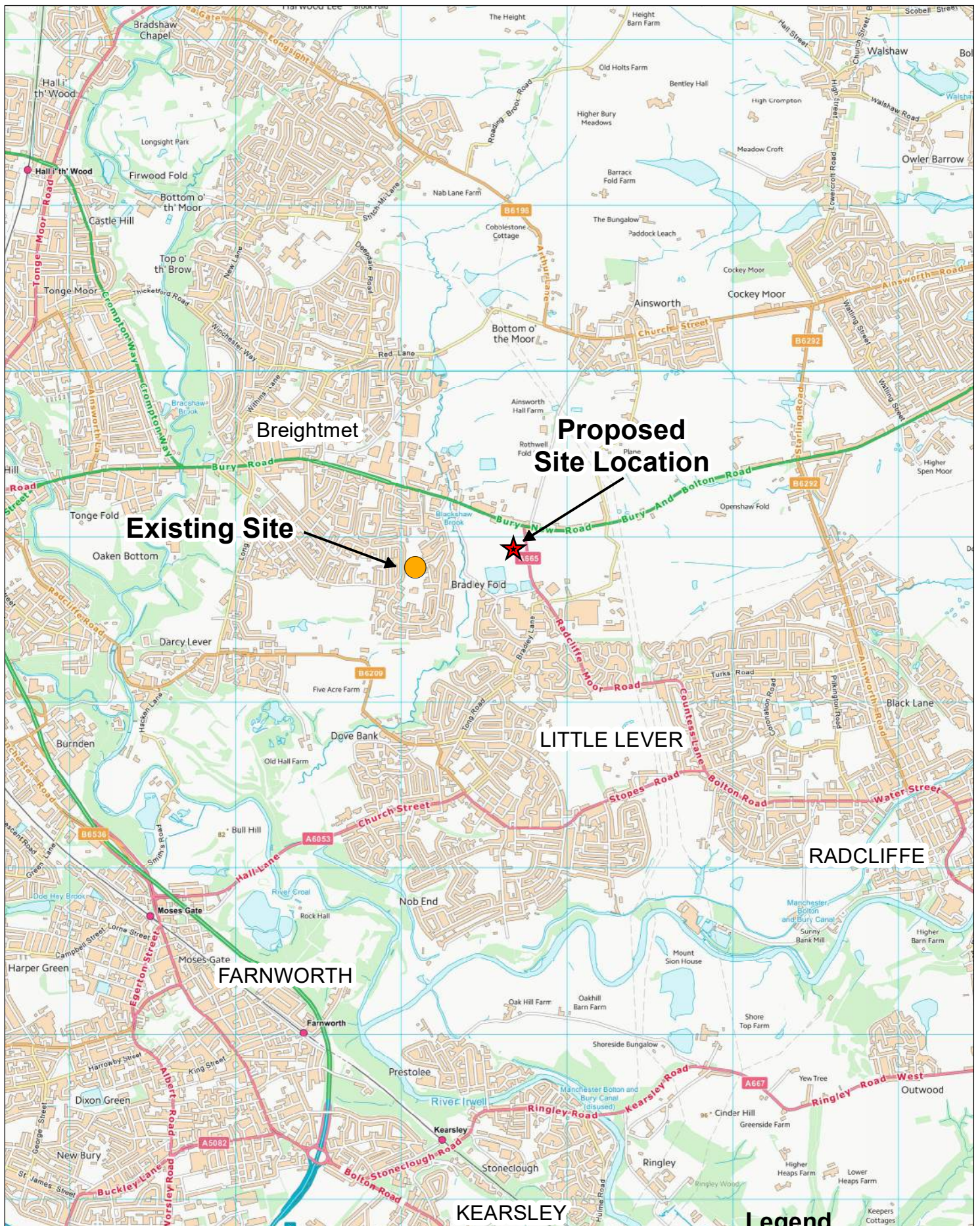
7.1 SUMMARY

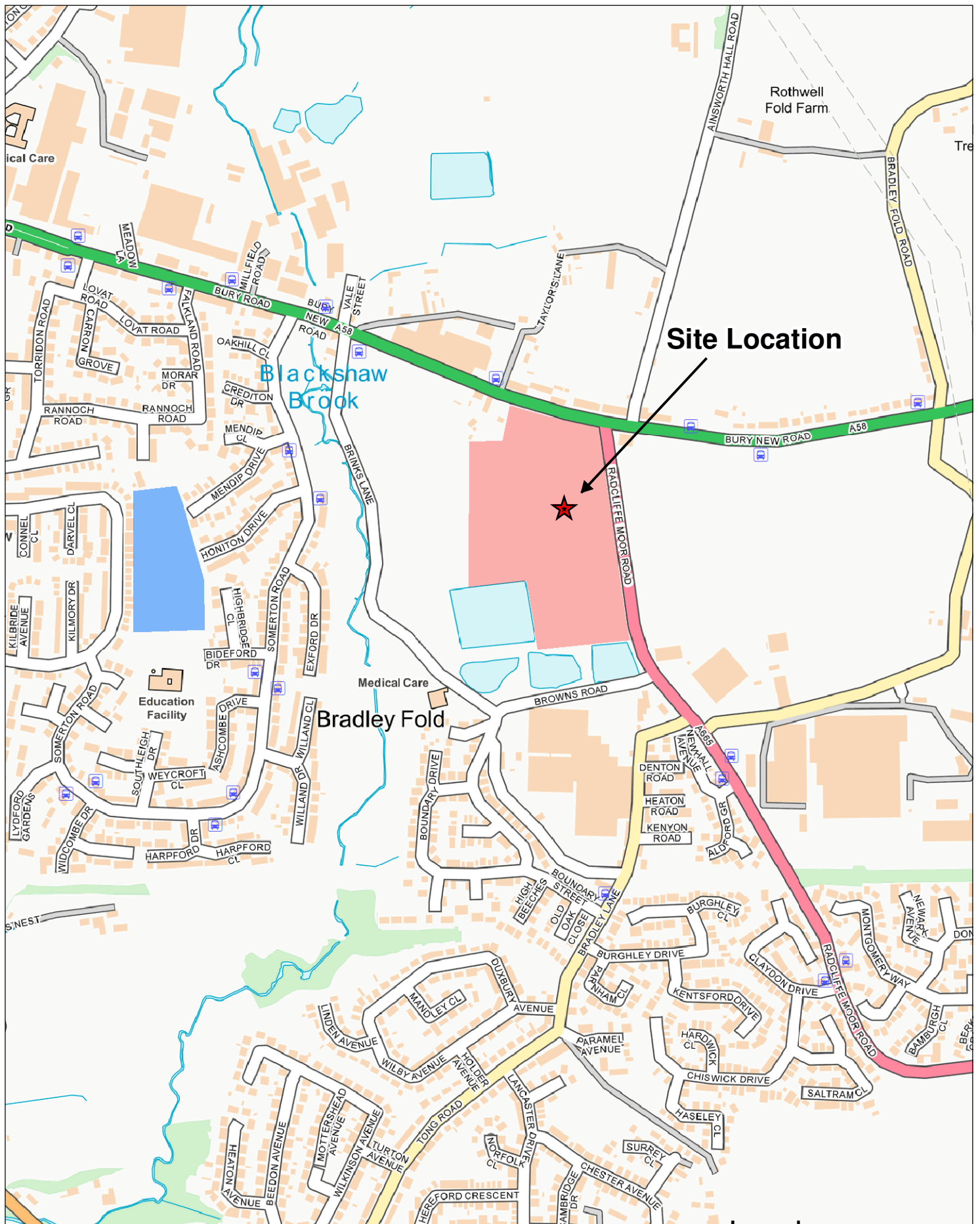
- 7.1.1 Tetra Tech has been appointed by Westchurch Homes Limited to prepare a Transport Statement in support of a full planning application for the proposed relocation of the football ground by Wyresdale AFC Football Club from their existing ground off Inverbeg Drive to a greenfield off Radcliffe Moor Road, Bury.
- 7.1.2 The proposed site for the relocation is off Radcliffe Moor Road, Bury and is circa 570m to the east of the existing site. The relocated Bolton Wyresdale AFC will comprise 4 standard football pitches and is proposed to be accessed off Radcliffe Moor Road on the eastern site boundary via a new priority access.
- 7.1.3 Personal Injury Accident data for the local highway network has been reviewed for the most recent 5-year period. This showed that there is not an existing highway safety issue in the vicinity of site which should prevent the proposed development from coming forward.
- 7.1.4 The site is very accessible on foot with good pedestrian infrastructure in place in the vicinity of the site. Residential areas in Bradley Fold, Breightmet, Little Lever and Radcliffe can be reached within a 2km walk. The majority of roads within the 2km walk catchment have footways and street lighting on both sides of the road.
- 7.1.5 5km cycle catchment covers major areas of Bolton and Bury, whole Little Lever, Radcliffe, Farnworth and Kearsley.
- 7.1.6 Within a 1km walk of the site, there are a number of bus stops that can be reached, including stops located on the A58 Bury New Road, Radcliffe Moor Road, Somerton Road and Tong Road. There are four regular bus services accessible from the site which provide a combined frequency of nine one-way services per hour in both the AM and PM peak hours.
- 7.1.7 On a Saturday, there is a combined frequency of at least six one-way services per hour, and on a Sunday there are at least three one-way services per hour. All the bus services in the vicinity of the site connect the site to a number of local and wider areas including Bolton, Bury, Radcliffe, Farnworth, Little Lever, Breightmet, Rochdale, Heywood, etc.
- 7.1.8 Given the above sustainable transport provision, it is considered that the site is highly accessible by sustainable forms of transport.
- 7.1.9 The traffic impact of the proposals has been assessed. The trip generation of the proposals is 9 trips during the AM peak hour and 32 trips during the PM peak hour, given these low numbers, there would be no material traffic impacts on the local highway network.

7.2 CONCLUSION

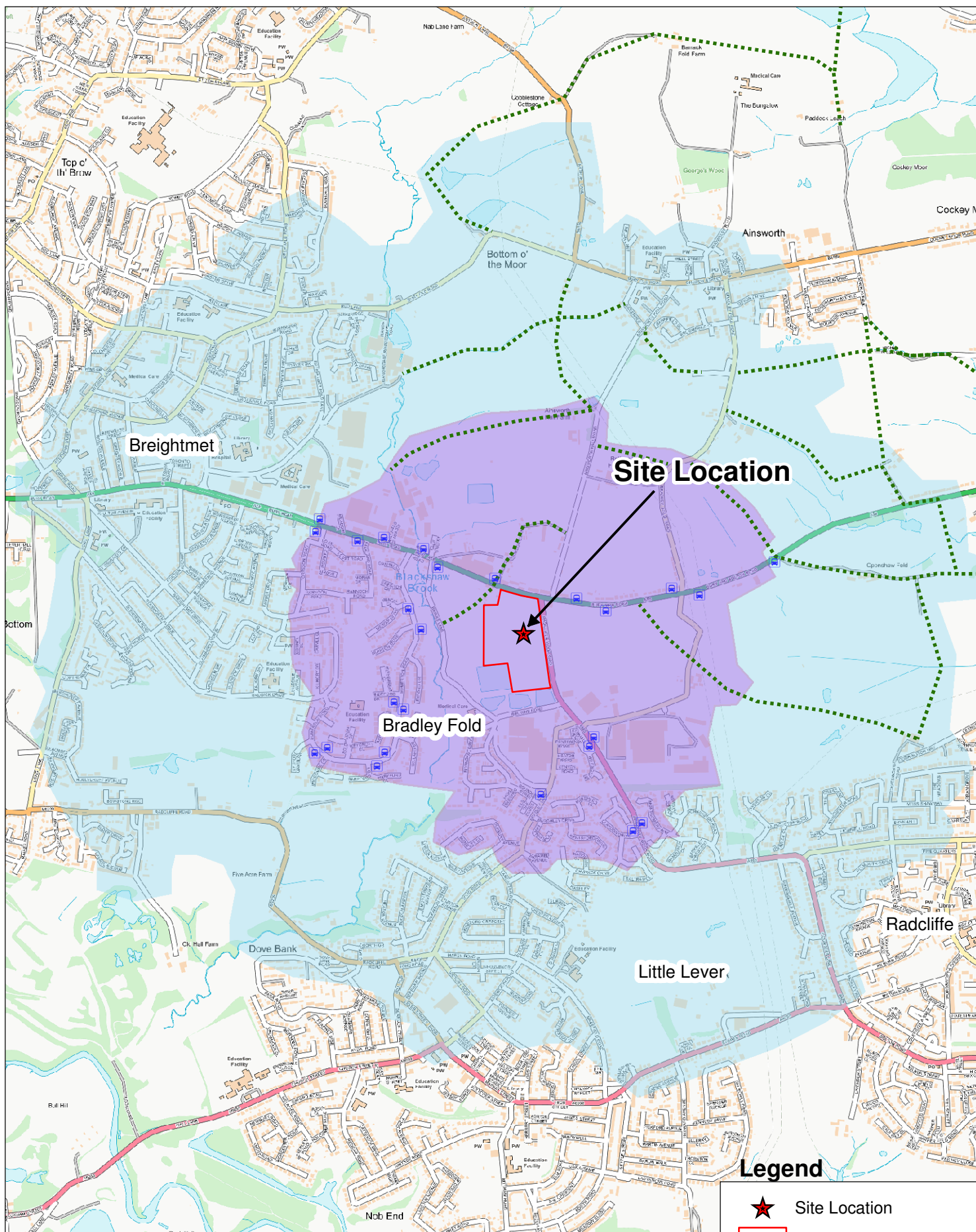
- 7.2.1 It has been demonstrated that the proposed development is accessible by sustainable modes of transport in accordance with national and local policy.
- 7.2.2 It has been demonstrated that the traffic impact of the development will not be significant, and certainly not severe in NPPF terms.
- 7.2.3 It is therefore concluded that there are no transport or highway reasons why the proposed development should not be granted planning permission.

PLANS





© Tetra Tech Limited  TETRA TECH	Plan 2: Local Highway Network Proposal: Proposed Relocation of Wyresdale AFC Location: Radcliffe Moor Road, Bury TT Job No.: 784-B026883	Legend  Site Location  Site Boundary  Bus Stops  Existing Wyresdale AFC Site
0 90 180 270 Meters Scale: 1:7,500 @A4 19 August 2021 NGR: 375,564 E / 408,770 N		 © Crown Copyright All rights reserved. Licence number:



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Plan 3: 1km and 2km Walk Catchments
 Proposal: Proposed Relocation of Wyresdale AFC
 Location: Radcliffe Moor Road, Bury
 TT Job No.: 784-B026883



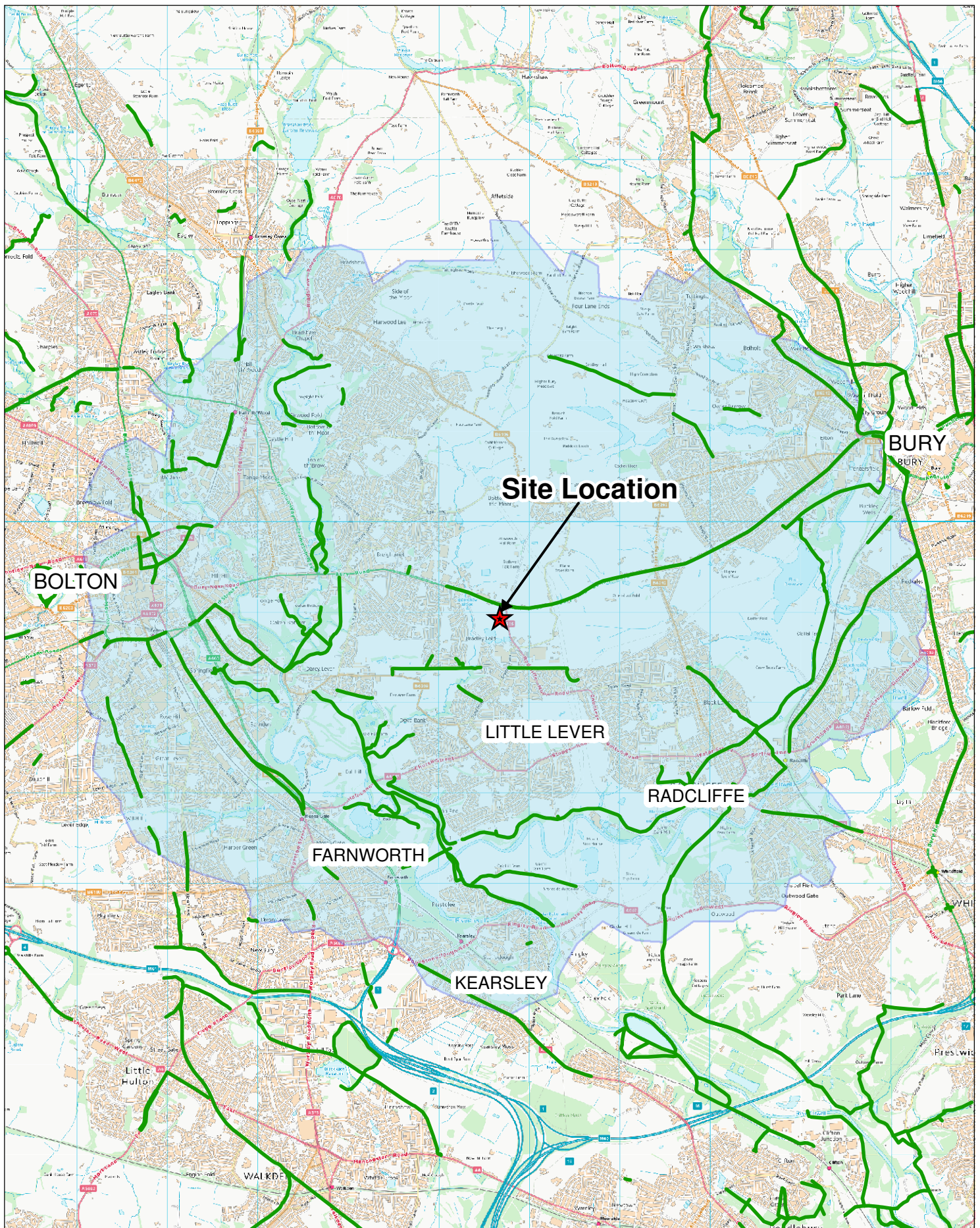
0 225 450 675 Meters
 Scale: 1:18,000 @A4

23 August 2021
 NGR: 375,565 E / 408,975 N

Legend

- Site Location
- Site Boundary
- Bus Stops
- Public Rights of Way
- 1km Walk Catchment
- 2km Walk Catchment

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Plan 4: 5km Cycle Catchment
 Proposal: Proposed Relocation of Wyresdale AFC
 Location: Radcliffe Moor Road, Bury
 TT Job No.: 784-B026883



Legend

-  Site Location
-  TfGM Cycle Routes
-  5km Cycle Catchment

0 670 1,340 2,010 Meters

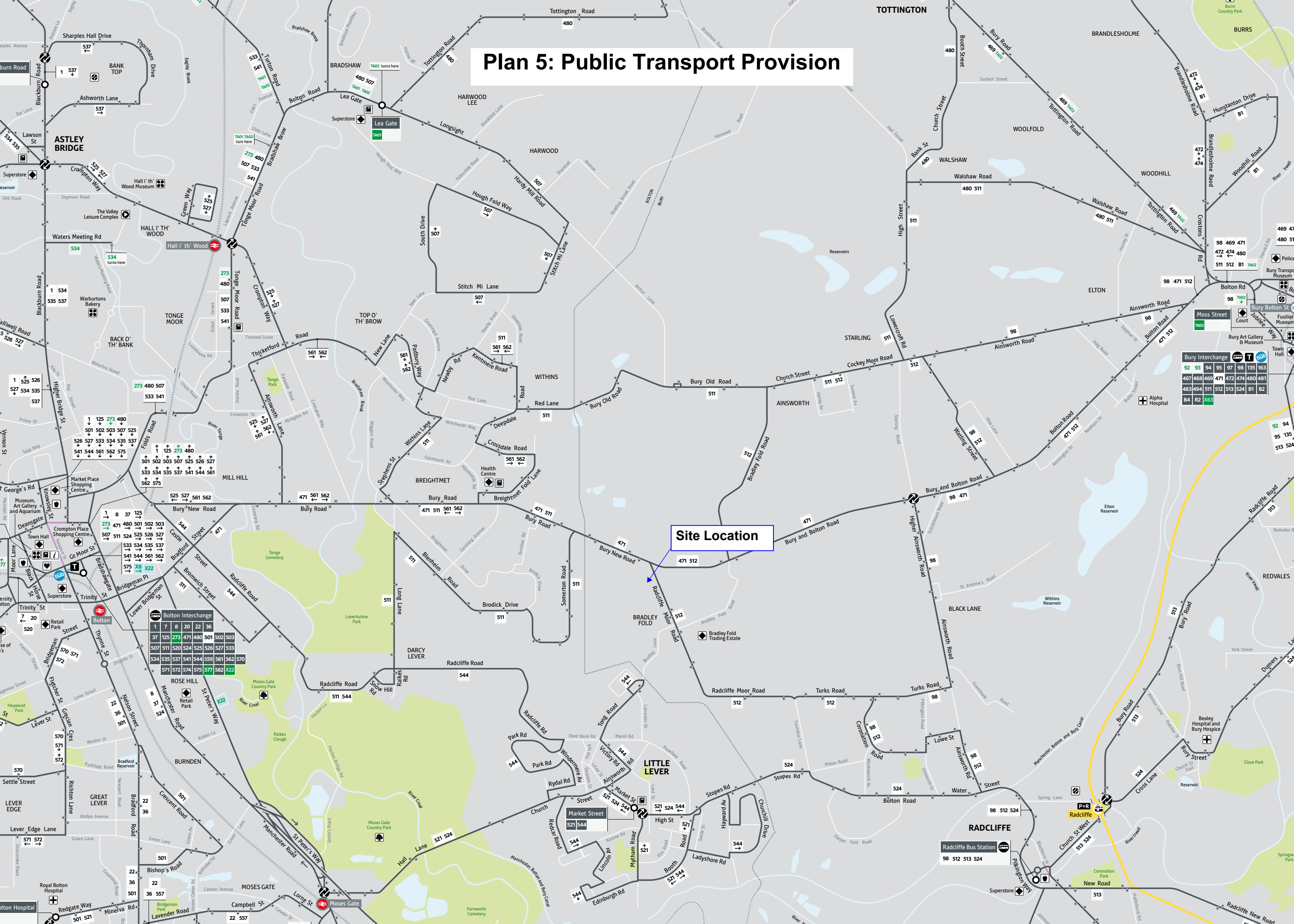
Scale: 1:55,000 @A4

18 August 2021

NGR: 375,566 E / 408,927 N

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Plan 5: Public Transport Provision



APPENDIX A: PROPOSED DEVELOPMENT LAYOUT

COORDINATED STATIONS			
STATION	EASTING	NORTHING	LEVEL (m)
GPS1	375765.472	409053.186	119.764
GPS2	375709.145	409063.864	118.668
A	375742.985	408997.753	114.927
B	375751.023	408942.336	112.002
C	375779.317	408814.378	106.401

NOTES:
Copyright in all documents prepared by the architect and any works executed from these documents and drawings, shall unless otherwise agreed, remain the property of the architect and must not be reproduced by, lent or disclosed to, a third party without the written consent of Good and Tillotson.

DO NOT SCALE OFF THIS DRAWING.
All dimensions to be checked on site and any discrepancies to be referred to the architect before proceeding.

ALL LEVELS TO BE CHECKED ON SITE.
All discrepancies between information shown on the drawings and the information in the specification to be referred to the architect before proceeding.

All component sizes and references to be checked prior to the ordering of materials.

Positions and designation (i.e. combined, surface water or foul) of existing drain runs on site are to be checked / confirmed by the building contractor prior to commencement of any drainage works. Any existing drains, to which additional connections are to be made, are also to be checked as necessary to ensure they are suitable to accommodate additional capacity and the type of effluent being connected.

All relevant boundary positions are to be checked prior to proceeding.



C Hardstanding & red line boundary added JLC 22.09.21

B Vehicular access updated & cycle store added JLC 14.09.21

A Building and car park layout updated JLC 03.08.21

Rev Revision IntL Date

Client:

Bolton Wyresdale F.C.

Project:

Proposed New Facility

Location:

On Land At:
Radcliffe Moor Road,
Bolton

Good & Tillotson Chartered Architects

2 The Studios,
318 Chorley Old Road,
Bolton,
BL1 4JU

Tel: 01204 497700

Email: info@goodandtillotson.co.uk
Web: www.goodandtillotson.co.uk

Drawing Title:

Site Layout Plan

ABBREVIATIONS

AV AIR VALVE/VENT
BOL BOLLARD
BS BELUSHA BEACON
BM BENCH MARK
BL BED LEVEL
BS BUS STOP
BT BRITISH TELECOM
CL COVER LEVEL
DI DIAPHRAGM
DI DISUSED
EL EAVES LEVEL
ELE ELEC JUNCT. BOX
EP ELECTRICITY POLE
FH FIRE HYDRANT
FL FLOOR LEVEL
FOS FULL OF SEDIMENT
FP FLAG POLE
G GULLY
GM GAS METER
GV GAS VALVE
IC INSPECT CHAMBER
IL INVERT LEVEL
JKW JAPANESE KNOTT WEED
LH LAMP HOLE
LP LAMP POST
NP NAME PLATE
MH MANHOLE
PS POST/SIGN POST
PB POST BOX
PX UNKNOWN SERVICE
RE RODDING EYE
RL RIDGE LEVEL
RS ROAD SIGN
ST STOP TAP
TH TRIAL HOLE
TL TRAFFIC LIGHT
TP TELEGRAPH POLE
TV CABLE TV BOX
UH UNABLE TO LIFT
WM WATER METER

G&T Job No: Scale: Drawn: Checked: Date:
2102 1:500@A1 JC RPW 16.07.21

Drawing Purpose: Status: Revision:
Planning Drawing S4 C

BIM Project: Origin: Zone: Level: Type: Role: Dwg No:

2102-GTA-00-00-DR-A-1002

APPENDIX B: CRASHMAP REPORT



Validated Data

Crash Date: Saturday, December 31, 2016 **Time of Crash:** 5:15:00 PM **Crash Reference:** 201606N024753

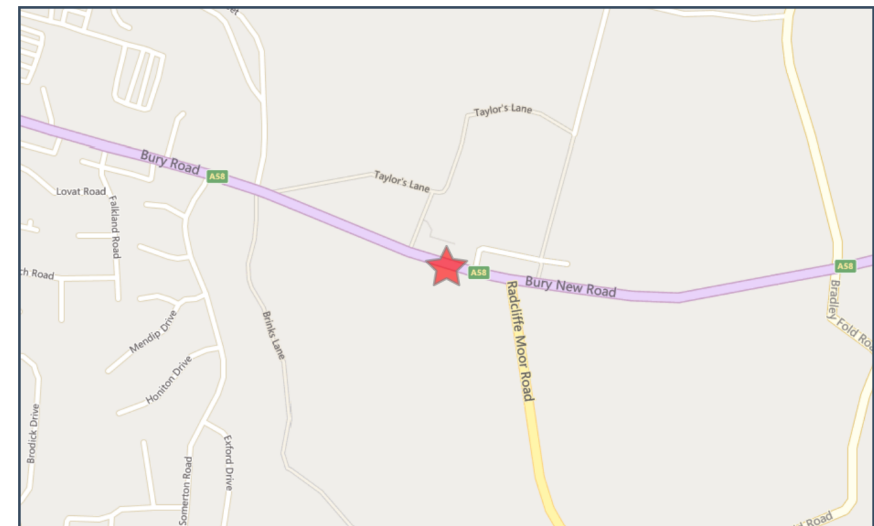
Highest Injury Severity: Fatal
Highway Authority: Bury
Local Authority: Bury Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A58

Number of Casualties: 2

Number of Vehicles: 1

OS Grid Reference: 375637 409091



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

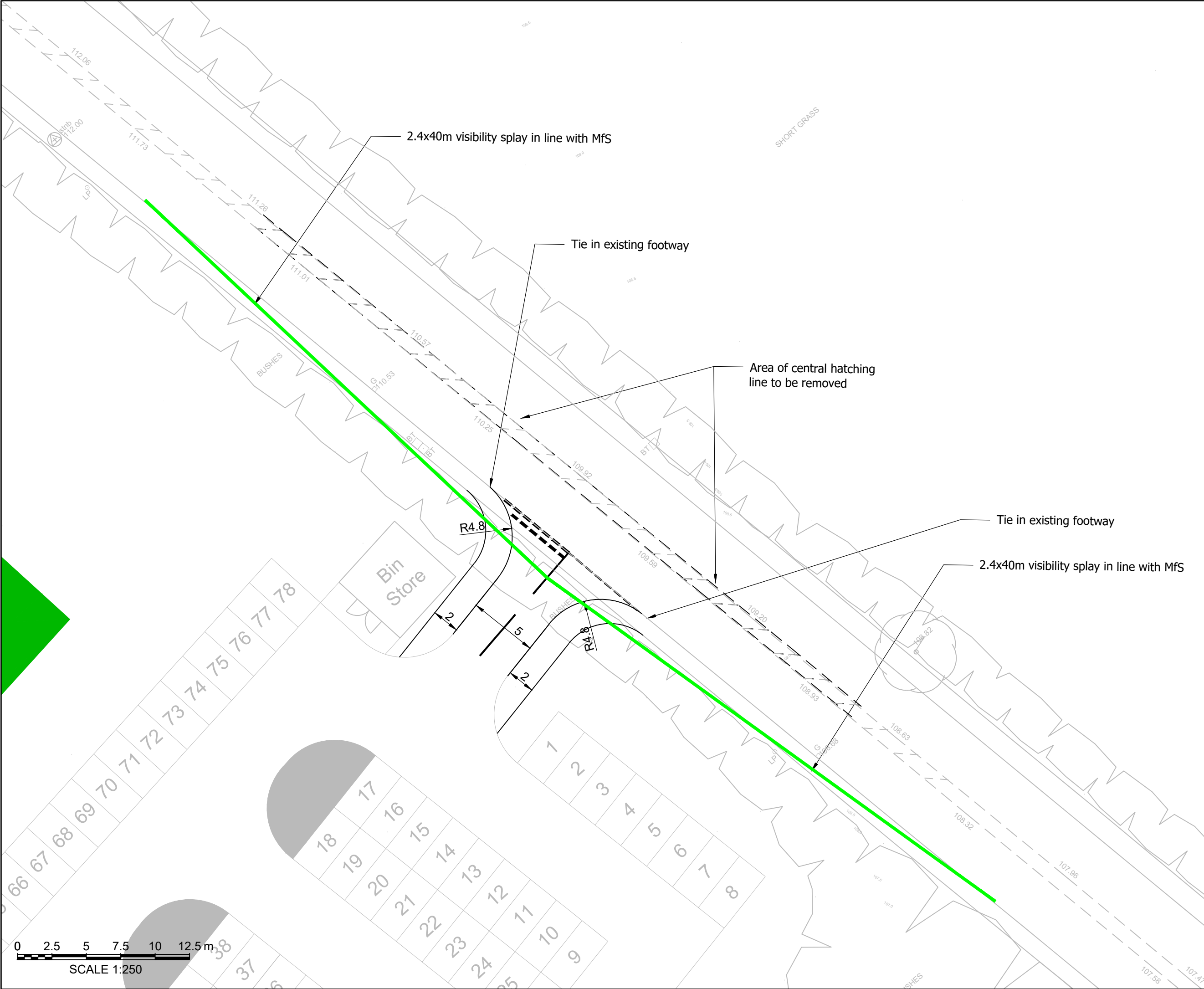
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Female	66 - 75	In carriageway, crossing elsewhere	Crossing from driver's offside
1	2	Serious	Pedestrian	Male	66 - 75	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX C: PROPOSED SITE ACCESS JUNCTION



1. THIS DRAWING SHOULD BE READ IN RELATION TO THE SUBJECT OF THE TITLE ONLY. OTHER INFORMATION SHOWN ON THE DRAWING IS TO BE CONSIDERED INDICATIVE ONLY. REFERENCE SHOULD BE MADE TO APPROPRIATE DRAWING SERIES/SPECIFICATIONS FOR OTHER INFORMATION.
2. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
3. THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY. TETRA TECH DOES NOT TAKE RESPONSIBILITY FOR ANY DISCREPANCIES.
4. VISIBILITY SPLAYS DRAWN TO NEARSIDE VEHICLE TRACK IN LINE WITH MFS

KEY:

— VISIBILITY SPLAY IN LINE WITH MFS

PRELIMINARY ISSUE

P01	PRELIMINARY FIRST ISSUE	12.08.2021	YL	YL	YL
Rev	Description	Date	By	CHK	App

Issuing Office

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Client

WESTCHURCH HOMES LTD

Project Name

RADCLIFFE MOOR ROAD, BURY

Sheet Title

**PROPOSED SITE ACCESS
ONTO RADCLIFFE MOOR ROAD**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
784-B026883	YL	12.08.21	MT	12.08.21	AK	12.08.21	1:500	S0
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
B026883	TTE	- 00 - XX - PL - D - 001				P01		

APPENDIX D: TRICS OUTPUT

Calculation Reference: AUDIT-705118-210823-0855

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

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

Primary Filtering selection:

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

Parameter: Number of pitches
 Actual Range: 7 to 10 (units:)
 Range Selected by User: 2 to 10 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 14/07/18

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

Selected survey days:

Wednesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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)	2
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
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:

F2(c) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 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 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	CA-07-L-01	POWERLEAGUE	CAMBRIDGESHIRE
	PETERBOROUGH ROAD		
	PETERBOROUGH		
	STANGROUND		
	Edge of Town		
	No Sub Category		
	Total Number of pitches:	10	
	Survey date: WEDNESDAY	23/07/03	Survey Type: MANUAL
2	DV-07-L-01	GOALS	DEVON
	OUTLAND ROAD		
	PLYMOUTH		
	CENTRAL PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pitches:	10	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
3	GC-07-L-01	GOALS	GLASGOW CITY
	POLLOKSHAW ROAD		
	GLASGOW		
	STRATHBUNGO		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pitches:	9	
	Survey date: FRIDAY	03/10/08	Survey Type: MANUAL
4	SY-07-L-01	VIDA 5-A-SIDE	SOUTH YORKSHIRE
	HUNNINGLEY LANE		
	NEAR BARNSELEY		
	KENDRAY		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	9	
	Survey date: THURSDAY	10/04/03	Survey Type: MANUAL
5	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
	PARK ROAD		
	HALESOWEN		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	7	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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	3	9	0.769	3	9	0.346	3	9	1.115
09:00 - 10:00	5	9	0.778	5	9	0.467	5	9	1.245
10:00 - 11:00	5	9	0.222	5	9	0.267	5	9	0.489
11:00 - 12:00	5	9	0.267	5	9	0.200	5	9	0.467
12:00 - 13:00	5	9	0.311	5	9	0.267	5	9	0.578
13:00 - 14:00	5	9	0.444	5	9	0.311	5	9	0.755
14:00 - 15:00	5	9	0.867	5	9	0.533	5	9	1.400
15:00 - 16:00	5	9	0.378	5	9	0.756	5	9	1.134
16:00 - 17:00	5	9	0.533	5	9	0.578	5	9	1.111
17:00 - 18:00	5	9	2.844	5	9	0.778	5	9	3.622
18:00 - 19:00	5	9	5.356	5	9	1.044	5	9	6.400
19:00 - 20:00	5	9	3.511	5	9	3.311	5	9	6.822
20:00 - 21:00	5	9	3.289	5	9	4.844	5	9	8.133
21:00 - 22:00	5	9	0.622	5	9	4.244	5	9	4.866
22:00 - 23:00	5	9	0.222	5	9	2.267	5	9	2.489
23:00 - 24:00	2	9	0.000	2	9	0.000	2	9	0.000
Total Rates:			20.413			20.213			40.626

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: 7 - 10 (units:)
 Survey date range: 01/01/03 - 14/07/18
 Number of weekdays (Monday-Friday): 5
 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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

OGVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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	3	9	0.038	3	9	0.038	3	9	0.076
09:00 - 10:00	5	9	0.022	5	9	0.022	5	9	0.044
10:00 - 11:00	5	9	0.067	5	9	0.067	5	9	0.134
11:00 - 12:00	5	9	0.000	5	9	0.000	5	9	0.000
12:00 - 13:00	5	9	0.000	5	9	0.022	5	9	0.022
13:00 - 14:00	5	9	0.022	5	9	0.022	5	9	0.044
14:00 - 15:00	5	9	0.000	5	9	0.000	5	9	0.000
15:00 - 16:00	5	9	0.000	5	9	0.000	5	9	0.000
16:00 - 17:00	5	9	0.000	5	9	0.000	5	9	0.000
17:00 - 18:00	5	9	0.000	5	9	0.000	5	9	0.000
18:00 - 19:00	5	9	0.022	5	9	0.022	5	9	0.044
19:00 - 20:00	5	9	0.111	5	9	0.022	5	9	0.133
20:00 - 21:00	5	9	0.000	5	9	0.044	5	9	0.044
21:00 - 22:00	5	9	0.000	5	9	0.044	5	9	0.044
22:00 - 23:00	5	9	0.000	5	9	0.000	5	9	0.000
23:00 - 24:00	2	9	0.000	2	9	0.000	2	9	0.000
Total Rates:			0.282	0.303			0.585		

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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

PSVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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	3	9	0.000	3	9	0.000	3	9	0.000
09:00 - 10:00	5	9	0.000	5	9	0.000	5	9	0.000
10:00 - 11:00	5	9	0.000	5	9	0.000	5	9	0.000
11:00 - 12:00	5	9	0.000	5	9	0.000	5	9	0.000
12:00 - 13:00	5	9	0.000	5	9	0.000	5	9	0.000
13:00 - 14:00	5	9	0.022	5	9	0.022	5	9	0.044
14:00 - 15:00	5	9	0.022	5	9	0.022	5	9	0.044
15:00 - 16:00	5	9	0.000	5	9	0.000	5	9	0.000
16:00 - 17:00	5	9	0.000	5	9	0.000	5	9	0.000
17:00 - 18:00	5	9	0.000	5	9	0.000	5	9	0.000
18:00 - 19:00	5	9	0.000	5	9	0.000	5	9	0.000
19:00 - 20:00	5	9	0.044	5	9	0.000	5	9	0.044
20:00 - 21:00	5	9	0.000	5	9	0.044	5	9	0.044
21:00 - 22:00	5	9	0.000	5	9	0.000	5	9	0.000
22:00 - 23:00	5	9	0.000	5	9	0.000	5	9	0.000
23:00 - 24:00	2	9	0.000	2	9	0.000	2	9	0.000
Total Rates:			0.088				0.088	0.176	

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.

WYG Group Quay West Salford Quays

Licence No: 705118

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

CYCLISTS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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	3	9	0.231	3	9	0.038	3	9	0.269
09:00 - 10:00	5	9	0.111	5	9	0.044	5	9	0.155
10:00 - 11:00	5	9	0.022	5	9	0.000	5	9	0.022
11:00 - 12:00	5	9	0.022	5	9	0.000	5	9	0.022
12:00 - 13:00	5	9	0.000	5	9	0.000	5	9	0.000
13:00 - 14:00	5	9	0.022	5	9	0.044	5	9	0.066
14:00 - 15:00	5	9	0.022	5	9	0.000	5	9	0.022
15:00 - 16:00	5	9	0.022	5	9	0.178	5	9	0.200
16:00 - 17:00	5	9	0.022	5	9	0.067	5	9	0.089
17:00 - 18:00	5	9	0.067	5	9	0.044	5	9	0.111
18:00 - 19:00	5	9	0.089	5	9	0.000	5	9	0.089
19:00 - 20:00	5	9	0.000	5	9	0.089	5	9	0.089
20:00 - 21:00	5	9	0.022	5	9	0.022	5	9	0.044
21:00 - 22:00	5	9	0.000	5	9	0.000	5	9	0.000
22:00 - 23:00	5	9	0.000	5	9	0.044	5	9	0.044
23:00 - 24:00	2	9	0.000	2	9	0.000	2	9	0.000
Total Rates:			0.652	0.570			1.222		

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.