



Transportation Planning : Infrastructure Design

Transport Statement

**Proposed Retirement Village
Cherry Lane, Cheadle, Staffordshire**

Woodhead Hall Estate

May 2025

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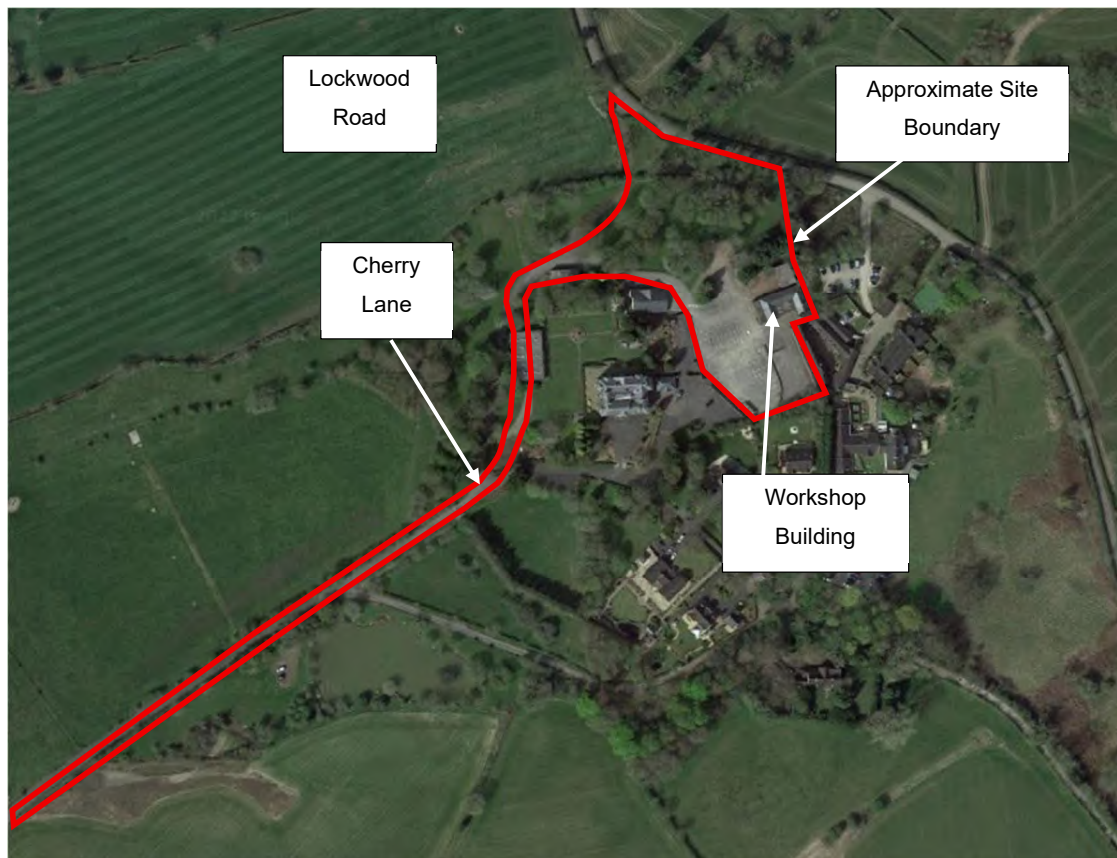
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1.0 INTRODUCTION

- 1.1 SCP have been instructed by Woodhead Hall Estate to provide transport advice in connection with their proposal to construct a retirement village and associated parking and servicing on land at the Woodhead Hall Estate on Cherry Lane, Cheadle, Staffordshire.
- 1.2 The retirement village will contain 23 apartments and will be marketed for over 55's with some support staff located on-site.
- 1.3 The location of the site is indicated on the aerial photograph as shown in **Figure 1.1**:

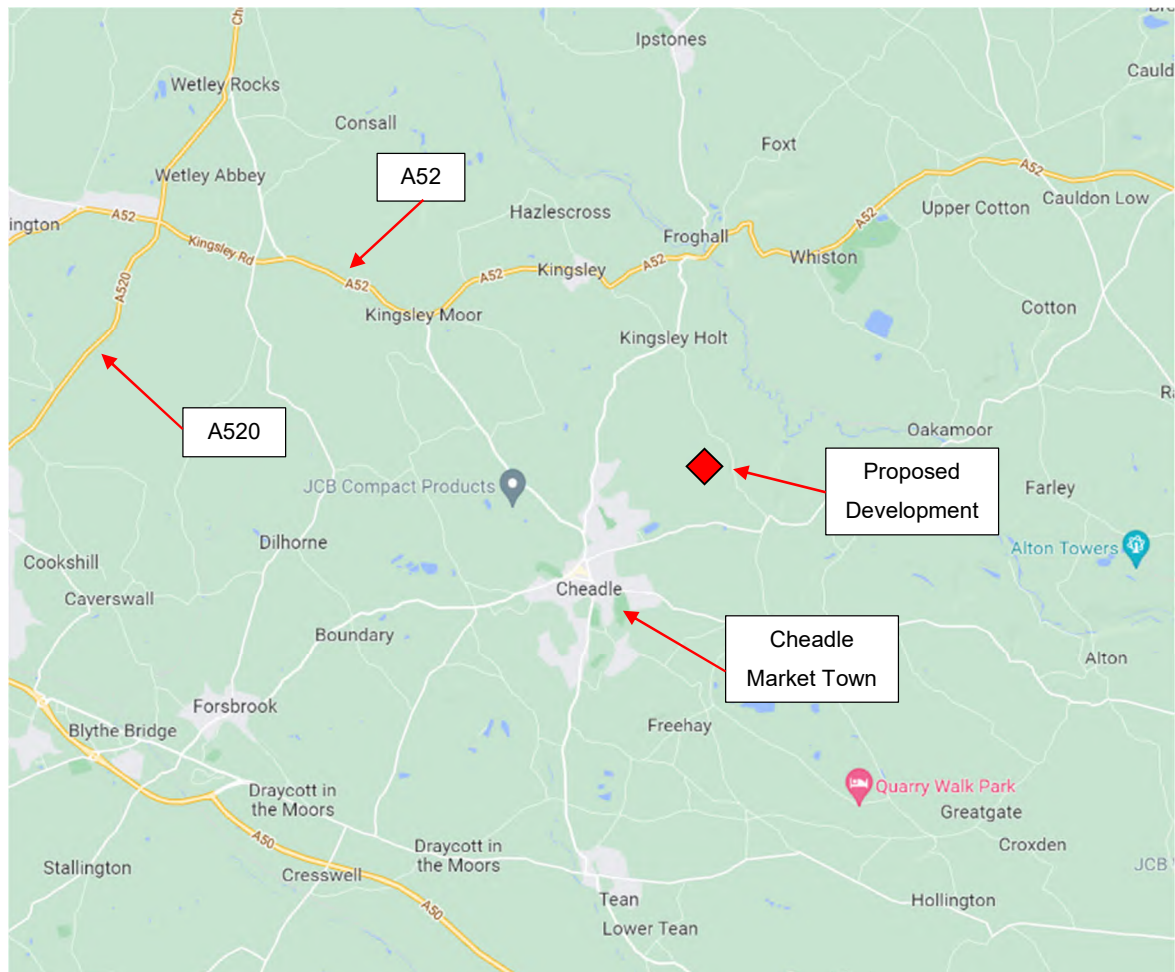
Figure 1.1 – Site Boundary – Local View



Source: Google Maps

- 1.4 The site is located to the north-east of Cheadle, within the grounds of the Woodhead Hall Estate.
- 1.5 The site in relation to the wider highway network is located in **Figure 1.2**.

Figure 1.2 – Site in relation to the Wider Highway Network



Source: Google Maps

- 1.6 The wider Woodhead Hall site has been subject to a number of planning applications in previous years with permission being granted for the erection of five residential dwellings in 2001 as well as B1 uses with a GFA of 345m² with workshops of 420m². There was also a change of use of a neighbouring building to a residential institution in 2002, known as The Woodhouse. The Hall itself is in private residential use.
- 1.7 The approved B1 development (planning ref: 01/00135/FUL) located on the site were used as offices and workshops and had up to 82 people working on-site, with approximately 23 haulage lorries and 14 box vans coming to site regularly. Access to the offices and workshops was via Cherry Lane. These operations ceased in August 2021 and the buildings have remained vacant since that time. Whilst the site excludes the office building itself, the large car park and workshop are within the red line boundary. .

1.8 The remainder of the TS includes the following:

- Chapter 2 - describes the existing conditions;
- Chapter 3 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 4 – defines the development proposals including the proposed access, servicing and car parking arrangements;
- Chapter 5 – provides an assessment of the number of trips associated with the existing and proposed development; and
- Chapter 6 – provides summary and conclusions to this TS derived from the analysis presented in the above chapters.

2.0 EXISTING CONDITIONS

- 2.1 The proposed development is contained within the grounds of the Woodhead Hall Estate. The parcel of land has Woodhead Hall located to the south-west, residential dwellings along the southern boundary, The Woodhouse to the east and Lockwood Road to the north. The proposed site currently contains the existing offices and workshop buildings that have been vacant since 2021.
- 2.2 Cherry Lane currently provides access to the parcel of land and the wider Woodhead Hall estate. Running in a north-east/south-west direction Cherry Lane is an unadopted single carriageway road also serving a small number of residential dwellings, a farm and holiday cottages. The geometry of Cherry Lane is typical of the rural roads within the area with no footways or street-lighting present. Cherry Lane is however designated as a Public Right of Way (PROW).
- 2.3 Lockwood Road runs in a north-south direction and has similar characteristics as Cherry Lane in that it is a single-carriageway road with no footways or street-lighting present. The road is subject to the derestricted national speed limit and connects to B5417 Oakamoor Road at a priority junction to the south and the A521 in Kingsley Holt to the north. There is an existing access onto Lockwood Road which serves a sewage facility. This currently links to the wider Woodhead hall estate via a further gated track.
- 2.4 Cherry Lane meets with B5417 Oakamoor Road south of the Woodhead Hall estate at a simple priority junction. Oakamoor Road runs in an east/west direction and is a single carriageway road, subject to the derestricted national speed limit. There are no footways or street-lighting present at its junction with Cherry Lane although there is a short section of grass verge then a footway can be found approximately 100m west of the junction on the northern side of the carriageway at the access serving Hales Hall Caravan Site and is continuous into Cheadle Town Centre.

2.5 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.

2.6 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from ARCGIS, for the most recently available 5-year period (January 2019 – December 2023). The location and severity of any accidents within the study area during this period, are shown in **Figure 2.1** below.

2.7



Page 5

- 2.8 The slight incident occurred along Lockwood Lane in February 2021 and involved a nearside collision between a car which was going ahead and a pedestrian. The pedestrian suffered slight injuries as a result.
- 2.9 The serious incident occurred to the north east of the B5417 Oakamoor Road / Lockwood Road junction. It took place in darkness in February 2023 and involved a car turning left when it collided into a tree, resulting in serious injuries for the driver and three passengers.
- 2.10 Whilst all accidents are regrettable, the evidence presented above and illustrated in **Figure 2.1** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3.0 ACCESSIBILITY OF THE SITE

- 3.1 The accessibility of the application site by non-car modes is a key consideration in the planning process. The requirement to ensure that sites are accessible by non-car modes of transport is set out in both local and national planning policy (National Planning Policy Framework).
- 3.2 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 3.3 Access between the site and local areas by non-motorised modes have been assessed by comparison with the following widely used threshold distances.

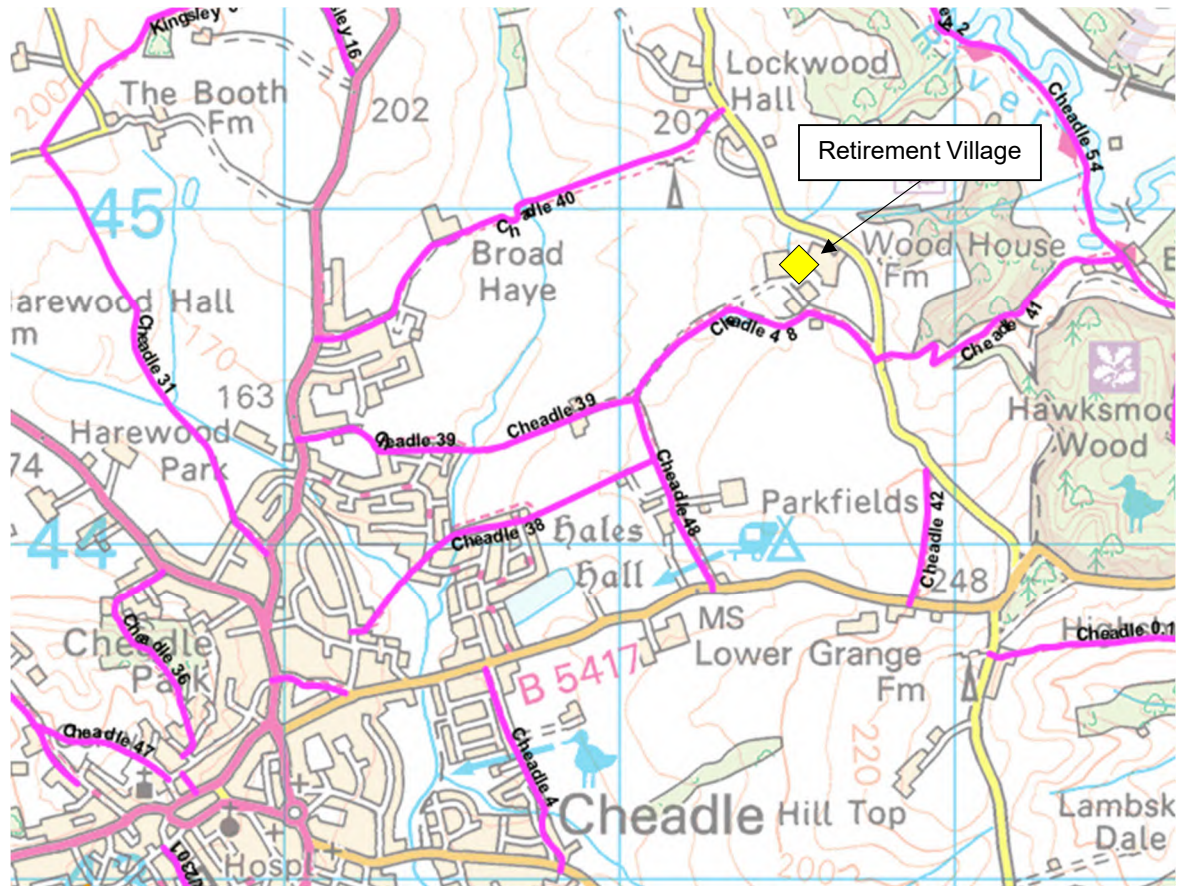
Threshold Distance	Significance
800m	Motorised modes are rarely used for trips of around 800m or less
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

Walking

- 3.4 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas, which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.5 It is acknowledged that the proposed development is located in a rural area with access to facilities being very limited without the use of a private car although there is some opportunity for using PROW to reach the site.
- 3.6 Cherry Lane is a Public Right of Way (PRoW), identified as Cheadle 48, which is located to the south of the site and provides access to Lockwood Road to the south east. The PROW continues as 'Cheadle 41' east on the opposite side of Lockwood Road.
- 3.7 To the south west, Cherry Lane continues along its length as a PRoW onto B5417 Oakamoor Road. Along the route towards Oakamoor Road are several other PRoW routes running in an

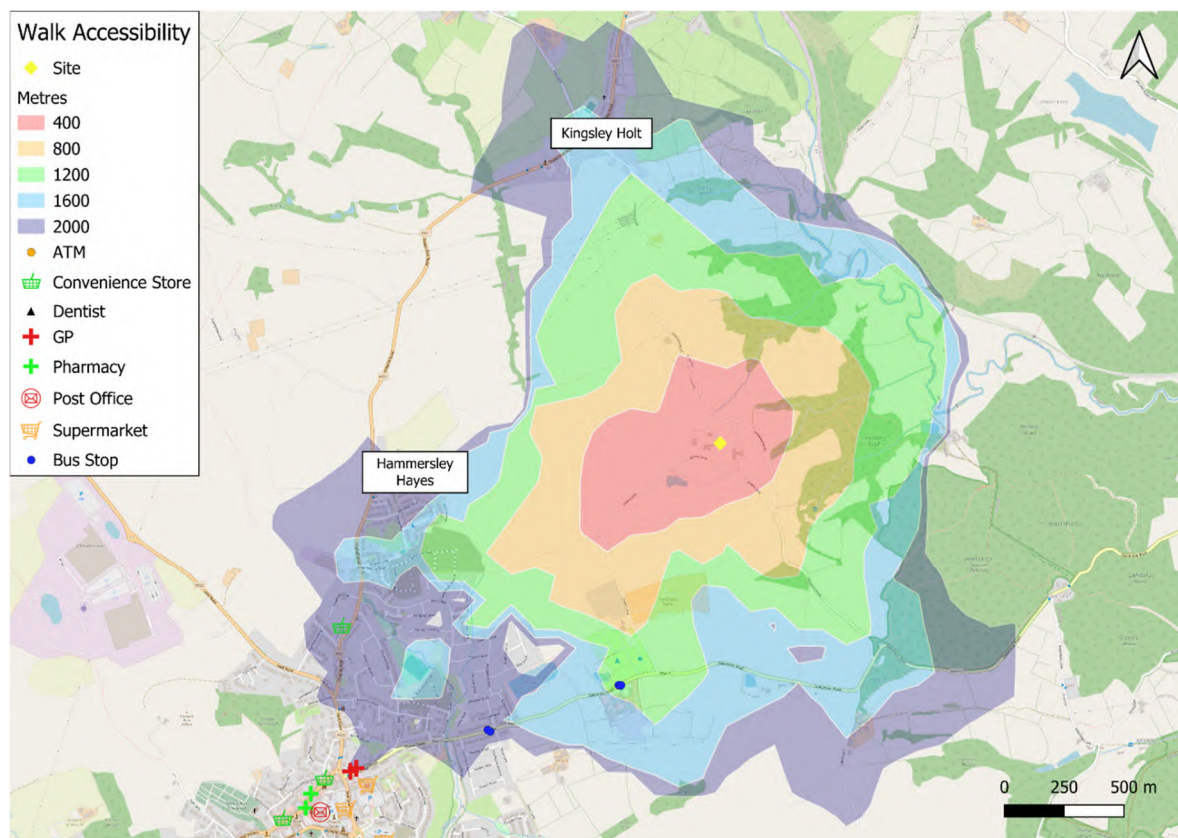
east-west direction that connect to established residential areas and provides access towards Cheadle Market Town including 'Cheadle 38' and 'Cheadle 39'. The plan at **Figure 3.1** highlights the available PRow routes within close proximity to the site.

Figure 3.1 – Public Rights of Way Map



- 3.8 GIS software has been used to model a 2km walk catchment from the site and is shown at **Figure 3.2**.

Figure 3.2 – 2km Walk Accessibility

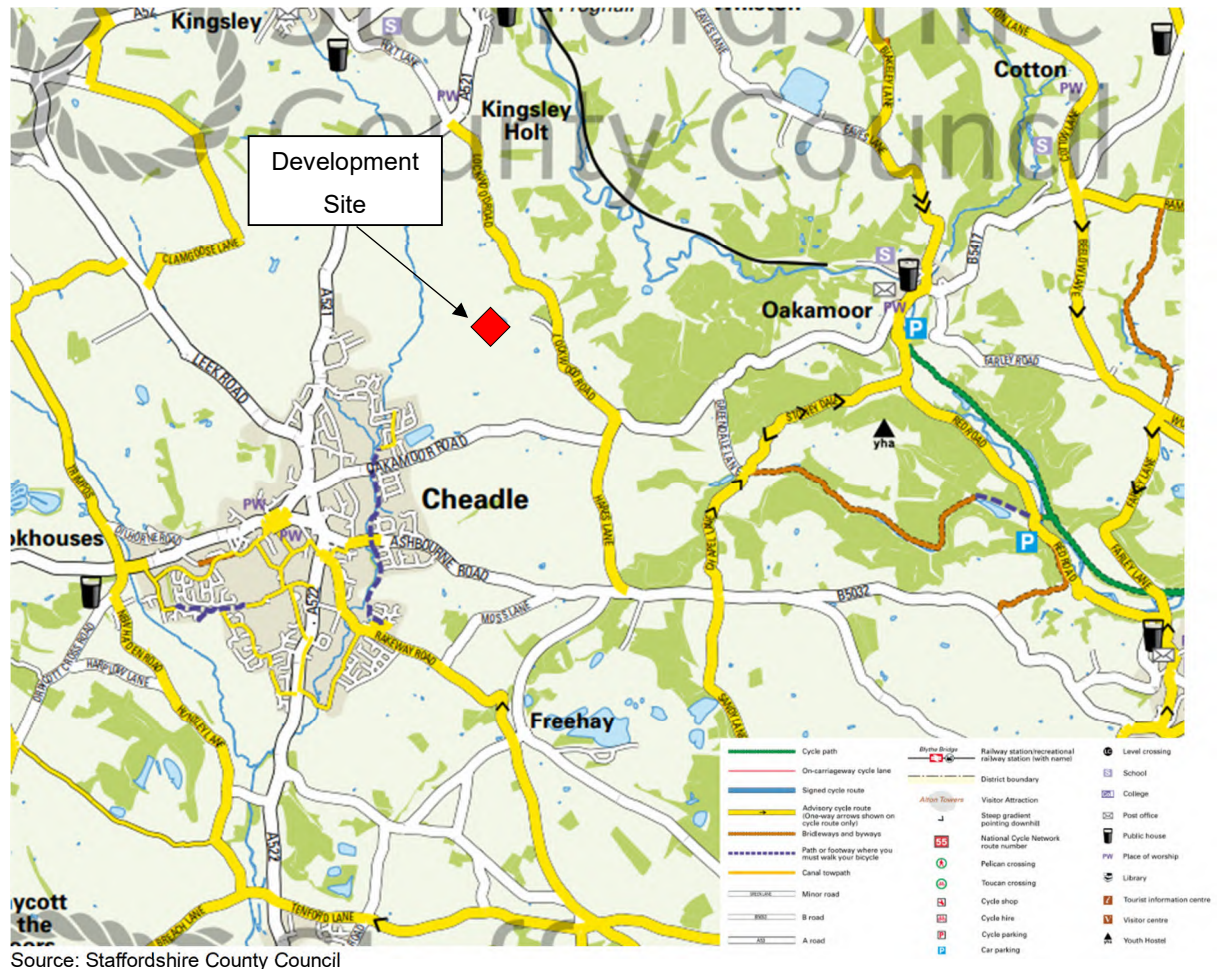


- 3.9 Cheadle Town Centre is around 2km walk from the proposed development and provides key amenities for residents including; health services, food stores, restaurants and eateries. This distance also covers a residential area, providing opportunity for staff to walk to work if they live nearby.

Cycling

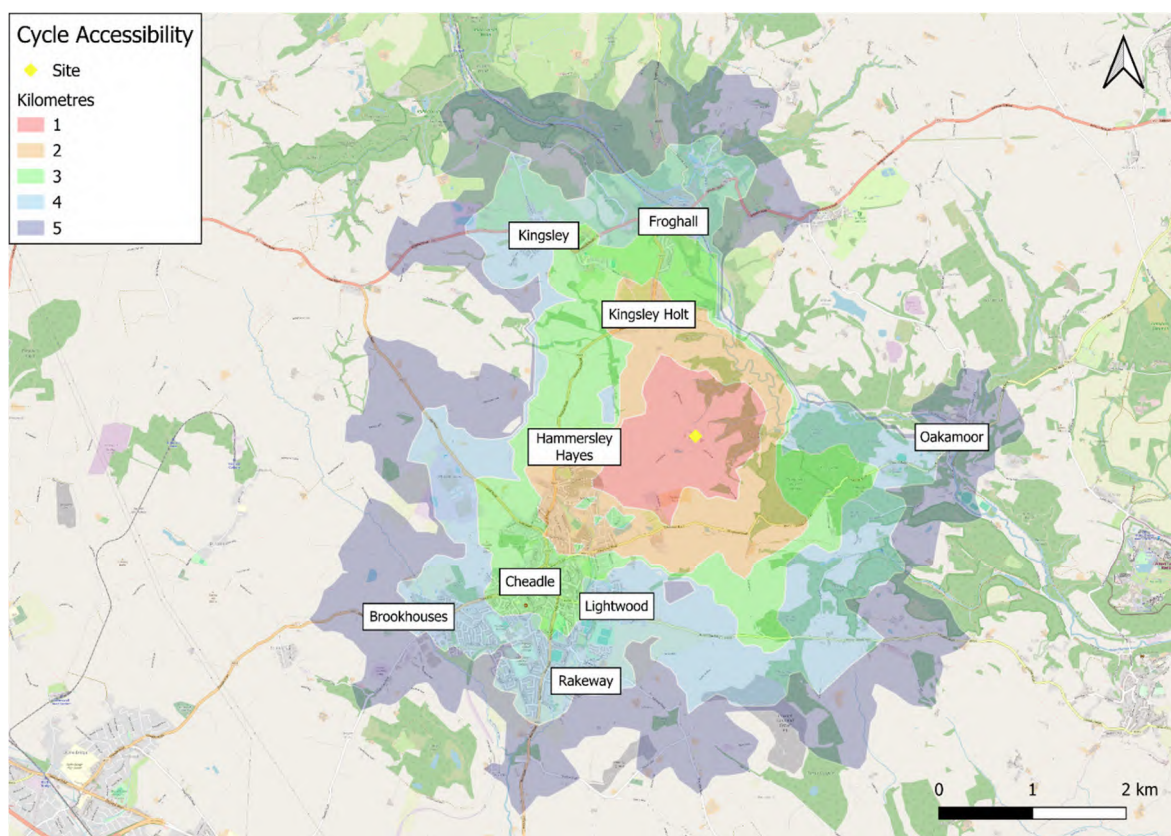
- 3.10 Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport and is subject to fewer traffic and congestion delays.
- 3.11 Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.12 There is opportunity for more physically able residents living at the retirement village to utilise this mode of transport as well as staff working on-site to utilise the nearby cycle infrastructure.
- 3.13 **Figure 3.3** shows a detailed cycle plan of the cycling infrastructure within the vicinity of the site.

Figure 3.3 – Staffordshire Cycle Network



- 3.14 Lockwood Road is identified as an advisory cycle route that facilitates access towards other advisory routes in the local area and for access towards Oakamoor and Cheadle for those who would use a bicycle.
- 3.15 GIS software has been used to model a 5km cycle catchment from the site and is shown at **Figure 3.4**.

Figure 3.4 – 5km Cycle Accessibility



- 3.16 Cheadle Town Centre is within the 5km cycle distance from the retirement village via Cherry Lane, Oakamoor Road and the B5032, where everyday amenities can be accessed. The route also passes by a large number of residential dwellings for any staff or visitors that may live locally to travel to the site by bicycle, demonstrating that the site could be accessed by alternative modes of transport to the private car.

Public Transport

- 3.17 As can be expected from its rural location, bus stops are not located within the immediate vicinity of the site. Bus stops are located approximately 1.5km south west of the site on Oakamoor Road via Cherry Lane. These bus stops serve route number 32A.
- 3.18 The 32A bus runs from Alton Towers to Stoke-upon-Trent, and offers four services a day Monday-Sunday (12:35/14:02/15:02/17:55). These services only operate when Alton Towers Resort is open.
- 3.19 Other bus services can be found within Cheadle centre with an on-demand service, known as Moorlands Connect Demand Responsive service, being available locally. This service is not age restricted and runs 7-days per week and can be booked via telephone or their app. The service

covers the Oakamoor area so there may be opportunity to extend the service to the Woodhall Estate as the retirement village is occupied. Further information can be found on the Moorlands Connect website (<https://moorlandsconnect.co.uk/index.shtml>).

- 3.20 The closest railway station to the site is Blythe Bridge located approximately 9km south west of the development. This station is managed by East Midlands Railway and provides hourly services to Crewe and Derby. Blythe Bridge Railway Station has parking facilities for 8 bicycles with CCTV security and a bus stop at the entrance connecting to the wider bus network in the region.
- 3.21 Trains travelling from Blythe Bridge to Crewe call at Stoke-on-Trent, which is a mainline interchange station with multiple services per hour across a variety of rail operators to major cities across the country namely, Manchester, London and Birmingham. Stoke-on-Trent Railway Station is two stops, or 12 minutes, from Blythe Bridge.
- 3.22 Access to Blythe Bridge Railway Station can be made in conjunction with the use of a car or bike for access to destinations elsewhere in the region and further afield, reducing the need to travel the whole journey via a car.

Mini-bus service

- 3.23 The developer has prepared a Transport Management Plan which sets out how a mini-bus service will be operated between the site and key destinations to meet the travel needs of residents. The mini-bus will operate four-times per day everyday between the site and Cheadle as well as bi-weekly trips to larger towns such as Leek, Ashbourne, Buxton, Uttoxeter and Hanley. The services will be bookable and other travel needs such as medical appointments will be met where possible. The Plan is included at **Appendix 1**.

Summary

- 3.24 Having regard to the above, acknowledging that the site is located in a rural area, the site can offer some access to the local area by alternative modes of transport without reliance on the private car. As part of the proposals for the site, a travel plan will be produced to provide assistance with travelling to and from the site by more sustainable modes of transport for staff and residents.

4.0 DEVELOPMENT PROPOSALS

- 4.1 The development proposals are for the construction of 23 retirement apartments, which will be marketed to those 55 and over, with associated car parking. The proposed site layout is included at **Appendix 2**.
- 4.2 The retirement apartments will contain 23 1-bed apartments, with 21 located in a single block and further 2 in a separate block.
- 4.3 The main access to the retirement village will be from Lockwood Road via an existing maintenance track which will be widened where necessary and resurfaced. The existing route onto Cherry lane will be retained.

Visibility Splays

- 4.4 The junction of Cherry Lane with Oakamoor Road has no existing accident problem and operates without issues. It previously provided the sole access to the Kier depot. The traffic impact of the proposed development is investigated in the following chapter.
- 4.5 Lockwood Road is subject to the derestricted national speed limit although the geometry of the road means that vehicles travel much slower along the route. The achievable visibility splays from the access to serve the retirement village are in excess of 70m in both directions. Visibility splays of 70m were approved in 2012 as part of a planning application for the maintenance access (planning ref: 12/00770/FUL). There have been no recorded accidents at this location.
- 4.6 The visibility splays from the proposed site access onto Lockwood Road are shown in drawing number SCP/220104/D01 presented in **Appendix 3**. The plan also includes the adopted highway boundary and demonstrates that the visibility splays can be contained wholly within the site ownership or the adopted highway.

Cycle Parking

- 4.7 Cycle storage will be available in the external storage block. It is anticipated that bike ownership will be low but if demand exceeds supply, additional cycle parking spaces will be installed.

Car Parking

- 4.8 The retirement apartments will contain 33 car parking spaces, inclusive of two mobility impaired spaces, for the development. This level of car parking is considered acceptable given that not all residents will have access to a car, or be able to drive. Staffing levels are expected to be low. The other visitors to the site are expected to be medical staff, friends and family.

Servicing

- 4.9 Refuse collection for the retirement village will be undertaken via a private collection. The refuse vehicle will access the site either from Cherry Lane, which is the route that existing refuse collections enter from for the adjacent residential dwellings or the new access onto Lockwood Road. Management for the site will wheel the bins to a suitable location in order to be collected from within the car park and return them to within the bin storage area promptly.
- 4.10 A swept path assessment has been carried out for a large (11.2m) refuse vehicle (4-axle) entering and departing the site, which is the size of vehicle typically used by Staffordshire Moorlands District Council. The plan is contained in **Appendix 4** and demonstrates that the vehicles can comfortably manoeuvre within the car park for the retirement flats and exit in forward gear.

5.0 ANTICIPATED TRAFFIC IMPACTS

- 5.1 This chapter provides a summary of the trips which could be generated by the existing use of the site compared to the proposed development.

Trip Generation – Existing Use –Workshop

- 5.2 The offices and workshops ceased operations in 2021 but the developer, who leased the site out, confirms there were up to 82 people working out of the site at its peak, with operational movements totalling approximately 23 haulage lorries and 14 box vans coming to site regularly, with all vehicles accessing the site from the Cherry Lane junction with Oakamoor Road. This could have resulted in up to 238 two-way vehicle movements per weekday. This assumes all staff attended site every day and that the operational vehicles all left in the morning and returned just once per day.
- 5.3 The office building itself now sits outside of the site boundary, however the development will take place on the existing car park and comprises the redevelopment of the workshops. To further verify this, investigations have been made into the trip generating potential of the workshop space.
- 5.4 The TRICS output for the existing workshops has been assessed using the same criteria as the office use with sites between 150 to 2000m². The TRICS outputs are presented in **Appendix 5** and the vehicle trips that could have been generated by the workshop are as follows:

Table 5.1 – Vehicle Trip Generation for Workshops with GFA of 420m²

	ARRIVALS	DEPARTURES	TWO WAY
08:00-09:00	3	1	4
13:00-14:00	2	2	3
17:00-18:00	1	3	4
DAILY	19	18	37

- 5.5 The workshop could have generated up to 37 two-way vehicle movements per day. The car park would have been used by both the office building and the workshops and were used to store vehicles which were then taken off-site each day. Whilst this is lower than the assumed trips, based on anecdotal evidence the site may have been used more intensively than TRICS suggests given the large area of hardstanding associated with the workshop building. It is clear that the site previously generated significant levels of trips with between 37 and 238 vehicle trips per weekday. These vehicle trips all used the access onto Cherry Lane with no highway safety issues arising.

- 5.6 The fallback situation is that this use could re-start at any time and generate traffic flows in the order of 37 to 238 vehicle trips per day.

Trip Generation – Proposed Use – Retirement Village

- 5.7 An assessment has been carried out using data contained within the TRICS database to understand the likely level of vehicles associated with the proposed retirement village. The selection criteria for the TRICS-based trip rates is as follows:

- Retirement and Care Community;
- London sites and NI and Ireland excluded;
- Sites in Suburban, Edge of Town, Neighbourhood Centre and Free-Standing locations; and
- Developments with between 35 and 70 dwellings.

- 5.8 The TRICS output is contained in **Appendix 6** with the vehicle trips summarised in **Table 5.2**.

Table 5.2 – Proposed Residential Development – 23 Apartments

	ARRIVALS	DEPARTURES	TWO WAY
08:00-09:00	3	2	5
13:00-14:00	4	5	9
17:00-18:00	2	2	4
DAILY	38	39	78

- 5.9 The retirement village could generate up to 9 two-way movements in its busiest period (13:00 – 14:00), which is equivalent to approximately one vehicle either arriving or departing the site every 7 minutes to/from Lockwood Road. In the AM and PM peak hours for the local highway network, a maximum of 5 vehicle trips are anticipated. These vehicle movements will predominantly be using the access onto Lockwood Road.

Summary

- 5.10 The removal of the workshop and large car park from the site removes the potential for high levels of trips to use the Cherry Lane access again. Trips during the peak hours from the retirement village will be low and these trips will be split between the new access onto Lockwood Road and Cherry Lane, further reducing any vehicle impact.

- 5.11 Overall, the proposed development would not create a detrimental impact on Cherry Lane or Lockwood Road as well as the wider local highway when comparing the proposals to the existing use on-site which generated car movements as well as HGV movements, as set out above.

6.0 SUMMARY AND CONCLUSION

- 6.1 This Transport Statement has been prepared on behalf of Woodhead Hall Estate to provide transport advice in connection with the proposal to bring forward a 23-unit retirement village on a parcel of land within the grounds of the Woodhead Hall Estate, Cherry Lane, Cheadle.
- 6.2 The proposed development will be served by an improved access onto Lockwood Road. The achievable visibility splays for the proposed site access onto Lockwood Road are in excess of 2.4m x 70m in both directions, which is appropriate given that this access is relatively new, being approved in 2012.
- 6.3 The proposals include 33 car parking spaces inclusive of 2 mobility impaired spaces along with a shared cycle storage facility.
- 6.4 Investigations into the traffic generating potential of the development reveal that up to 9 two-way vehicle movements could be generated by the proposals in the busiest hour for the surrounding highway network. This level of traffic will be imperceptible on the highway network. The redevelopment of the site also removes the existing workshop and large car park which has been demonstrated to generate between 37 and 238 vehicle movements over the course of a weekday.
- 6.5 It has been demonstrated that there is some opportunity for staff as well as residents living at the retirement village to utilise sustainable modes of transport to reach the site. The developer has prepared a stand-alone Transport management Plan which sets out how a mini-bus service will operate to meet resident's travel needs.
- 6.6 The development is compliant with local, regional and national policy as it will promote sustainable modes of travel to minimise the number of car trips for residents and staff.
- 6.7 Having regard to the above, it is concluded that there are no highway or transport related reasons to withhold planning permission for the scheme.

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APPENDIX 1

WOODHEAD HALL ESTATE LIMITED

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Transport Management Plan for Woodhead Hall Retirement Village

1. Introduction

This Transport Management Plan (TMP) outlines the transport provisions for the 21-bed retirement village at Woodhead Hall, near Cheadle, Staffordshire. The plan aims to ensure safe, efficient, and accessible transport options for residents while minimizing any impact on the local road network and the environment. This document also addresses the daily minibus service provision for residents to and from Cheadle Town Centre.

2. Objectives

The key objectives of this TMP are as follows:

- Provide reliable and convenient transport options for residents.
- Ensure accessibility to Cheadle Town Centre for shopping, healthcare, and social activities.
- Minimise any disruption to the local traffic environment.
- Ensure that the transport provisions meet the needs of residents, particularly those with mobility challenges.
- Ensure the daily minibus service runs efficiently and on time.
- Provide connectivity to existing bus services on Cheadle High Street, to connect to the wider area (Leek, Uttoxeter, Stoke-on-Trent)

3. Transport Provision

To meet the mobility needs of residents, Woodhead Hall Estates will provide the following transport services:

3.1 Minibus Service

- **Service Frequency:** A dedicated minibus service will operate **four times a day**, Monday to Saturday, between Woodhead Hall and Cheadle Town Centre.
- **Routes:** There will be additional routes available on bi-weekly basis to neighbouring towns such as Leek, Ashbourne, Buxton, Uttoxeter and Hanley on certain days bookable in advance.

The minibus will travel via designated, safest routes between Woodhead Hall and the aforementioned towns, ensuring access to key amenities, such as local shops, healthcare facilities, and community centres.

- **Service Hours:** The service will run at the following times:
 - **Morning:** 09:00 AM
 - **Midday:** 12:00 PM
 - **Afternoon:** 03:00 PM
 - **Late Afternoon:** 04:30 PM

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- **Capacity:** The minibus will be equipped to carry a maximum of **16 passengers** comfortably, with space for mobility aids such as wheelchairs, walking frames, and scooters.
- **Accessibility:** The minibus will be fully accessible for individuals with mobility challenges. The service will be operated by fully trained drivers who are sensitive to the needs of elderly and disabled passengers.

3.2 Bookings and Scheduling

- **Booking System:** A booking system will be in place to manage resident bookings, ensuring that all residents who wish to use the service have a seat reserved. Residents can book their trips in advance by contacting the management team at Woodhead Hall.
- **Timeliness:** The service will be scheduled to depart promptly, and every effort will be made to ensure that the minibus arrives at its destination on time. Any delays or cancellations will be communicated to residents as soon as possible.

3.3 Special Transport Arrangements

- For any special transport needs (e.g., medical appointments, trips beyond the regular service times), arrangements can be made upon request. These will be reviewed on a case-by-case basis and subject to availability.

4. Environmental Considerations

- **Minibus Sustainability:** The minibus service will utilize a fuel-efficient, low-emission vehicle to minimize the environmental impact. If feasible, the management team will explore the option of electric or hybrid vehicles for future services.
- **Noise Management:** The minibus will operate at quieter times during the day to avoid noise disturbances to residents of Woodhead Hall and the surrounding area. The management will ensure that the vehicle's engine and maintenance are kept in optimal condition to minimize noise pollution.

5. Parking and Drop-off/Pick-up Areas

- **Designated Parking Spaces:** A dedicated minibus pick up point will be located at the entrance of retirement complex, near the main reception area. This will allow easy access for passengers, particularly those with mobility issues.
- **Cheadle Town Centre:** At the Cheadle Town Centre end, multiple designated drop-off and pick-up point will be established at a location that is easily accessible for residents and does not obstruct local traffic flow. This location will be reviewed regularly to ensure it remains suitable for the minibus service. In principle, these drop-off/pick-up points will be as follows:
 - Town Centre Car Park (near B&M)
 - Well Street (Morrison's & Asda)
 - Leisure Centre
 - High Street (near market/centre of town/bus stops)

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- Brookhouses (Aldi) – once per week
- The same will apply in Leek, Ashbourne, Buxton and Hanley where planned designated drop-off and pick-up points will be established that are safe and accessible whilst not obstructing traffic.

6. Health and Safety Measures

- **Driver Training:** The minibus drivers will undergo regular training in safe driving, first aid, and the safe handling of passengers with mobility impairments.
- **Risk Assessments:** Comprehensive risk assessments will be carried out for the minibus operation, focusing on the safety of residents, the vehicle, and the surrounding traffic environment.
- **Emergency Protocols:** Clear emergency procedures will be in place to handle any potential issues such as breakdowns, accidents, or medical emergencies. Drivers will have access to emergency contact information and first aid kits.

7. Consultation and Feedback

- **Resident Feedback:** The management team will regularly seek feedback from residents to ensure that the transport service meets their needs and expectations. Feedback can be submitted via surveys, suggestion boxes, or directly to the management team.
- **Ongoing Review:** The TMP will be reviewed on an annual basis or when significant changes occur, such as an increase in the number of residents, changes in local traffic conditions, or modifications to local transport networks. This review will ensure the service remains effective, efficient, and sustainable.

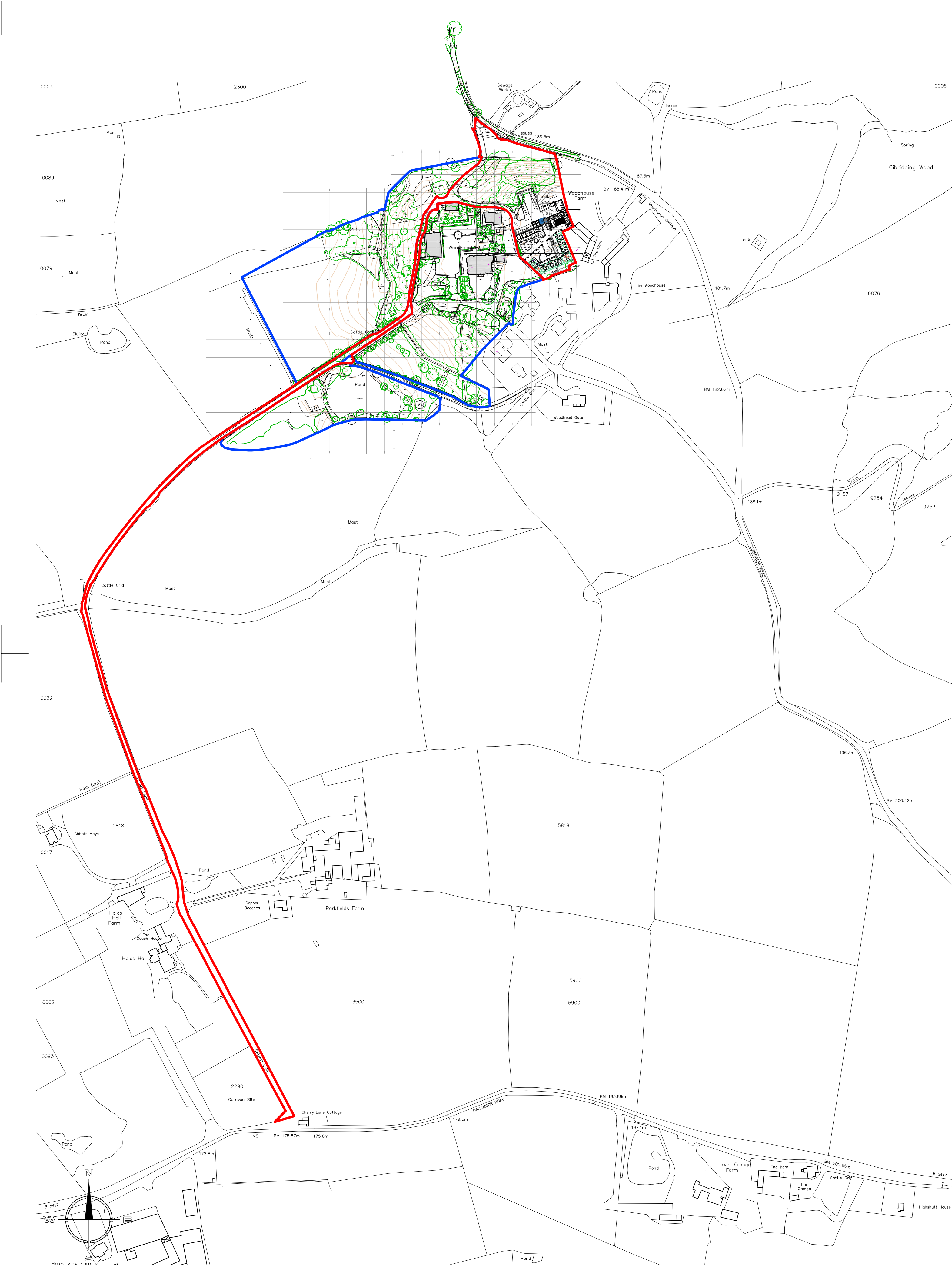
8. Conclusion

This Transport Management Plan outlines the provision of a reliable, accessible, and environmentally considerate transport service for residents of Woodhead Hall Retirement Development. The daily minibus service to and from Cheadle Town Centre will support residents' independence, facilitate their access to essential services, and improve their quality of life as well as being able to access neighbouring market towns such as Leek, Ashbourne, Hanley and Buxton. This plan also ensures that the transport services are managed in a way that minimises the impact on the local community and environment.

The management company will regularly review and adjust the transport provisions to ensure they continue to meet the evolving needs of the retirement village residents as well as responding to supporting the businesses of Cheadle.

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APPENDIX 2



SITE ACCESS PLAN 1:2500

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Client
Woodhead Hall Estates

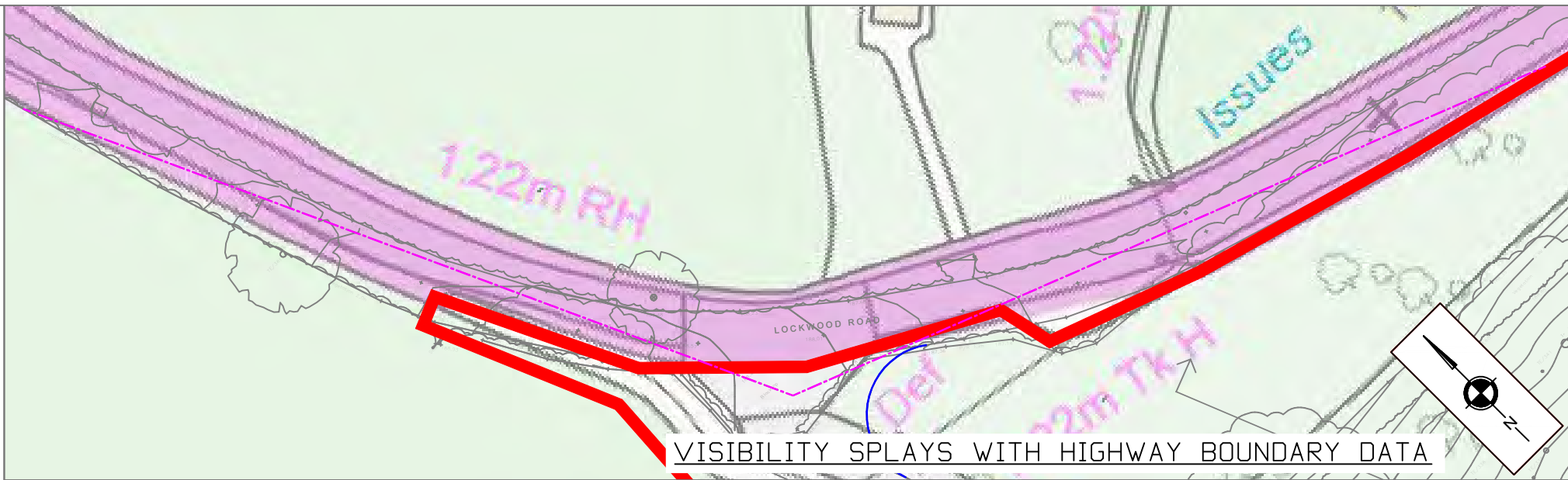
Project
Proposed Retirement Village at
Woodhead Hall, Cheadle

Title
Site Access Plan as Proposed

StatusPLANNING			
Scale @A1 1:2500	Date May '25	Drawn DS	Checked
Drawing No. 21 012 229			Rev A

S|C|P

APPENDIX 3



VISIBILITY SPLAYS WITH HIGHWAY BOUNDARY DATA

2.4m x 70m VISIBILITY SPLAY

2.4m x 70m VISIBILITY SPLAY

WIDENING TO ACCOMMODATE
VEHICLES PASSING AT THE
BEND

R6.00

5.50

 SITE BOUNDARY
 VISIBILITY SPLAY
 SCP PROPOSALS
 HIGHWAY BOUNDARY

A	NEW SITE LAYOUT UNDERLAID	20.08.24	LD
REV	DESCRIPTION	DATE	BY

REVISIONS

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Client Name:

WOODHEAD HALL ESTATE

Project Title:	
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WOODHEAD HALL,
CHERRY LANE, CHEADLE

Drawing Title:

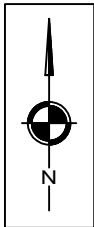
VISIBILITY SPLAYS AND PROPOSED CARRIAGEWAY WIDENING

Drawn By:	LD	Date:	01.08.2024
Checked:	GW	Scale@A3:	1:500
Approved:	GW	Status:	PLANNING

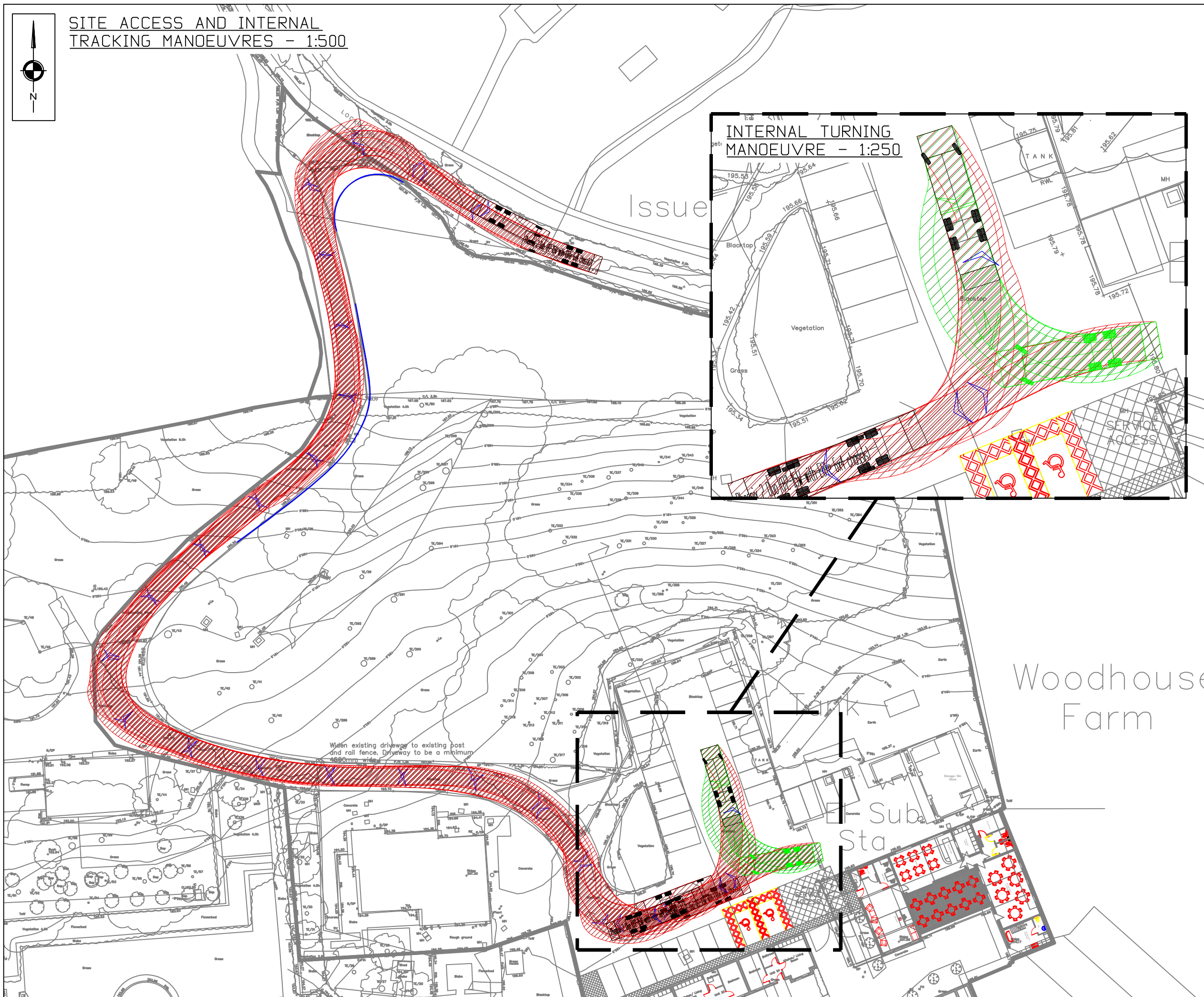
Drawing No.	SCP/240660/D01	Rev.	A
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S|C|P

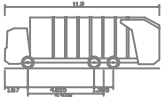
APPENDIX 4



SITE ACCESS AND INTERNAL
TRACKING MANOEUVRES - 1:500



NOTES



Phoenix 2 Dup (P2-15W with Elite 5x4 chassis)
Overall Length 12.0m
Wheelbase 2.5m
Front Overhang 1.5m
Rear Overhang 1.0m
Ground Clearance 3.0m
Track Width 1.5m
Kerb to Kerb Turning Radius 1.5m

B	NEW SITE LAYOUT UNDERLAID	31.10.24	RR
A	NEW SITE LAYOUT UNDERLAID	20.08.24	LD
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

WOODHEAD HALL ESTATE

Project Title:

WOODHEAD HALL,
CHERRY LANE, CHEADLE

Drawing Title:

SWEPT PATH ANALYSIS
- LARGE REFUSE VEHICLE

Drawn By:	RR	Date:	31.10.2024
Checked:	GW	Scale@A3:	1:500
Approved:	GW	Status:	PLANNING

Drawing No.	SCP/240660/ATR01	Rev.	B
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APPENDIX 5

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-220803-0850

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
BD BEDFORDSHIRE	1 days
RE READING	1 days
03 SOUTH WEST	
BR BRISTOL CITY	1 days
DC DORSET	1 days
GS GLOUCESTERSHIRE	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
SF SUFFOLK	1 days
06 WEST MIDLANDS	
HE HEREFORDSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
LC LANCASHIRE	2 days
09 NORTH	
CB CUMBRIA	1 days
10 WALES	
VG VALE OF GLAMORGAN	1 days
11 SCOTLAND	
EB CITY OF EDINBURGH	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: Gross floor area
 Actual Range: 260 to 1890 (units: sqm)
 Range Selected by User: 150 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 22/11/21

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	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

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:

Not Known 14 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	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	7 days
1.1 to 1.5	7 days

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

Travel Plan:

Not Known	1 days
No	13 days

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

PTAL Rating:

No PTAL Present 14 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BD-02-C-01	PUMPS, MOTORS & FANS	BEDFORDSHIRE
	POSTLEY ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
3	CB-02-C-02	STEEL FABRICATION	CUMBRIA
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
4	DC-02-C-03	INDUSTRIAL UNIT	DORSET
	NIMROD WAY		
	NEAR WIMBORNE MINSTER		
	STAPEHILL		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	1626 sqm	
	Survey date: TUESDAY	15/05/01	Survey Type: MANUAL
5	EB-02-C-01	BREWERY	CITY OF EDINBURGH
	DRYDEN ROAD		
	EDINBURGH		
	LOANHEAD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1200 sqm	
	Survey date: MONDAY	16/06/08	Survey Type: MANUAL
6	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1630 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
7	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
	COLLEGE ROAD		
	HEREFORD		
	BURCOTT		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1880 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
8	LC-02-C-04	POWDER COATINGS	LANCASHIRE
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-C-05 FURNESS DRIVE POULTON-LE-FYLDE	NUTRITION MANUFACTURE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 775 sqm Survey date: WEDNESDAY 30/06/21		Survey Type: MANUAL
10	NF-02-C-03 ELVIN WAY NORWICH HELLESDON	SHEET METAL CONTRACTOR	NORFOLK
	Edge of Town Industrial Zone Total Gross floor area: 260 sqm Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
11	RE-02-C-01 COMMERCIAL ROAD READING	SHEET METAL FABRICATION	READING
	Edge of Town Industrial Zone Total Gross floor area: 645 sqm Survey date: THURSDAY 22/11/12		Survey Type: MANUAL
12	SF-02-C-01 ANSON ROAD IPSWICH MARTLESHAM HEATH	JOINERY	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 1100 sqm Survey date: FRIDAY 12/07/13		Survey Type: MANUAL
13	VG-02-C-01 VERLON CLOSE BARRY	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN
	Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 06/05/21		Survey Type: MANUAL
14	WY-02-C-03 INMOOR ROAD NEAR BRADFORD BIRKENSHAW Neighbourhood Centre (PPS6 Local Centre) Village	COMPUTER MANUFACTURER	WEST YORKSHIRE
	Total Gross floor area: 1890 sqm Survey date: WEDNESDAY 10/10/18		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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1273	0.000	2	1273	0.000	2	1273	0.000
05:30 - 06:00	2	1273	0.039	2	1273	0.000	2	1273	0.039
06:00 - 06:30	3	1392	0.072	3	1392	0.072	3	1392	0.144
06:30 - 07:00	3	1392	0.192	3	1392	0.000	3	1392	0.192
07:00 - 07:30	13	1143	0.094	13	1143	0.027	13	1143	0.121
07:30 - 08:00	13	1143	0.330	13	1143	0.013	13	1143	0.343
08:00 - 08:30	14	1197	0.400	14	1197	0.084	14	1197	0.484
08:30 - 09:00	14	1197	0.328	14	1197	0.137	14	1197	0.465
09:00 - 09:30	14	1197	0.167	14	1197	0.084	14	1197	0.251
09:30 - 10:00	14	1197	0.239	14	1197	0.185	14	1197	0.424
10:00 - 10:30	14	1197	0.203	14	1197	0.143	14	1197	0.346
10:30 - 11:00	14	1197	0.173	14	1197	0.179	14	1197	0.352
11:00 - 11:30	14	1197	0.125	14	1197	0.149	14	1197	0.274
11:30 - 12:00	14	1197	0.149	14	1197	0.179	14	1197	0.328
12:00 - 12:30	14	1197	0.179	14	1197	0.221	14	1197	0.400
12:30 - 13:00	14	1197	0.167	14	1197	0.215	14	1197	0.382
13:00 - 13:30	14	1197	0.179	14	1197	0.233	14	1197	0.412
13:30 - 14:00	14	1197	0.209	14	1197	0.191	14	1197	0.400
14:00 - 14:30	14	1197	0.173	14	1197	0.060	14	1197	0.233
14:30 - 15:00	14	1197	0.209	14	1197	0.221	14	1197	0.430
15:00 - 15:30	14	1197	0.149	14	1197	0.215	14	1197	0.364
15:30 - 16:00	14	1197	0.107	14	1197	0.215	14	1197	0.322
16:00 - 16:30	14	1197	0.167	14	1197	0.209	14	1197	0.376
16:30 - 17:00	14	1197	0.113	14	1197	0.221	14	1197	0.334
17:00 - 17:30	14	1197	0.066	14	1197	0.537	14	1197	0.603
17:30 - 18:00	14	1197	0.072	14	1197	0.197	14	1197	0.269
18:00 - 18:30	14	1197	0.042	14	1197	0.155	14	1197	0.197
18:30 - 19:00	14	1197	0.042	14	1197	0.042	14	1197	0.084
19:00 - 19:30	2	1273	0.039	2	1273	0.000	2	1273	0.039
19:30 - 20:00	2	1273	0.000	2	1273	0.079	2	1273	0.079
20:00 - 20:30	2	1273	0.000	2	1273	0.000	2	1273	0.000
20:30 - 21:00	2	1273	0.000	2	1273	0.000	2	1273	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.424			4.263			8.687

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:	260 - 1890 (units: sqm)
Survey date range:	01/01/00 - 22/11/21
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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APPENDIX 6

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-220706-0755

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : 0 - RETIREMENT AND CARE COMMUNITY

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	DV DEVON	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 35 to 70 (units:)
 Range Selected by User: 35 to 327 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 17/10/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 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)	4
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	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	8
Out of Town	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:

n/a 9 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
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 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	1 days
1.1 to 1.5	8 days

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

Travel Plan:

Yes	1 days
No	8 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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

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

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	BR-03-O-01	RETIREMENT VILLAGE	BRISTOL CITY
	HOLLWAY ROAD		
	BRISTOL		
	STOCKWOOD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	58	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	BR-03-O-02	RETIREMENT VILLAGE	BRISTOL CITY
	MEG THATCHERS GARDENS		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
3	CA-03-O-01	RETIREMENT VILLAGE	CAMBRIDGESHIRE
	GOLDHAY WAY		
	PETERBOROUGH		
	ORTON GOLDHAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	35	
	Survey date: TUESDAY	29/06/21	Survey Type: MANUAL
4	CB-03-O-01	RETIREMENT VILLAGE	CUMBRIA
	BRIDGE LANE		
	PENRITH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
5	DV-03-O-01	RETIREMENT VILLAGE	DEVON
	ST MARYCHURCH ROAD		
	TORQUAY		
	ST MARYCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: TUESDAY	29/09/15	Survey Type: MANUAL
6	DV-03-O-02	RETIREMENT VILLAGE	DEVON
	SIDMOUTH ROAD		
	NEAR HONITON		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total No of Dwellings:	66	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
7	KC-03-O-01	RETIREMENT VILLAGE	KENT
	RUMFIELDS ROAD		
	BROADSTAIRS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/11/15	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

8	OX-03-O-01	RETIREMENT VILLAGE	OXFORDSHIRE
	RUSKIN ROAD		
	BANBURY		
	EASINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	11/11/15	Survey Type: MANUAL
9	SC-03-O-01	RETIREMENT VILLAGE	SURREY
	WESTFIELD ROAD		
	WOKING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: WEDNESDAY	18/11/15	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
HF-03-O-01	Site not comparable
NS-03-O-01	Site not comparable

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

TOTAL 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	9	51	0.083	9	51	0.050	9	51	0.133
08:00 - 09:00	9	51	0.129	9	51	0.070	9	51	0.199
09:00 - 10:00	9	51	0.203	9	51	0.135	9	51	0.338
10:00 - 11:00	9	51	0.166	9	51	0.174	9	51	0.340
11:00 - 12:00	9	51	0.176	9	51	0.174	9	51	0.350
12:00 - 13:00	9	51	0.126	9	51	0.153	9	51	0.279
13:00 - 14:00	9	51	0.176	9	51	0.196	9	51	0.372
14:00 - 15:00	9	51	0.137	9	51	0.185	9	51	0.322
15:00 - 16:00	9	51	0.163	9	51	0.176	9	51	0.339
16:00 - 17:00	9	51	0.118	9	51	0.131	9	51	0.249
17:00 - 18:00	9	51	0.070	9	51	0.092	9	51	0.162
18:00 - 19:00	9	51	0.046	9	51	0.068	9	51	0.114
19:00 - 20:00	7	52	0.044	7	52	0.044	7	52	0.088
20:00 - 21:00	7	52	0.033	7	52	0.060	7	52	0.093
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.670			1.708			3.378

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:	35 - 70 (units:)
Survey date range:	01/01/14 - 17/10/21
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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