

Proposed Social Housing Scheme Baileys Lane, Halewood, Liverpool

Transport Statement

Report Control

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1. Introduction

- 1.1. Astute Transport Planning has been appointed by FAS Developments Limited to provide highways and transportation advice in support of a detailed planning application for a social housing scheme on land adjacent to Baileys Lane, Halewood, Liverpool.
- 1.2. The proposed development site is located within the jurisdiction of Knowsley Metropolitan Borough Council (KMBC) who act as the planning and local highway authority.
- 1.3. This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a detailed planning application.

Development Site

- 1.4. The proposed development site is located to the east of Baileys Lane, Halewood, Liverpool. The site is bound by Halewood Women's Institute and residential properties to the north, Finch Woods to the east, a residential property to the south and Baileys Lane to the west.
- 1.5. There are three existing buildings on the site comprising a former farmhouse, a former combination barn and an outbuilding associated with the former farmhouse. The existing buildings on the site are considered as non-designated heritage assets. Therefore, the proposed development has taken this into account with the former farmhouse and combination barn being retained and converted.
- 1.6. An indicative location of the site is shown in **Figure 1.1**.



Figure 1-1: Proposed Development Site Location (Source: Google Maps)



Development Proposals

- 1.7. The proposed development is for a social housing scheme that will provide 18 affordable apartments, comprising 9 1-bedroom apartments and 9 2-bedroom apartments. The apartments will be provided in two areas of the site with 12 apartments provided within the central area of the site and a further 6 apartments being provided in a separate two-storey building in the northeastern corner of the site.
- 1.8. Pedestrian access will be provided directly from Baileys Lane in the form of two segregated access points either side of the vehicle access.
- 1.9. A total of 27 car parking spaces will be provided with 17 spaces provided in the central courtyard and a further 10 spaces being provided to the south of the apartment building in the northeastern corner of the site.
- 1.10. Vehicle access to the site is proposed from a new priority-controlled junction with Baileys Lane. The proposed development will also include the closure of two existing accesses to the site, with one being directly to the south of the existing vehicle access to the Halewood Women's Institute. Therefore, the proposed scheme is considered to

provide an improved access with the new access being closer to the centre of the site, away from any existing accesses.

- 1.11. The proposed site plan is shown on **Drawing 1354-010** by DK Architects, included at the rear of this report in **Appendix A**.
- 1.12. It should be noted that a pre-planning application was submitted to KMBC in June 2023. A response was provided by KMBC in August 2023, which include comments from KMBC Highways (provided in **Appendix B**). Therefore, the comments received from KMBC Highways have been taken into account when preparing this Transport Statement.

Policy Context

National Planning Policy Framework (NPPF)

- 1.13. The current National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. This updated Framework replaces the previous NPPF published in March 2012 and revised in July 2018, February 2019, July 2021, September 2023, and December 2023. At the heart of the Framework is a presumption in favour of sustainable development.
- 1.14. As part of promoting sustainable transport, paragraph 115 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- *'sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *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; and*
 - *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 through a vision-led approach'.*
- 1.15. Paragraph 116 goes on to state that, *'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, taking into account all reasonable future scenarios'.*



- 1.16. In the following sections of this TS report, we have demonstrated that the development proposals at Baileys Lane will accord with the guidance set out in the NPPF, and that the transport impacts on the area around the site will not be severe.

Local Planning Policy

- 1.17. In addition to National Planning Policy, a number of local planning policy documents have been reviewed and taken into consideration where appropriate for the scale of development proposed.

Knowsley Replacement Unitary Development Plan (UDP)

- 1.18. The Knowsley Replacement UDP was adopted in June 2006 but much of it has been replaced by the Local Plan Core Strategy. There are 39 UDP Policies that continue to be applicable, with those relevant to transport detailed below.

- 1.19. **Policy T6** sets out the Council's approach to car and cycle parking standards.

- 1.20. **Policy T7** 'New Development and Walking and Cycling Routes' states that:

"New development should preserve and where possible enhance the walking & cycling network, as it can help enhance and provide access to green corridors & the countryside as well as promoting and encouraging exercise and healthy living for all.

In considering proposals for new development which will block (either partially or wholly) an existing right of way or other existing or proposed walking or cycling route, a balanced consideration of the following factors will be undertaken:

- a) The contribution that the route makes or will make to the walking and/or cycling network in the area and the harm that would be caused to accessibility between existing uses in the surrounding area if the route were no longer available; and*
- b) Any benefits to community safety or security that could arise from the closure of the route".*

- 1.21. It should be noted that there are no Public Rights of Way within the site.

Knowsley Local Plan Core Strategy

- 1.22. Knowsley Metropolitan Borough Council (KMBC) adopted the Local Plan Core Strategy in January 2016, it sets out the vision, objectives and policies which will guide future developments within Knowsley up to the year 2028.

- 1.23. **Policy CS2** of the Knowsley Local Plan Core Strategy outlines the Development Principles which underpins any and all new development in Knowsley. It provides a framework to ensure that all development contributes positively to



creating sustainable, inclusive, and well-connected communities. In relation to accessibility by sustainable modes of transport Principle 3 of Policy CS2 states:

"Principle 3: Reduce the need to travel and increase accessibility by:

- a) Selecting locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally;*
- b) Assisting the Council in achieving a shift towards more sustainable modes of transport for people, goods and freight;*
- c) Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking and cycling between homes and employment; and*
- d) Supporting the provision and retention of shared space, community facilities and other local services (such as local shops, health facilities, education provision, meeting places, sports venues, cultural buildings, public houses and places of worship)."*

- 1.24. The development principles in Policy CS2 seek to deliver sustainable communities and create healthy environments in Knowsley, in line with national policy. Policy CS2 indicates that the Council will support development in accessible locations that aim to reduce reliance on private cars, promote public transport, and encourage walking and cycling.

Scope of Report

- 1.25. This TS has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.
- 1.26. Following this introduction, the report provides the following information:
- **Section 2: Baseline Conditions & Accessibility by Sustainable Modes** - provides a review of the baseline conditions in the vicinity of the proposed development site, as well as providing an overview of the proposed site's accessibility by sustainable modes of transport.
 - **Section 3: Development Proposals** - this Section provides details of the development proposals.
 - **Section 4: Highway Impact** - provides and assessment of the forecast vehicle trip movements for the site.
 - **Section 5: Summary and Conclusions.**



2. Baseline Conditions & Accessibility by Sustainable Modes

- 2.1. Section 2 of the report discusses the existing site and its operations, describes the local highway network and reviews the injury accident record on the immediate highway network. It then goes on to review the site's accessibility by sustainable modes, including walking, cycling and public transport.

Existing Site

- 2.2. The proposed development site is located in Halewood, Liverpool, and benefits from existing access arrangements from Baileys Lane. The indicative location is shown earlier in **Figure 1.1**.
- 2.3. The site is bound by Halewood Women's Institute and residential properties to the north, Finch Woods to the east, a residential property to the south and Baileys Lane to the west.
- 2.4. As noted in Section 1, there are three existing buildings on the site that formed part of the historic farming land use. The two larger buildings are considered as non-designated heritage assets and therefore will be retained and redeveloped as part of the proposals. As a result, the proposed layout has been informed by the requirement for these buildings to be retained.
- 2.5. There are two existing vehicle access points to the site with one located at the northern end of the site, adjacent to the access into the Halewood Women's Institute, and one at the southern end of the site. Both access points are gated and are provided with vehicle crossings over the footway adjacent to Baileys Lane.
- 2.6. The site currently generates residential levels of traffic with refuse collection taking place on-street from Baileys Lane.

Local Highway Network

- 2.7. As previously detailed, the site is accessed from Baileys Lane. Images of the northern and southern access points are shown in **Figure 2.1** and **Figure 2.2** respectively.



Figure 2.1: Existing Site Access Arrangement (North)



Figure 2.2: Existing Site Access Arrangement (South)



- 2.8. Baileys Lane is a single carriageway subject to a 30mph speed limit. In the vicinity of the site, footways are provided on both sides of the carriageway with street lighting also provided at regular intervals. Baileys Lane provides a link between the A562, approximately 700m to the south of the site, and Greensbridge Lane approximately 550m to the north of the site.

Injury Accident Record

- 2.9. A review of accident data for the most recent five-year period available (2019-2023) has been conducted for Baileys Lane in the immediate vicinity of the proposed site.

- 2.10. This information has been sourced from online records of accident statistics made available by UK Local Authorities on CrashMap, a national database of traffic accidents. An extract from the CrashMap website is shown in **Figure 2.3**.

Figure 2.3: Injury Accident Data 2019-2023 (Source: CrashMap)



- 2.11. As shown in **Figure 2.3**, there have been no recorded accidents in the vicinity of the site. Therefore, there is no evidence that the proposed development would have any negative impact on highway safety nor that the existing highway arrangement in the vicinity of the site is deficient in any way.

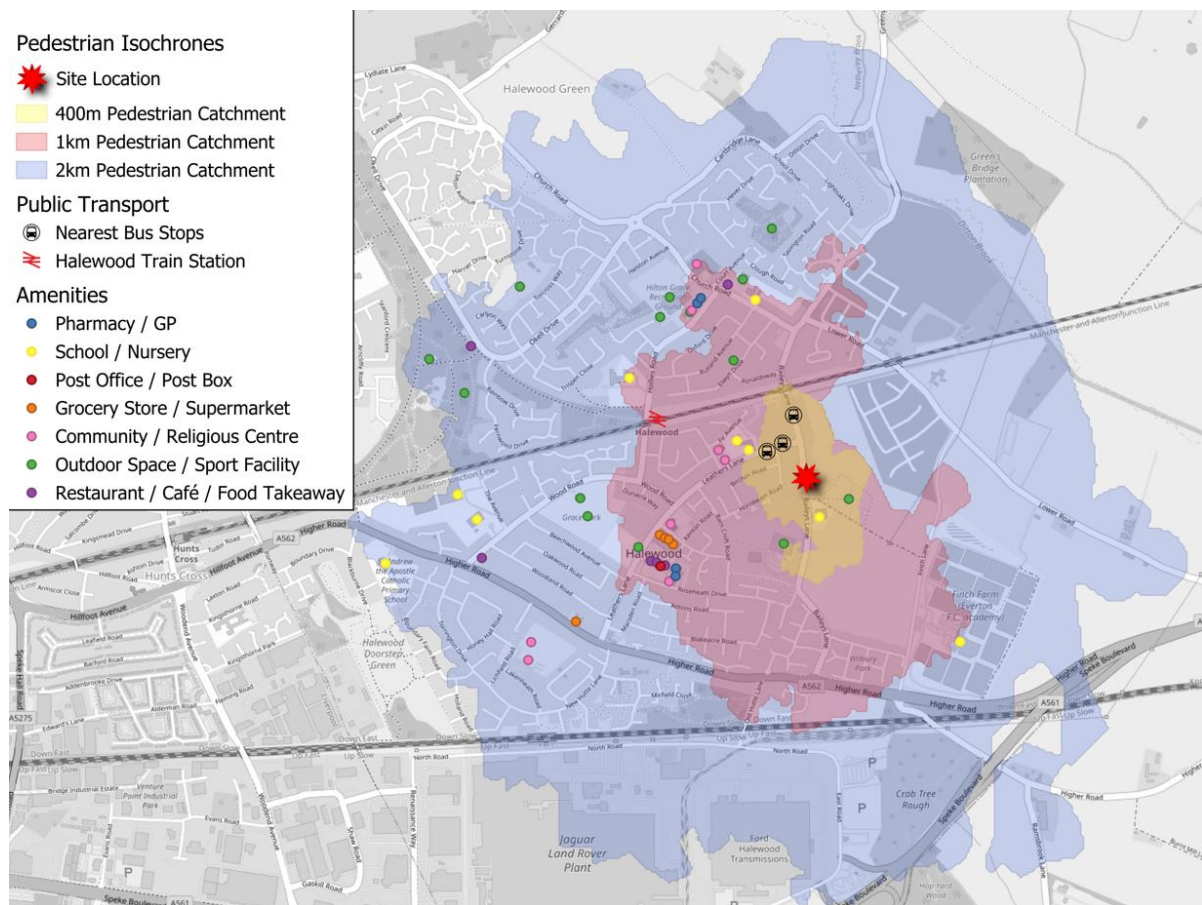
Walking Accessibility

- 2.12. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1km, with a

preferred maximum distance of 2km. In addition, a 400m catchment area has been shown as this is the generally considered the maximum acceptable walking distance to a bus stop for most people.

- 2.13. As noted above, footways are provided on both sides of Baileys Lane towards the site with street lighting provided at regular intervals. The nearest crossing to the site is on Baileys Lane approximately 120m to the north of the site in the form of an uncontrolled crossing with dropped kerbs and a central refuge.
- 2.14. **Figure 2.4** highlights areas within 400m, 1km and 2km walking catchments, which equates to approximately 5, 12 and 25-minute walks respectively.

Figure 2.4: Walking Isochrones Catchment Plan



- 2.15. As shown, the 1km and 2km catchment areas encompass a range of schools and local amenities. St Mark's Catholic Primary School, Plantation County Primary School, Yew tree Primary Academy, St Andrew the Apostle Primary School and Halewood CoE Primary School all fall within the 2km catchment area. In addition, Halewood Academy and Finch Woods Academy provide secondary school provision within the 2km catchment area.
- 2.16. In terms of local amenities, the 2km catchment area includes Halewood Leisure Centre (approximately 260m to the south of the site) and Halewood Shopping Centre (approximately 900m to the southwest of the site) where a number of retail opportunities, including an Aldi supermarket and other food and beverage units are provided.

Cycling Accessibility

- 2.17. An alternative mode of travel to the site would be achieved by bicycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.
- 2.18. The DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5 km), which equates to a circa 25-minute journey. Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.
- 2.19. **Figure 2.5** shows the extent of the cycling catchment of the proposed site. The catchment covers the entirety of Halewood and other parts of south Liverpool demonstrating that cycling to the site is a viable mode for site users.

Figure 2.5: Cycling Isochrones Catchment Plan



Public Transport Accessibility

Bus

- 2.20. The nearest bus stops to the site are located on Leather's Lane, approximately 200m to the northwest of the site and therefore are easily accessible based on the maximum acceptable walking distance of 400m. The bus stops on Leather's Lane can be accessed via the pedestrian and cycle infrastructure located within the vicinity of the site. Bus stops are provided on both sides of Leather's Lane, providing access to services in both directions.
- 2.21. **Table 2.1** provides a summary of the services available from the nearest bus stops to the development, as well as highlighting the frequency of these services.

Table 2.1 Frequency per Hour of Existing Bus Services Operating in the Vicinity of the Site

Service No	Route	Weekday (per hour)		Saturday (per hour)		Sunday (per hour)
		AM Peak	PM Peak	AM Peak	PM Peak	
79	Halewood Shopping Centre to Liverpool City Centre	6	3	6	3	3
	Liverpool City Centre to Halewood Shopping Centre	5	4	4	4	3
166	Belle Vale Bus Station (circular route via Halewood)	1	1	1	1	1

- 2.22. On the basis of the above, and the relatively short walking distance between the site and the nearest bus stops (well within the 400m considered to be acceptable), the proposed site is accessible by bus. It should also be noted that bus service 79 provides access to useful destinations such as Liverpool city centre.

Rail

- 2.23. Halewood Rail Station lies approximately 1km to the northwest of the proposed site which can be accessed by walking (13-minute walk) or cycling (3-minute cycle).
- 2.24. The primary operator from this station is the Northern Rail service between Liverpool Lime Street and Warrington Central with services typically operating hourly on weekdays and weekends.
- 2.25. On the basis of the above, and the relatively short walking distance between the site and Halewood Rail Station, the proposed site is accessible by rail.



Summary

- 2.26. This Section of the report has provided a review of the baseline highway conditions in the vicinity of the proposed development site. It has also demonstrated that the proposed development site is located in an area with accessibility to a range of sustainable modes to a variety of useful destinations.
- 2.27. Having outlined the baseline conditions and accessibility of the site, the next Section of this report provides detailed information on the development proposal.



3. Development Proposals

- 3.1. This Section of the report provides a description of the proposed development, including access arrangements, servicing and other measures to encourage sustainable travel.

Proposed Development

- 3.2. The proposed development is a social housing scheme that will provide 18 affordable apartments, comprising 9 1-bedroom apartments and 9 2-bedroom apartments. The apartment buildings will be provided in two areas within the site. A total of 12 apartments will be provided within the centre of the site with a further 6 apartments located in the northeastern corner of the site.

Access Arrangements

- 3.3. Vehicle access is proposed from a new priority-controlled junction with Baileys Lane. A general arrangement drawing of this junction is presented in **Drawing A25021-P-0100-006** in **Appendix C**.
- 3.4. The junction provides visibility splays of 2.4 metres x 43 metres in each direction, which based on Manual for Streets (MfS) Stopping Sight Distance guidance, is acceptable for a road subject to a 30mph speed limit.
- 3.5. As shown in **Drawing 1354-010** in **Appendix A**, two pedestrian accesses, either side of the vehicular access, will be provided into the site from Baileys Lane.
- 3.6. The site access junction includes footways on both sides of the bellmouth which will connect with the existing infrastructure provided on Baileys Lane. A road width of 6m will be provided at the site access and within the parking aisles. The road towards the northern end of the development will be a shared surface allowing access for vehicles and pedestrians. Footpaths between 1.5m and 2m wide will be provided in the central courtyard area.
- 3.7. It is proposed that refuse vehicles will continue to serve the site from Baileys Lane. As shown in **Drawing 1354-010** in **Appendix A**, two bin stores are proposed with one adjacent to the building in the northeastern corner of the site and one on the western boundary of the site, adjacent to Baileys Lane. It is proposed that on the day(s) of refuse collection, the site management will transfer the bins from the bin store in the northeastern corner of the site to the bin store on the western boundary of the site. From here, the refuse operators will take the bins to the vehicle waiting on Baileys Lane.
- 3.8. In terms of deliveries to the site, swept path analysis of a long wheelbase van (5.9m long) has been undertaken to demonstrate a delivery vehicle can enter and exit the site in forward gear. **Drawing A25021-P-0100-006** in **Appendix A** shows the delivery vehicle entering the site from Baileys Lane before turning in the hatched area of the car park to the north of the site and exiting back onto Baileys Lane.



Parking Arrangements

- 3.9. With reference to KMBC car parking standards provided within Appendix A of the Ensuring a Choice of Travel Supplementary Planning Document, 'C3 Dwelling Houses' is considered to be the land use defined within the standards that is most applicable to the proposed development. Within the standards a maximum provision of 1 space per 1-bedroom dwelling and 2 spaces per 2-bedroom dwelling is required.
- 3.10. On this basis, and as shown in **Drawing 1354-010 in Appendix A**, the proposed development will provide a total of 27 parking spaces and is therefore compliant with the Council's parking standards.
- 3.11. The parking spaces in the central courtyard area will be 4.8m long and 2.5m wide. This is to ensure that suitable footpath provision is also provided within the site, whilst maintaining a 6m aisle width for the car parking spaces. The parking spaces at the northern end of the site will be 5m long and 2.5m wide.
- 3.12. In terms of cycle parking, the pre-application comments received from KMBC Highways (provided in **Appendix B**) state that cycle storage should be provided at a rate of 1 space per dwelling.
- 3.13. As shown in **Drawing 1354-010 in Appendix A**, a total of 28 cycle parking spaces will be provided across the site which is well in excess of what requested. This is to provide additional communal and visitor spaces. a total of 27 allocated cycle spaces and 18 communal spaces will be provided.
- 3.14. Having outlined development proposals, the next Section of this report continues to provide an estimation of the traffic generated by the proposed development.



4. Traffic Generation

- 4.1. This Section of the report provides an estimate of the traffic generated by the proposed development and a brief analysis of the likely impact of the proposed development on the operation of the local highway network.

Forecast Vehicle Trip Generation

- 4.2. To determine the traffic generation of the proposals the TRICS trip rate database has been interrogated for the 'Residential/ Affordable Flats' range of sites. The analysis has selected sites in comparable locations to the proposed site, in accordance with TRICS good practice guidance. The trip rates, and associated trip generations, are presented in **Table 4.1**, with the TRICS output files provided in **Appendix D**.

Table 4.1 Frequency per Hour of Existing Bus Services Operating in the Vicinity of the Site

Time	Trip Rate (per dwelling)			Trip Generation (18 dwellings)		
	Arr	Dep	Total	Arr	Dep	Total
08:00-09:00	0.055	0.100	0.155	1	2	3
17:00-18:00	0.164	0.145	0.309	3	3	6

- 4.3. As can be seen, the proposed development is forecast to generate a total of 3 two-way vehicle trips during the typical AM peak hour and 6 two-way vehicle trips during the typical PM peak hour.
- 4.4. It is acknowledged that the trip rates and subsequent trip generation numbers are low. However, a review of the TRICS database, and as shown in **Appendix D**, has demonstrated that the morning peak period for the proposed land use is between 09:00 and 10:00 with a two-way trip rate of 0.328 per dwelling. Based on the trip rate for 09:00-10:00, the proposed development is forecast to generate a total of 6 two-way trips.
- 4.5. Whilst vehicle trips generated by the proposed development would be higher during 09:00 and 10:00, background traffic levels are likely to be lower, and therefore the additional trips would have a lower impact on the operation of the highway network. On this basis it is concluded that the development will have no material impact upon the safe and efficient operation of the surrounding highway network.

Summary

- 4.6. This Section of the report has presented a generation exercise using the TRICS database. The proposed development is forecast to result in minimal levels of additional vehicle trips, which could not reasonably be considered severe in the context of NPPF.
- 4.7. Having addressed likely trip generation, the next Section of this report continues to provide a summary and conclusions.



5. Summary and Conclusions

- 5.1. Astute has been appointed by FAS Developments Ltd to provide highways and transportation advice in support of a detailed planning application for the proposed residential development on land adjacent to Baileys Lane, Halewood, Liverpool.
- 5.2. This Transport Statement includes the following principal findings:
- In accordance with planning policy guidance, which promotes sustainable development, the site has been demonstrated to be accessible on foot, by bicycle and by public transport.
 - A review of historical collision data has demonstrated that there are no existing accident blackspots in the vicinity of the site along Baileys Lane.
 - The proposed development is forecast to result in minimal levels of additional vehicle trips, which could not reasonably be considered severe in the context of NPPF.
 - The proposed development will provide sufficient levels of car and cycle parking based on KMBC guidance and pre-application advice.
 - Internal layout is satisfactory including provision for pedestrians.
 - The proposed site access arrangements provide suitable visibility splays in both directions along Baileys Lane.

Transport Statement Conclusions

- 5.3. The NPPF states that, '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'.
- 5.4. This report has demonstrated that the proposed development would have no material impact on the operation of local highway network. There is also no reason to believe that it will have a detrimental impact upon highway safety. As such the impact of the development cannot be concluded to be severe.
- 5.5. The site therefore accords with relevant guidance and there are no reasons why the planning application should be refused on highway or transportation grounds.



Appendix A

Proposed Site Plan





Drawing Title: Proposed Site Plan
Date: 20.03.2025
Drawing no: 1354 - 010
Scale: 1:500 @ A3
Drawn: KJ

Please refer to Amenity Tree Care Drawings for soft / hard landscaping:
AT.25.12180.100
AT.25.12180.101

0m 5m 10m 25m 50m



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Appendix B

Highways Pre-Application Comments



Land Adj Roseheath Baileys Lane Halewood Knowsley

Issues and Risk Log

18th August 2023

Proposal: **ERECTION OF 20NO. APARTMENTS IN 2NO.BLOCKS TOGETHER WITH ASSOCIATED PARKING AND LANDSCAPING (DEMOLITION OF EXISTING BUILDINGS)**

Planning Ref: **23/00030/PREAPP**

On basis of information submitted on 23rd June 2023.

EXISTING SITE PLAN - 462 -1-SK -001

PROPOSED SITE PLAN - 462 -1-SK -002

PROPOSED FLOOR PLANS AND ELEVATIONS 462 -1-SK -003

PROPOSED FLOOR PLANS AND ELEVATIONS - 462 -1-SK -004

SITE PHOTOS

National Planning Policy Framework (NPPF) – see <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Development Plan:

- Knowsley Local Plan Core Strategy, adopted January 2016 – see <https://localplanmaps.knowsley.gov.uk/documents/knowsley-local-plan-adopted-core-strategy.pdf>

- Saved Policies of the Knowsley Replacement Unitary Development Plan, adopted June 2006 – see <http://www.knowsley.gov.uk/pdf/Knowsley%20UDP%202006.pdf>
- Merseyside and Halton Joint Waste Local Plan 2013 - see <http://www.knowsley.gov.uk/pdf/JointMerseyside-and-HaltonWasteLocalPlan2013.pdf>

Relevant Supplementary Planning Documents see <https://www.knowsley.gov.uk/residents/building-and-planning/local-plan/adopted-documents/supplementary-planning-documents>

- Ensuring a Choice of Travel
- Design Quality in New Development
- Trees & Development
- New Residential Development
- Developer Contributions

The most significant planning issues, and therefore risks to achieving a planning permission, are shown below. Those issues highlighted in red are considered to be of high risk to the achievement of a successful outcome.

This is a working document and will be updated during the course of the project when issues are addressed.



High



Medium



Low

PERCEIVED RISK		CURRENT POSITION & NEXT STEPS
Principle of Development	The application site is allocated as a primarily residential area. Saved UDP Policy H5 (Development within Primarily Residential Areas) is permissive of new residential development within the Primarily Residential Areas provided the proposal would not have an unacceptable impact on the amenity of neighbouring occupiers by reason of noise, disturbance, overlooking, visual intrusion, smells, fumes, on-street parking or other causes; or adversely affect the character or street scene of the area. Core Strategy Policy CS3 (Housing Supply, Delivery and Distribution) requires applications for new residential development to demonstrate how they contribute to support the re-balancing of the housing market to better meet housing needs and demands arising in Knowsley. Therefore, the applicant should address this point in any subsequent planning application. Therefore in principle new residential development is acceptable on this site subject to the detailed comments set out in the sections below.	
Heritage Issues	Local Plan policy CS20 Managing the Borough's Historic Environment states :- "Development proposals in Knowsley should preserve or enhance the borough's historic and architectural assets, including Listed Buildings, Conservation Areas, Historic Parks and Gardens and archaeological remains, together with other local areas, buildings and structures of historic importance.	Revise the proposal to retain at least the former farmhouse and combination barn and incorporate within the overall development ensuring the character of the site is preserved. These comments need to be read in conjunction with the Highways and design comments.

The Council will:

- 1.a) Require preservation of the local distinctiveness and character of historic assets through sensitive design of new development, including appropriate integration with their setting and immediate landscape;
 - b) Prevent demolition and/or development which would result in substantial harm or the loss of a designated historic asset or its setting, unless the proposal would result in substantial public benefits which clearly outweigh the harm or loss;
 - c) Where a development proposal will result in less than substantial harm to a designated heritage asset or its setting, assess such harm against the benefits of the proposal;
 - d) Facilitate long term conservation and enhancement of local assets and areas of historic importance, including through the preparation of Conservation Area Management Plans.
2. The re-use of vacant and underused historic assets will be encouraged, with favourable consideration given, where appropriate, to proposals which will:
- a) Enable a use for a purpose sympathetic to its conservation;
 - b) Retain or introduce public access; and
 - c) Enhance the importance of the asset for local tourism, leisure or the economy.
- 3) Development proposals on sites which include, or are considered to have the potential to include, heritage assets or comprising archaeological interest, should be

accompanied by a heritage impact statement.

4) Locally important historic assets which are not subject to statutory designation will be identified in a local list and will be afforded consideration in the decision making process.

The Design Quality in New Development SPD states :-

“4.57 It is important in establishing a distinct sense of place that reference is made to local historic building form and materials. If there are any heritage assets within or close to a development site they must be given due prominence in the layout. Showcased to best advantage within a layout, heritage assets can add great depth and distinction to a new development and reinforce a sense of place.

4.58 New development proposals can help to reinforce local distinctiveness, not only by preserving and incorporating heritage features within designs in a manner which reinforces and enhances their status and value, but also by using traditional local building materials and forms, or by replicating traditional local boundary treatments in new development proposals. This is encouraged in the Local Plan: Core Strategy (Policy CS20).

General Principles – Built Heritage and Conservation

A.13: New development in the historic environment should:

.....

c) Respect the character and distinctiveness of places and landscapes.

d) When located in rural or urban fringe areas use hedging where practicable as a boundary treatment, to emphasise the distinction with urban locations.

The farmhouse and two historic outbuildings on the site should be considered as non-designated heritage assets. Both the combination barn and the farmhouse are recorded on the HER. They date from at least the 18C and are among the very few surviving early buildings in Halewood that offer an indication of the areas village/agricultural roots. The combination barn has a datestone reading “YTA 1777”. While the small outbuilding is not recorded on the HER this appears to be of similar age, and looking at it may have been a pig sty originally – if an 18C example this would be quite rare. These buildings and the site generally exudes character and it would be a real shame to lose them.

Our Planning Policies in relation to non-designated assets are contained primarily within CS20 and the Design Quality SPD. Our policies contain a recognition that historic buildings and structures that fall outside of formal designations add to local distinctiveness and character. The policies include an expectation that historic buildings will be preserved and enhanced, and that their character will be integrated with new development.

Our policies favour retention, conversion and adaptation of the historic assets and that any new development on the site should integrate well with the historic buildings and features.

	For any planning application we would require a heritage statement to be submitted as a supporting document. This statement should explore the history and significance of the site, and the impact of the proposed development on that significance. For schemes involving loss of some or all of the heritage of the site the benefits of the development would need to be weighed against the loss. (The large barn tucked away at the rear of the site is a more modern structure and its removal would likely not be controversial.) The scheme as submitted involving the loss of all of the existing heritage assets is considered to be unacceptable and would result in an objection on Heritage grounds.	
Highways	The proposed cul de sac/shared private drive does not appear to have adequate visibility for drivers exiting the site. Any proposed site plans should demonstrate visibility splays of 2.4m x 43m measured back from the edge of the carriageway of Baileys Lane into the site at the centreline of the access. As shown, it would appear that the splays would cross over third party land belonging to the WI hall immediately adjacent to the north. This may necessitate the relocation of the access slightly further south to enable the requisite splays to be provided. The site access would require dropped kerbs and tactile paving for pedestrians walking along Baileys Lane. The proposals show parking at a ratio of 1:1. The 'Ensuring a Choice of Travel' SPD states that 1 bedroom dwellings shall be provided with 1 space and 2 bedroom	Visibility splays, car parking and swept path for refuse collection vehicle should be revised. (these comments need to be read in conjunction with heritage and design comments)

dwelling should have 2 spaces. For apartments where parking is not allocated, KMBC usually apply a relaxation to 1.5 spaces per dwelling. Nevertheless, a shortfall is still shown. Please note that across the frontage of the site, at approximately the centre point, the dropped kerb which will be required to access the frontage parking spaces, will need to be raised to full height kerb, which requires approximately 2m. This is to minimise the individual lengths of dropped kerb for pedestrian safety reasons.

The cul de sac would serve 10 apartments, and as such it should be of adoptable standard. The layout as shown does not appear to offer sufficient room to allow a KMBC refuse collection vehicle to enter and leave in a forward gear and as such it is anticipated that the vehicle will reverse in from Baileys Lane, which is considered acceptable in this circumstance. Refuse collection vehicles are permitted to reverse up to 20m, which in this case would be sufficient to allow the vehicle to reverse from Baileys Lane, however, please note that residents are also expected to carry refuse no more than 30m according to British Standards. Details of the vehicle are provided below. A swept path assessment of the turning manoeuvre will be required.

Cycle storage should be provided at a rate of 1 space per dwelling.

The footway across the site frontage houses a school warning sign which would need to be moved to facilitate the driveway accesses.

Ecology & Biodiversity	<u>Habitats Regulations</u> The site lies approximately 3.2km north of Mersey Estuary Special Protection Area and any future application will require a Habitat Regulations Assessment in respect of recreational pressure impacts, In line with the Conservation of Habitats & Species Regulations 2017 (as amended). Knowsley is currently adopting a case-by-case approach to recreational pressure as an interim measure. However, it may be that the emerging Liverpool City Region Recreation Mitigation Strategy has been adopted by the time of any future application. This will offer any future applicant the chance to opt into an accepted suite of mitigation measures to offset the increase in recreational pressure. If the applicant chooses not to opt in, they will be required to provide alternative mitigation measures. <u>Ecology</u> Comparison of the existing and proposed site plans shows a loss of small numbers of trees but the retention of most boundary trees and further enhancement of tree stock within two proposed grassed amenity areas. The western and central-northern section contain hedgerows which will be lost to development. I advise that a Preliminary Ecological Appraisal (PEA) that meets BS 42020:2013 is required prior to determination of any future planning application. The PEA should be undertaken in accordance with CIEEM (2017) guidelines¹. Surveys should be carried out by suitably qualified and experienced persons and follow relevant good practice. There are likely to be construction impacts to hedgehog (Priority Species, (NERC)) and breeding birds, but these can	<u>Habitats Regulations – recreational pressure</u> Examples of mitigation measures which could form part of a bespoke mitigation package are listed below. Following the Sweetman ruling, a clear distinction must be made between essential features of the development and additional mitigation measures needed to protect the national and international sites: • Improving access to and promoting use of Suitable Alternative Natural Greenspaces (SANG) (including contributions to management); • Provision of information in sales packs or on information boards, informing residents of the importance of the national and international sites, and responsible user code and the location of SANGs; and • Financial contributions to the management of national and international sites and SAMM (Strategic Access Management & Monitoring). The current rate of financial contribution is £278.26 per dwelling – this sum would need to be secured through a S106 legal agreement. <u>Ecology</u> The following information should be included in the Preliminary Ecological Appraisal report: • A desk study, including data from the Local Environmental Records Centre following CIEEM
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be satisfied by planning conditions.

Historic Environment Record

There are three non-designated heritage assets recorded on the Merseyside Historic Environment Record within the proposed development site:

- MME21309 Site of a house, Baileys Lane, Halewood, an 18th century building. The Derby estate plan of 1783/5 shows a building on this site, on Thomas Yates' land;
- MME5991 No. 87 Baileys Lane, Halewood, an early 19th century building. Hennet's map of 1829 shows a group of three buildings in this area and the 1843 records a cottage in this location; and
- MME5992 Barn, Baileys Lane, Halewood, a 19th century building. A building is shown here from 1803 and possibly as early as 1783.

NPPF paragraph 194 is clear that "Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk based assessment and, where necessary, a field evaluation."

Consequently, in accordance with NPPF paragraph 194 I advise that prior to development taking place, a programme of archaeological investigation and historic building recording will need to be carried out to determine the presence, nature, extent, and significance of any surviving archaeological remains. The applicant should submit a written scheme of investigation for archaeological work for approval in writing by the LPA. If this is not submitted at application stage, then it is

(2017) guidelines. The desk study should identify records for protected and priority species on site and within a suitable buffer. However, a data search with a 1km radius is expected as a minimum;

- An Extended Phase 1 Habitat survey identifying the habitats on and adjoining the site. This should include a Phase 1 Habitat map and target notes and should follow JNCC Guidelines;
- An assessment of the potential for protected species to be present,
- The requirement for further specialist surveys, for example, breeding birds and bats;
- An assessment of the likely ecological effects of the proposals, during of construction works and site operation;
- Any avoidance or mitigation measures that will be implemented;
- The presence of any invasive species (*Wildlife and Countryside Act 1981 as amended*) on site or within 7m of the site boundary. The location and extent of any invasive species should be shown on a scaled plan; and
- A completed [Biodiversity Metric 4.0](#) which demonstrates whether or not there will be a net loss of habitat (including Priority habitats) at the site as a result of the proposed development in line with Environment Act (2021); (should the application be submitted from November 2023

likely to be requested by condition. The archaeological works should be undertaken in accordance with the agreed WSI.

Waste Planning Policy

The proposal is major development and involves excavation and construction activities which are likely to generate significant volumes of waste. Policy WM8 Waste Prevention and Resource Management of the Merseyside and Halton Joint Waste Local Plan (WLP), the National Planning Policy for Waste (paragraph 8) and Planning Practice Guidance (paragraph 49) apply.

I advise that any planning application should be accompanied by clear evidence showing what steps will be taken to design out waste, minimise waste production and how wastes arising will be re-used and recycled, and off-site disposal minimised. This should be in the form of a waste audit or a similar mechanism such as a demolition method statement or site waste management plan.

Policy WM9 (Sustainable Waste Management Design and Layout for New Development) of the Merseyside and Halton Joint Waste Local Plan (WLP) and the National Planning Policy for Waste (paragraph 8) apply. I advise that information relating to household waste storage and collection is required by policy WM9 and should be included with any planning application.

Low Carbon Development

In January 2020 Knowsley Council declared a Climate Emergency to help tackle global warming at a local level. The Council has committed to embedding carbon reduction and climate action across the Council's plans, policies and services. As such the proposed development should consider the use of low carbon and/or renewable energy in line with

then proposals and the metric should demonstrate a minimum of 10% net gain in biodiversity)

- Identify opportunities for biodiversity net gain, in line with NPPF and Defra's 25 Year Plan for the Environment.

	Policy CS22 (Sustainable and Low Carbon Developments). <u>Land Contamination</u> Where a proposed development introduces a vulnerable end use and/or the development site could be affected by a former potentially contaminative land use, the possibility of land contamination should always be considered. National Planning Application Form (1APP) requires a contamination assessment to be submitted in these situations. A Phase 1 Desk Study should be submitted with any planning application which identifies all relevant sources, pathways and receptors and provides a preliminary risk assessment to identify any unacceptable risk posed by land contamination to future users of the site. If unacceptable risks are identified, then a site investigation will be required to determine the land contamination status of the site with remediation required where deemed necessary. Subject to the outcome of the Phase 1 assessment this information could be secured by a suitably worded planning condition.	
Design & Layout	Policy CS19 <i>'Design Quality and Accessibility in New Development' in the Local Plan Core Strategy sets out several criteria that developments will be expected to conform to so that they enhance local distinctiveness and the identity and accessibility of new places</i>". With regard to design and layout I can provide the following comments. The character of the eastern side of Bailey's Lane comprises predominantly detached and semi-detached	The planning application should demonstrate compliance with Local Plan policy CS19 the Design Quality in New Development and New Residential Development - Supplementary Planning Document (SPD). These comments need to be read in conjunction with the comments in the Heritage section above and the proposal amended accordingly.

	dwellings within generous plots. The proposal comprises a high density development of two blocks of two storey apartments which would not be in keeping with the site's immediate surroundings. Baileys Lane is characterised by walls or hedges to the front boundaries whereas the proposal submitted comprises a significant amount of upfront car parking and hardstanding along the Baileys Lane frontage with very little in the way of soft landscaping and no boundary treatments to the frontage. The view from entering the site at the head of the cul de sac would be of a row of car parking spaces which is very poor in terms of visual amenity. The minimum space standards for 1 bed and 2 bed apartments are as follows : 2b – 61sqm (60 sqm provided) - Built in storage 2sqm (1.4sqm provided) 1b – 50sqm (51 sqm provided) - Built in storage 1.5sqm (0.8sqm provided)	
Trees	The proposed site plans indicates a loss of around 6 trees, with the replacement of around 12 new trees. There is no indication to the species, age or classification of the trees to be removed. There is no mention for the removal of the existing boundary hedge along Baileys Lane, however it has been removed in the proposed plan, with a replacement to	Further reports as specified to be submitted to support any planning application. Further comments on tree loss will be provided once the relevant reports have been submitted and the precise extent of the tree loss is confirmed.

	the rear of the parking areas. I would like to request a Tree Survey, Arboricultural Impact Assessment and Method Statement that covers the above concerns and to cover the long-term care of the retained trees.	
Residential Amenity	Any proposal should ensure that the amenities of neighbouring occupiers are adequately protected and should be in compliance with the interface distances and private amenity set out in Appendix 4 in the new Residential Development SPD. Consultation with the local community would be expected to take place for a proposal of this scale. Please refer to the Council's Statement of Community Involvement for further details. Adopted documents for the Local Plan Knowsley Council	
Environmental Health Considerations.	Environmental Health have reviewed the information associated with the proposed application, if the planning application was to progress, we would have no objection, but would request that the following issues are addressed to protect the future occupants of the site and / or nearby residents. A phase 1 desk study should be submitted upfront with the application however the construction management plan can be secured by planning condition.	

	Contaminated Land – Due to site having agricultural buildings, potential contamination could exist. A Phase 1 Desk Study should be submitted with any planning application Construction Management Plan – to limit the impact, due to the effects of construction, on nearby neighbours. We would also require information with regards to pest control, as disturbance due to effects of construction have been linked to an increase of rats in the area. Construction hours – to limit the impact on the nearby residents.	
Drainage and Flood Risk.	Advice should be obtained from the Lead Local Flood Authority on the requirements to be included within a Flood Risk Assessment for this proposal. Please contact the Lead Local Flood Authority (LLFA) – Contact - Vahid Tayefi on 0151-443-2704 Vahid.Tayefi@knowsley.gov.uk	The submission should include :- Site Specific Flood Risk Assessment (FRA) - Where one is required under the National Planning Policy Framework. Sustainable Drainage Strategy – This will include your overall approach and is where you will evidence your approach to surface water management. e.g. plans, drawings, calculations, etc. Sustainable Drainage Strategy: Pro-forma (available to download on line) Planning validation criteria checklist Knowsley Council– The pro-forma summarises and confirms the details

		contained within your Sustainable Drainage Strategy. It is intended to ensure all aspects of sustainable drainage have been considered Assessment of the risk of flooding from all flooding mechanisms and the identification of flood mitigation. Advice note is available to assist in completing the proforma. The National Planning Policy Framework , accompanying Technical Guidance and Planning Practice Guidance - Flood Risk and Climate Change provides comprehensive guidance for applicants in relation to the undertaking of flood risk assessments and the responsibilities for controlling development. Drainage calculations should allow for 1:30 and 1:100 year flood events with modelling included.
Affordable Housing	Developments comprising 10 or more dwellings require a minimum of 10% affordable housing in accordance with NPPF. Affordable housing if required would be secured through a S106 legal agreement.	An affordable housing assessment should be submitted with any planning application for 10 dwellings or more.
Public Open space	Developments in excess of 10 dwellings or with a combined floorspace over 1,000sqm would require a financial contribution towards off site public open space provision which would be secured through a S106 agreement.	Once the layout and number of dwellings has been finalised I can provide further information on the contribution required.

Planning Law requires the submission of certain information with a planning application dependent upon its type, scale and location. More detail including the Council's validation checklist can be found [here](#). Additionally, in this case the following documents would be required for this application.

DOCUMENT	STATUS
Existing & Proposed Plans and Elevations	Essential – See validation checklist.
Planning Statement (including statement of community involvement)	Essential – See validation checklist
Preliminary Ecological Appraisal - including metric for BNG	Essential – See comments above.
Parking and Access details including for deliveries and refuse collection.	Essential – See validation checklist
Flood Risk Assessment & Drainage Strategy (including Pro Forma)	Essential – See validation checklist
Levels Survey information & Cross Sections	Essential – See validation checklist
Tree Survey / Arboriculture Impact Assessment and Method Statement	Essential – See comments above.
Affordable Housing Statement (for applications of 10 dwellings or more)	Essential – See Validation Checklist
Waste Audit/Demolition Method Statement/Site Waste Management Plan	Essential – see comments above
Energy and Sustainability Assessment	Essential – See validation checklist
S106 – Heads of terms proposals	Essential – See validation checklist
Phase 1 Desk Study	Essential – See comments above
Design and Access Statement	Essential – See validation checklist
Heritage Assessment	Essential- See comments above
Structural Survey (for conversion of agricultural buildings)	Essential – See validation checklist

Note: The risks and uncertainty associated with an application's outcome can be reduced if information requirements are met, when an application is submitted. It can alleviate the need for planning conditions requiring the submission and further approval of additional details.

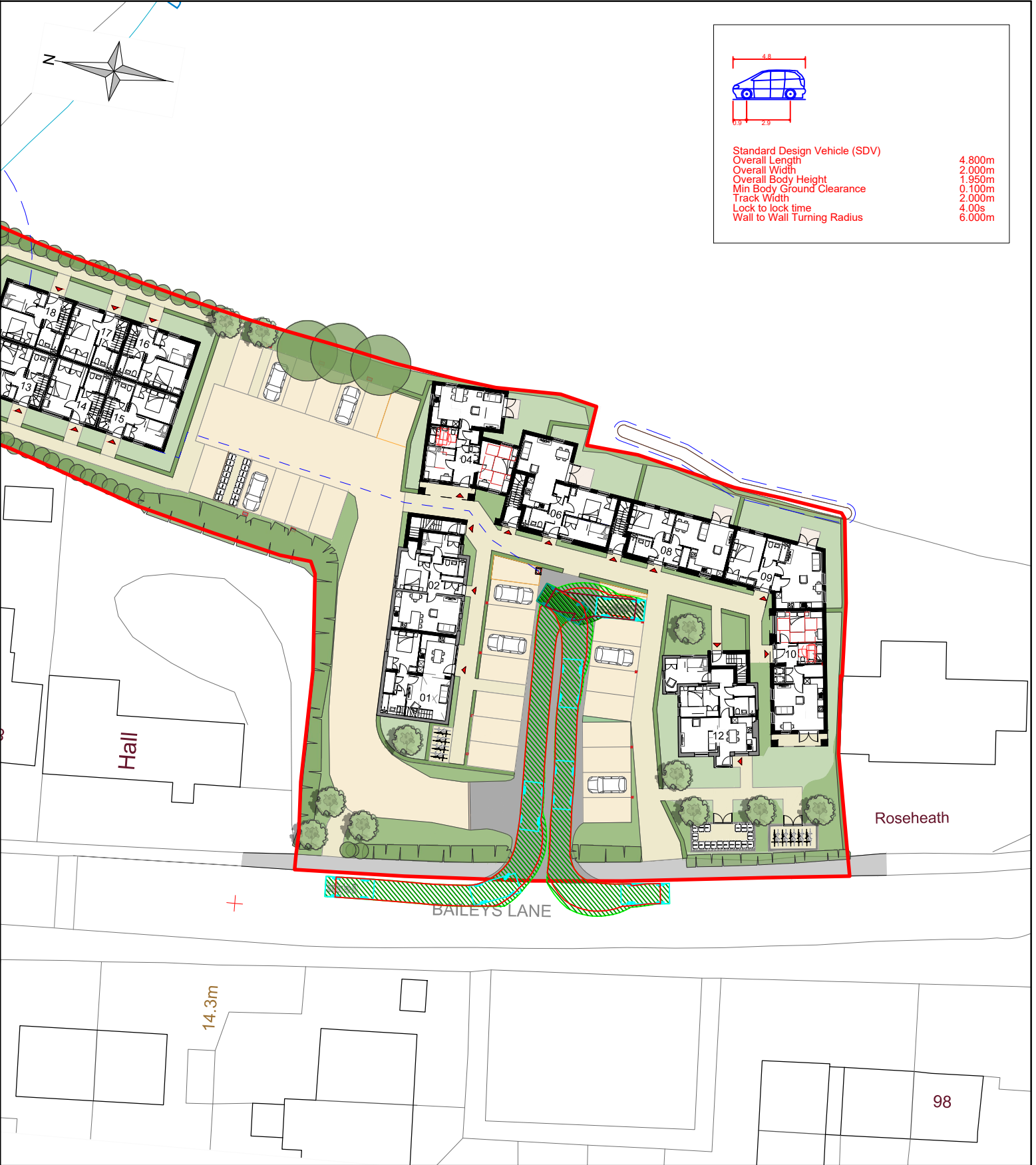
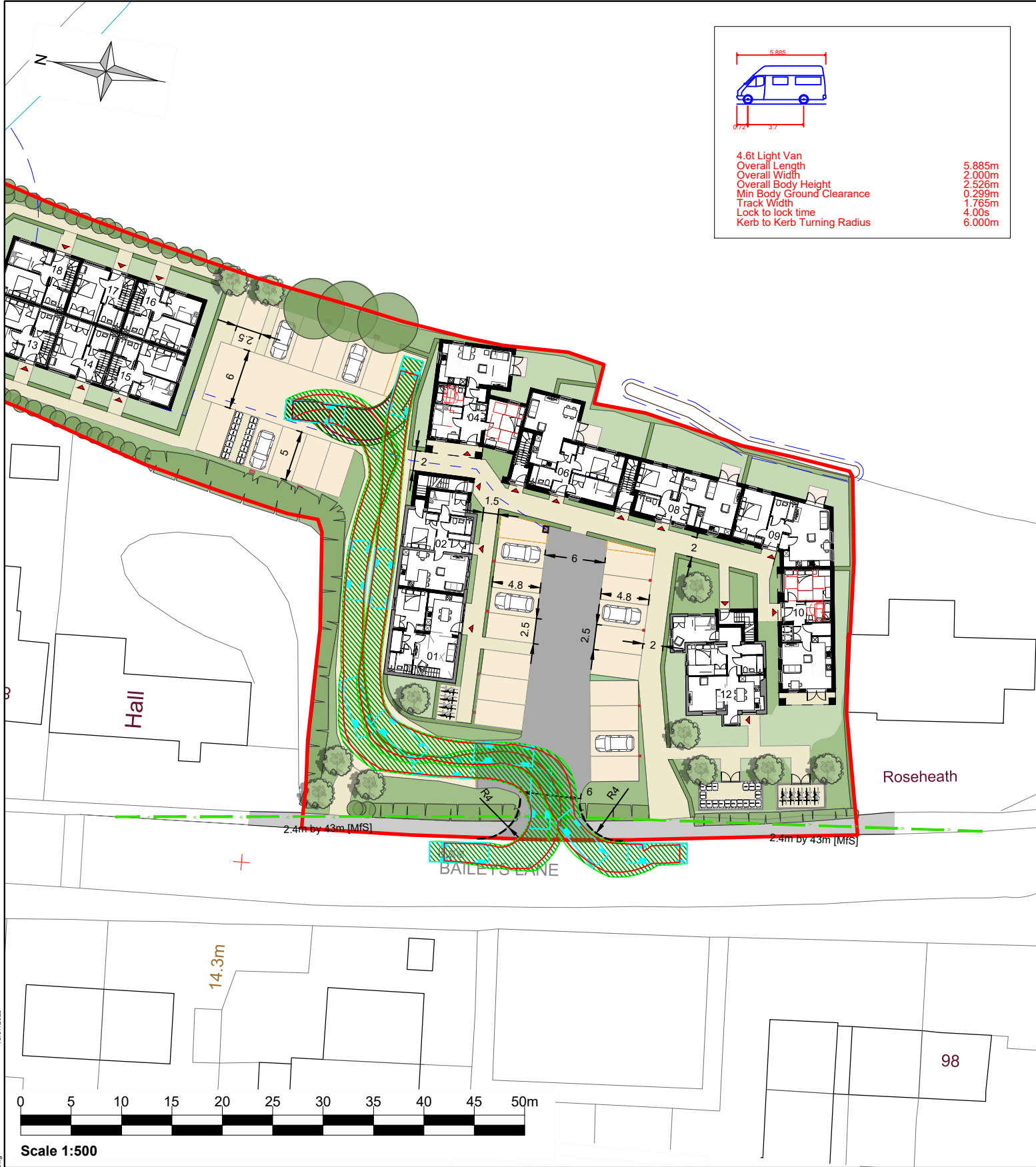
The advice given here does not indicate any formal decision by the Council as Local Planning Authority. Any views or opinions are given without prejudice to the formal consideration of any planning application and are based on the details submitted, site observations and other available information sources. A formal decision on a proposal can only be given on the submission of a planning application after its full consideration, which will involve consultation with local residents, statutory consultees and any other interested parties. You should also bear in mind that any subsequent changes to

planning legislation or planning policies may affect the advice given. The pre-application process involves engagement by both the Local Planning Authority and potential applicants and, as such, we would welcome further discussions as you consider necessary although protracted discussions may incur additional fees to be advised in advance.

Appendix C

Site Access Arrangement





		Client FAS DEVELOPMENTS LIMITED	
www.astutetransport.com		Project BAILEYS LANE, HALEWOOD	
Drawing Status & Suitability Code Planning		Drawing Title PROPOSED ACCESS ARRANGEMENTS	
Drawn MW	Checked ML	Drawing Number A25021-0100-006	
Date 18.07.25	Date 18.07.25	Scale 1:500 @ A3	
Rev. P0		Astute Project No. A25021	

Rev	Amendments	Date	By	Chk	Auth
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Legend:		Notes: 1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.
	Existing land boundary	
	2.4m x 43m visibility splay [30mph MfS guidance]	

Appendix D

TRICS Output



Calculation Reference: AUDIT-725101-250714-0744

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	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: 27 to 43 (units:)
 Range Selected by User: 15 to 50 (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: 01/01/16 to 06/06/23

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

Selected survey days:

Tuesday 1 days
 Thursday 2 days

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

Selected survey types:

Manual count 3 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 Centre 1
 Suburban Area (PPS6 Out of Centre) 2

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 3

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 3 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:125,001 to 250,000 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:

1.1 to 1.5 3 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 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1	GS-03-D-01	BLOCKS OF FLATS		GLOUCESTERSHIRE
	SAINT STEPHEN'S ROAD			
	CHELTENHAM SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date: THURSDAY		04/05/23	Survey Type: MANUAL
2	GS-03-D-02	BLOCKS OF FLATS		GLOUCESTERSHIRE
	PRINCESS ELIZABETH WAY			
	CHELTENHAM SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		27	
	Survey date: THURSDAY		04/05/23	Survey Type: MANUAL
3	LS-03-D-03	BLOCK OF FLATS		LEEDS
	PASTURE MOUNT			
	LEEDS			
	ARMLEY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		43	
	Survey date: TUESDAY		06/06/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	3	37	0.064	3	37	0.136	3	37	0.200
08:00 - 09:00	3	37	0.055	3	37	0.100	3	37	0.155
09:00 - 10:00	3	37	0.173	3	37	0.155	3	37	0.328
10:00 - 11:00	3	37	0.091	3	37	0.155	3	37	0.246
11:00 - 12:00	3	37	0.164	3	37	0.155	3	37	0.319
12:00 - 13:00	3	37	0.100	3	37	0.082	3	37	0.182
13:00 - 14:00	3	37	0.100	3	37	0.136	3	37	0.236
14:00 - 15:00	3	37	0.136	3	37	0.127	3	37	0.263
15:00 - 16:00	3	37	0.173	3	37	0.145	3	37	0.318
16:00 - 17:00	3	37	0.236	3	37	0.136	3	37	0.372
17:00 - 18:00	3	37	0.164	3	37	0.145	3	37	0.309
18:00 - 19:00	3	37	0.064	3	37	0.073	3	37	0.137
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.520			1.545			3.065

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:	27 - 43 (units:)
Survey date range:	01/01/16 - 06/06/23
Number of weekdays (Monday-Friday):	3
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.

