

GREENSBIDGE LANE, HALEWOOD, LIVERPOOL

TRANSPORT STATEMENT



GREENSBRIDGE LANE, HALEWOOD, LIVERPOOL

TRANSPORT STATEMENT

DOCUMENT CONTROL

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359-22-3C	Final		1			19/06/2024

Contact info@amnitransportation.com

Table of Contents

1.0	Introduction and Background	4
2.0	Site Location and Existing Use	4
3.0	Existing Highway Conditions	5
4.0	Transport Policy Context	11
5.0	Development Proposals	13
6.0	Traffic Generation and Highway Impact	14
7.0	Summary and Conclusions	15

Appendices

Appendix A	Highway Officer Comments
Appendix B	Site Location Plan
Appendix C	Proposed Site Plan
Appendix D	TRICS Data
Appendix E	Visibility Splay Drawing
Appendix F	Swept Paths

List of Tables

Table 1 - Road Safety Record Summary	6
Table 2 - Bus Flows along Baileys Lane (north west bound)	7
Table 3 - Bus Flows along Baileys Lane (south bound)	7
Table 4 - Bus Flows along Church Road (south east bound)	7
Table 5 - Bus Flows along Church Road (north west bound)	7
Table 6 - CIHT Walking Distances	9
Table 7 - MfS Walking Distances	10
Table 8 - Recommended Walking Distances	10
Table 9 - Proximity of Local Services and Facilities	10
Table 10 - Traffic Generation of the Proposed Residential Development	14

List of Figures

Figure 1 - Location of the Site	5
Figure 2 - Road Safety Record near the Development Site (www.crashmap.co.uk)	6
Figure 3 - Bus Map	8
Figure 4 - Cycle Map to the Development Site (www.apptraveltimeplatform.com)	8
Figure 5 - Cycle Map of Routes (www.knowsley.gov.uk)	8
Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)	9

GREENSBRIDGE LANE, HALEWOOD, LIVERPOOL

TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been prepared and updated on behalf of the Applicant to accompany the planning application for the creation of residential development on land to the west of Greensbridge Lane, Halewood. The scheme has been revised following dialogue with the Council. The scheme had originally proposed to erect 39 dwellings on the site but the revised scheme now proposes to erect 29 residential dwellings.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the residential scheme and plans;
 - an assessment of the traffic generating potential of the new residential scheme;
 - an assessment of the traffic and highway impact of the residential development scheme;
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.
- 1.3 The analysis undertaken for the preparation for this Transport Statement demonstrates that Greensbridge Lane has a good road safety record. The highway access onto Greensbridge Lane provides an acceptable means of access and egress for the proposed residential development scheme.
- 1.4 Comments of the Highways Officer on the earlier scheme are located in **Appendix A**.
- 1.5 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Use

- 2.1 The development site is located on land situated to the west of Greensbridge Lane, Halewood. Figure 1 shows the location of the development site in relation to the surrounding road network.



Figure 1 - Location of the Site

2.2 A site location plan is contained in **Appendix B**.

3.0 Existing Highway Conditions

3.1 Road Layout and Hierarchy

3.2 The proposed development is located on the west side of Greensbridge Lane, Halewood and is a roughly triangular plot of land bounded by Greenbridge Lane to the east, Cartbridge Lane to the north and Netherby Brook to the west with green space and a residential area beyond. The site is located in the northerly part of the East of Halewood Sustainable Urban Extension.

3.3 Greensbridge Lane in the vicinity of the development is subject to a speed limit of 40mph and has a single lane in each direction. Greensbridge Lane runs south and connects into Baileys Lane to provide access to Halewood local centre. Baileys Lane connects into the A562 Higher Road which is part of the strategic road network which provides access to the region including Liverpool and Warrington.

3.4 Lower Road connects into Greensbridge Lane and runs in a south-easterly direction to provide a link to the A562.

3.5 Road Safety Record

3.6 The crashmap database (www.crashmap.co.uk) has been interrogated to assess the road safety record of Greensbridge Lane and the adjacent road network in the vicinity of the proposed residential development. The output from the accident interrogation is shown in the Figure below.

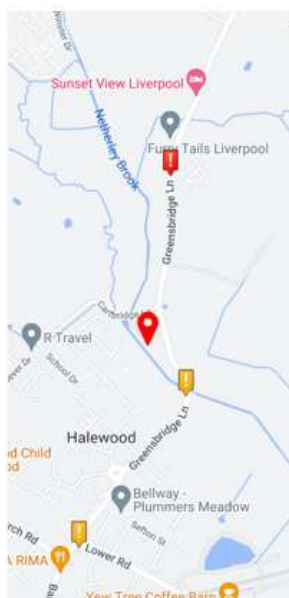


Figure 2 - Road Safety Record near the Development Site (www.crashmap.co.uk)

Table 1 - Road Safety Record Summary

Date of Incident	Location of Incident	Severity of Incident	Vehicles involved	Casualties Involved
07/11/2021	Greensbridge	Serious	2	1
21/02/2018	Greensbridge	Slight	2	1
26/04/2020	Close to junction of Lower Road with Greensbridge Lane	Slight	2	1

3.7 The accident analysis has been investigated again for this update to the Transport Statement and the investigation showed there to be less collisions in the most recent analysis period. Table 1 above has been updated to reflect the change. There have been no injury accidents at the existing site access onto Greensbridge Lane during the five-year period of the accident analysis. The road safety record for Greensbridge Lane and the site access over a recent five-year period can be considered to be good.

3.8 There are injury accidents recorded at junctions away from the site access and elsewhere on Greensbridge Lane. Whilst it is always regrettable when there are any injury accidents in the road network, the road safety record for the location should not represent a material concern in the context of the proposed residential development scheme.

3.9 Public Transport

3.10 The proposed development site is served by public transport. There are bus stops located approximately 850m and 900m metres south west of the site access on Baileys Lane and bus stops located approximately 900m and 1100m south west of the site access on Church Road.

3.11 As indicated by Tables 2 and 3, during the AM peak period on weekdays (Mondays to Fridays), there are 13 bus services provided per hour, while the interpeak period sees a reduced frequency of 10 bus services per hour. In the PM peak period, the

frequency increases to 11 bus services per hour. On weekends (Saturdays and Sundays), the frequency reduces to approximately 4 bus services per hour at Baileys Lane.

- 3.12 As indicated by Tables 4 and 5, during the AM, PM, and interpeak periods on weekdays (Mondays to Saturdays), there are two bus services provided per hour along Church Road.

Table 2 - Bus Flows along Baileys Lane (north west bound)

Baileys Lane (north west bound)						
Bus Service	Route	Services per hour Monday-Friday			Saturday	Sunday
		AM Peak	Inter Peak	PM Peak		
79	Halewood Shopping Centre - Liverpool ONE	7	4	4	3	3
166	Belle Vale & Halewood Circular	1	1	1	1	1
Total		8	5	5	4	4

Table 3 - Bus Flows along Baileys Lane (south bound)

Baileys Lane (south bound)						
Bus Service	Route	Services per hour Monday-Friday			Saturday	Sunday
		AM Peak	Inter Peak	PM Peak		
79	Liverpool ONE – Halewood Shopping Centre	4	4	5	3	3
188	Belle Vale & Halewood Circular	1	1	1	1	1
Total		5	5	6	4	4

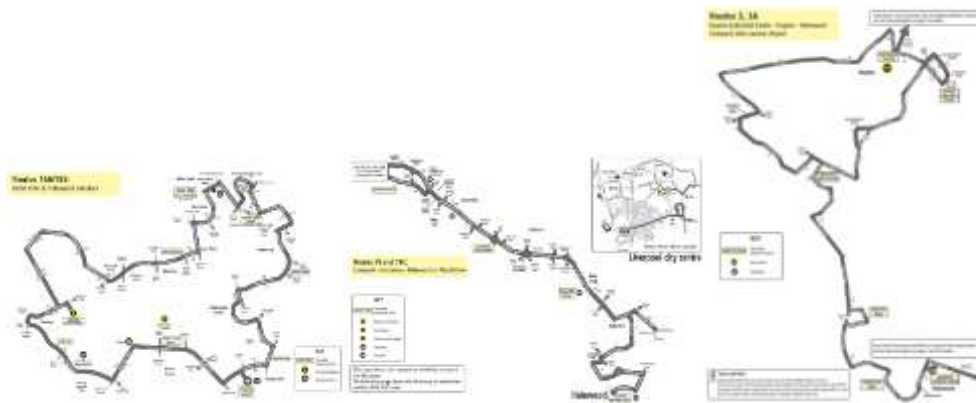
Table 4 - Bus Flows along Church Road (south east bound)

Church Road (south east bound)						
Bus Service	Route	Services per hour Monday-Friday			Saturday	Sunday
		AM Peak	Inter Peak	PM Peak		
3A	Huyton - John Lennon Airport	1	1	1	1	0
Total		1	1	1	1	0

Table 5 - Bus Flows along Church Road (north west bound)

Church Road (north west bound)						
Bus Service	Route	Services per hour Monday-Friday			Saturday	Sunday
		AM Peak	Inter Peak	PM Peak		
3A	John Lennon Airport - Huyton	1	1	1	1	0
Total		1	1	1	1	0

- 3.13 The bus stops on Baileys Lane and Church Road are located between approximately 850m and 1100m away from the site access which is comfortably within the 2000-metre 'preferred maximum' walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).



3.14 Cycle Access

3.15 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed development. The analysis is illustrated below in Figure 4.



3.16 A map of the local routes is shown in the Figure 5 below. The map below indicates cycle routes in the wider vicinity of the proposed residential development.



3.17 Walking Access

3.18 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered

Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

- 3.19 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 6 below.



Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

- 3.20 The table below shows the approximate walking and cycling distances and the approximate time taken to access amenities from the development site.
- 3.21 The DfT National Travel Survey of 2020 confirms that 82% of all trips less than a mile (1.6km) are carried out on foot.
- 3.22 The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot', provides information on desirable, acceptable and preferred maximum walking distances. The 'preferred maximum' distances are shown below in Table 6.

Table 6 - CIHT Walking Distances

Purpose	Suggested Preferred Maximum Walk
Town Centre	800m
Commuting / School	2000m
Elsewhere	1200m

- 3.23 Manual for Streets in 4.4.1 discusses walkable neighbourhoods :
'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.'
- 3.24 The Table below summarises this guidance.

Table 7 - MfS Walking Distances

Walk	Distance
Comfortable Walk	800m
Preferred Maximum Walk	2000m

- 3.25 A Report by WYG ' Accessibility – How Far Do People Walk and Cycle' indicated the following 85th percentile walking distances in the Table below.

Table 8 - Recommended Walking Distances

Purpose	85th Percentile Walk Distances
All Journeys	1950m
Commuting	2100m
Shopping	1600m
Education	3200/4800m
Personal	1600m
Overall Recommended Preferred Maximum	1950m

- 3.26 In the list of services and facilities shown below and their respective distance from the development, then it is evident that all of those services and facilities are within the preferred maximum 1950m or 2000m which has been demonstrated to be a reasonable length of a walking journey.

3.27 Access to Services and Facilities

- 3.28 Approximate walking distance to services and facilities from the site: -

Table 9 - Proximity of Local Services and Facilities

Amenity	Distance in metres	Time to walk in minutes	Time to cycle in minutes
Halewood rail station	1600	21	5
Abi Mini Mart Convenience Store	850	11	3
Cohens Chemist	1300	17	4
Eagle and Child Public House	1100	14	3
Halewood C of E Primary School	1000	13	4
Yew Tree coffee Barn Cafe	1400	17	4
Hairdressers	1100	14	4
Halewood Bowling Club	1200	15	4
Hollies Road Children's Playground	1300	17	5
Halewood Town Council Community Centre	1300	16	4
Hollies Medical Centre	1300	17	4
Newsagents	1100	14	4
Off Licence	1100	14	4
Tuers Garage Petrol and Repair Garage	750	9	2
ALDI supermarket and Tesco Express	1900	25	7
Tarbock Village Hall	1500	18	5
Halewood Academy Secondary School	2900	33	10
Origins Dental Centre Dentist	1400	28	7
Halewood health and Fitness Club	1100	23	6
Halewood Shopping Centre including Take Aways ATM and Post Office	1400	28	7
Library	1400	28	7
Optician	1400	28	7

3.29 There are footways along at least one side of the carriageway along the entire length of Greensbridge Lane and sections of streetlighting on various sections of the road. In the vicinity of the site on Greensbridge Lane the footpath is on the east side of the carriageway and the street lighting from this section of Greensbridge Lane continues into Halewood Village with the speed limit reducing from 40mph to 30mph.

3.30 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. As described above, the nearest bus stops are located on Baileys Lane and Church Road to the south west of the development and all within 1100 metres from the development site and well within the recommended distance of 2000 metre for walking shown earlier in this Transport Statement. These are considered to be an acceptable walking distance to access bus services.

3.31 [Minimum Accessibility Standard Assessment](#)

3.32 The Council has a Minimum Accessibility Standard Assessment (MASA) to consider the access to development sites through a range of travel modes. Through the site allocation process the accessibility for the Sustainable Urban Extension for East of Halewood has considered the site at Greensbridge Lane appropriate for residential development.

4.0 [Transport Policy Context](#)

4.1 [National Policy](#)

4.2 [National Planning Policy Framework \(NPPF\) \(2023\)](#)

4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.5 **Paragraph 114** - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- (b) safe and suitable access to the site can be achieved for all users;
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code [48](#); and
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

4.6 **Paragraph 115.** 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.

4.7 **Paragraph 116.** Within this context, applications for development should:

- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.8 **Paragraph 117.** All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 4.9 [Local Policy](#)
- 4.10 [Knowsley Core Strategy](#)
- 4.11 Policy CS7 : Transport Networks
- 4.12 Location, Design and Management of New Development indicates that :
- 4.13 New development will be required to be:
- a) Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;
 - b) Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;
 - c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;
 - d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;
 - e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and
 - f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.
- 4.14 [East of Halewood SPD](#)
- 4.15 The East of Halewood SPD sets out a vision for the site area and also sets out what subsequent planning application submissions in the SPD area will need to take into account. In terms of transport, the East of Halewood SPD creates a hierarchy of streets each serving a different purpose.
- 4.16 [Ensuring a Choice of Travel SPD](#)
- 4.17 The SPD has been developed to advise developers on the siting of development in appropriate locations to ensure it is accessible by a range of travel modes. The SPD

provides a Minimum Accessibility Standard Assessment which developments must be assessed against. The SPD also provides the Council's parking standards for development.

4.18 [Manual for Streets](#)

4.19 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on lightly trafficked residential streets including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.

4.20 [Design Manual for Roads and Bridges](#)

4.21 This provides a suite of guidance for application generally on high speed roads managed by Highways England. The principles and approaches though are applied by some local highway authorities on some of its road network.

5.0 [Development Proposals](#)

5.1 [Proposed Residential Development](#)

5.2 The development now proposes to create 29 dwellings on the site west of Greensbridge Lane. The scheme proposes to create the following :-

- 6 No 1 Bed Apartments
- 6 No 2 Bed Terrace
- 12 No 3 Bed Semi Detached Dwellings
- 2 No 3 Bed Detached Dwellings
- 3 No 5 Bed Detached Dwellings

5.3 The proposed site plan is contained in **Appendix C**.

5.4 The access to the site is proposed to be onto Greensbridge Lane via the existing access that served the former development. This access will serve inbound and outbound traffic movements onto Greensbridge Lane. The existing access onto Greensbridge Lane is considered to provide a safe and suitable means of access for the proposed development.

5.5 [Street Pattern](#)

5.6 The site layout will provide further internal access roads to serve the residential dwellings and provide turning facilities. The road pattern contained within the current site layout is now considered to conform with the East of Halewood SPD and in particular the road hierarchy. The site access from Greensbridge Lane is proposed to be configured as a 'local street' as per the SPD. This 'local street' will then connect into a 'lane' that will provide access to each end of the site layout. The street pattern also includes indented parking bays adjacent and parallel to the street and these have been introduced following discussions with the Council on the layout for the site.

5.7 [Footway Widths](#)

5.8 The site layout will provide 2.0m wide footways within the site.

6.0 Traffic Generation and Highway Impact

6.1 Car Parking

6.2 The development will provide 3 car parking spaces for each of the 2 Bed and 3 Bed dwellings. One space is proposed for each of the 1 Bed apartments and 3 spaces for each of the 5 Bed dwellings. The car parking provision is considered to meet the Council's parking policy.

6.3 Cycle Parking

6.4 The Applicant has indicated that the scheme will provide appropriate levels of cycle parking consistent with the Council's cycle parking policy.

6.5 Traffic Generation

6.6 The TRICS database has been used to generate a forecast of the potential traffic generation of the proposed residential development. The traffic generation analysis used privately owned houses and this is considered to provide a robust forecast of the traffic generation for the proposed development. The potential traffic generation for the proposed residential development is shown in Table 10 below.

Table 10 - Traffic Generation of the Proposed Residential Development

Trip Rates							Traffic Generation						
Units	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
29	0.175	0.360	0.535	0.290	0.172	0.462	5	10	16	8	5	13	
Total Traffic Generation							5	10	16	8	5	13	

6.7 TRICS data from the interrogation of the database is contained in **Appendix D**.

6.8 Visibility Splays

6.9 Visibility splays for the existing access onto Greensbridge Lane, which will serve as access for the proposed residential development, have been plotted on a drawing. The extent of base model in the drawing has been increased which has enabled a more accurate plot of the visibility splays to be provided than in the earlier version of the Transport Statement. The site access is considered to provide acceptable visibility splays in each direction. The visibility splay drawing is located in **Appendix E**.

6.10 Swept Path Analysis

6.11 Swept path analysis has been undertaken to demonstrate how a large refuse vehicle would negotiate the proposed site layout. The refuse vehicle is able to negotiate safely around the proposed site layout. The swept path movements for a large refuse vehicle are contained in **Appendix F**.

6.12 Traffic and Highway Safety Impact

6.13 The proposed residential development is forecast to generate 16 traffic movements in the morning peak period and 13 traffic movements in the evening peak period. The

proposed residential development is anticipated to have a negligible impact on highway capacity.

- 6.14 The proposed residential development is not anticipated to have the potential to create a worsening in the road safety record.

7.0 Summary and Conclusions

- 7.1 This report has been produced to accompany a planning application to create 29 dwellings on the site to the west of Greensbridge Lane, Halewood.
- 7.2 The anticipated traffic generation for the morning peak, afternoon peak and during the day is forecast to be relatively low. The scheme provides parking levels that are appropriate for the proposed development.
- 7.3 The visibility splays have been checked on-site for the site exit and the site exit can provide the required level of visibility in each direction. The drawing of the plot visibility splays confirms that the required levels of visibility can be achieved.
- 7.4 The road safety record for Greensbridge Lane has been demonstrated to be good and the traffic from the proposed development is predicted to be negligible therefore the potential for a worsening in the road safety record is not anticipated for the proposed residential development.
- 7.5 This Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed residential development scheme should be approved.

Appendix A

Date:	9 th February 2024
To:	Planning Services
Planning App. No:	23/02710/FUL
Proposal:	ERECTION OF 39NO. DWELLINGS (CONSISTING OF 33NO. HOUSES AND 6NO. APARTMENTS) TOGETHER WITH ASSOCIATED INFRASTRUCTURE AND ACCESS FROM GREENSBRIDGE LANE
Location:	Land At Former Merseyside Dogs Home, Greensbridge Lane, Halewood, Knowsley, L35 1QH,

☒ **Highway Objection (pending additional satisfactory information being provided)**

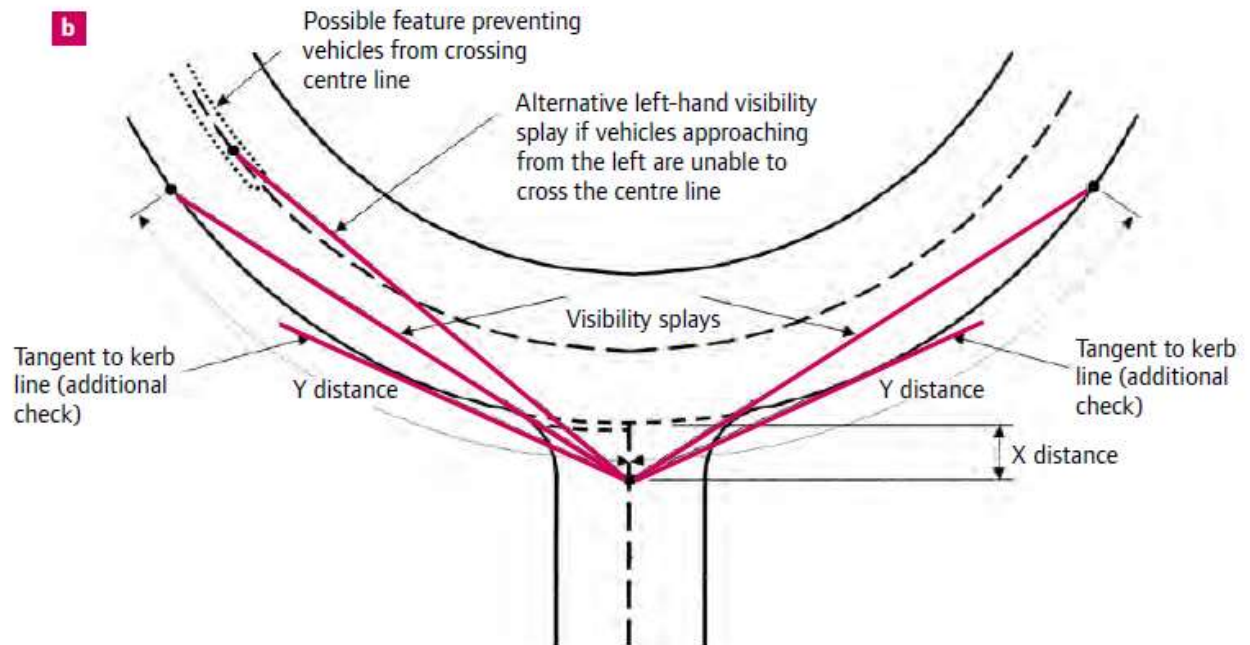
The proposed scheme is not considered acceptable in its current form for a range of reasons, as set out below. Further information is required for some of the issues.

Accessibility

- Pedestrian accessibility to Halewood is severely inadequate. Footway provision is not continuous between the site and the southern side of the bridge over Netherley Brook. A scheme should be provided which allows the site to be reached on foot from south-west, which should include footway provision across the bridge by the introduction of a narrowing of the carriageway.

Site Access

- Visibility at junction access. Drawing to be modified to show mapping for full extent of splays and must include visibility in both directions to tangent as shown in this extract from Manual for Streets:



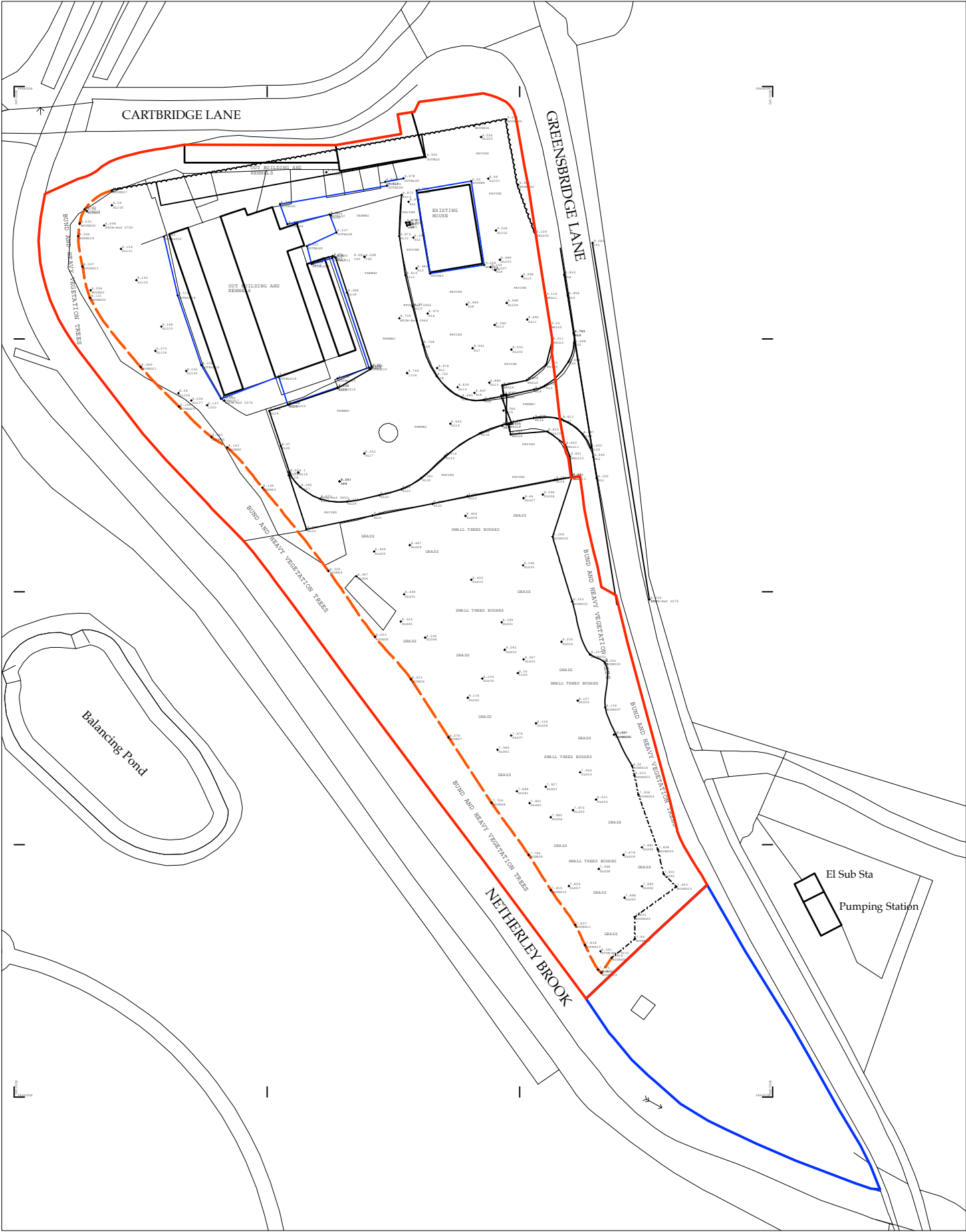
Internal Layout

- Southern extent of triangular public open space is too tight to allow turning without risk of overrunning – swept path to be provided showing refuse collection vehicle arriving into the site and proceeding clockwise around the triangular shaped green space;
- Parking arrangements for northernmost terrace overhang kerb;
- Driveways (single length) should measure 5.5m long, double length should be 11m long, triple length drives are not permitted;
- Driveways – single width should measure 3.3m for the section between the footway and the principal dwelling entrance, and 3m beyond;
- Double width drives should be 6m wide;
- Plots should be numbered for refencing purposes;
- Substation is protruding into the turning head, which is causing the refuse collection swept path to overhang the footway opposite. Substation should be relocated. Note, the substation building should also have minimum 0.5m raised kerbed hard strip around the building to prevent vehicle strikes.

Design

The highway design should conform to the principles set out in the East of Halewood Masterplan, in particular the Street Hierarchy.

Appendix B



Greensbridge Lane 531

ARCHITECTURAL EMPORIUM Ltd
EMAIL: mail@architectural-emporium.co.uk
WEB: www.architectural-emporium.co.uk
ADDRESS: 13 Hope St, Liverpool, L1 9BQ
PHONE: +44 (0)151 363 0000



- North Point



Key:

Site Boundary	
Land Currently Unobtained	
Bank Edge	
Existing Buildings	

DRAFT
25.01.23

Rev*: First Issue

FOR: PLANNING	
CHECKED BY: LC	DRAWN BY: AK
SCALE: 1:1000	
PAPER SIZE: A3	
JOB: GREENSBIDGE LANE 531	

2.001_Rev*

FIRST ISSUE: XX.02.23

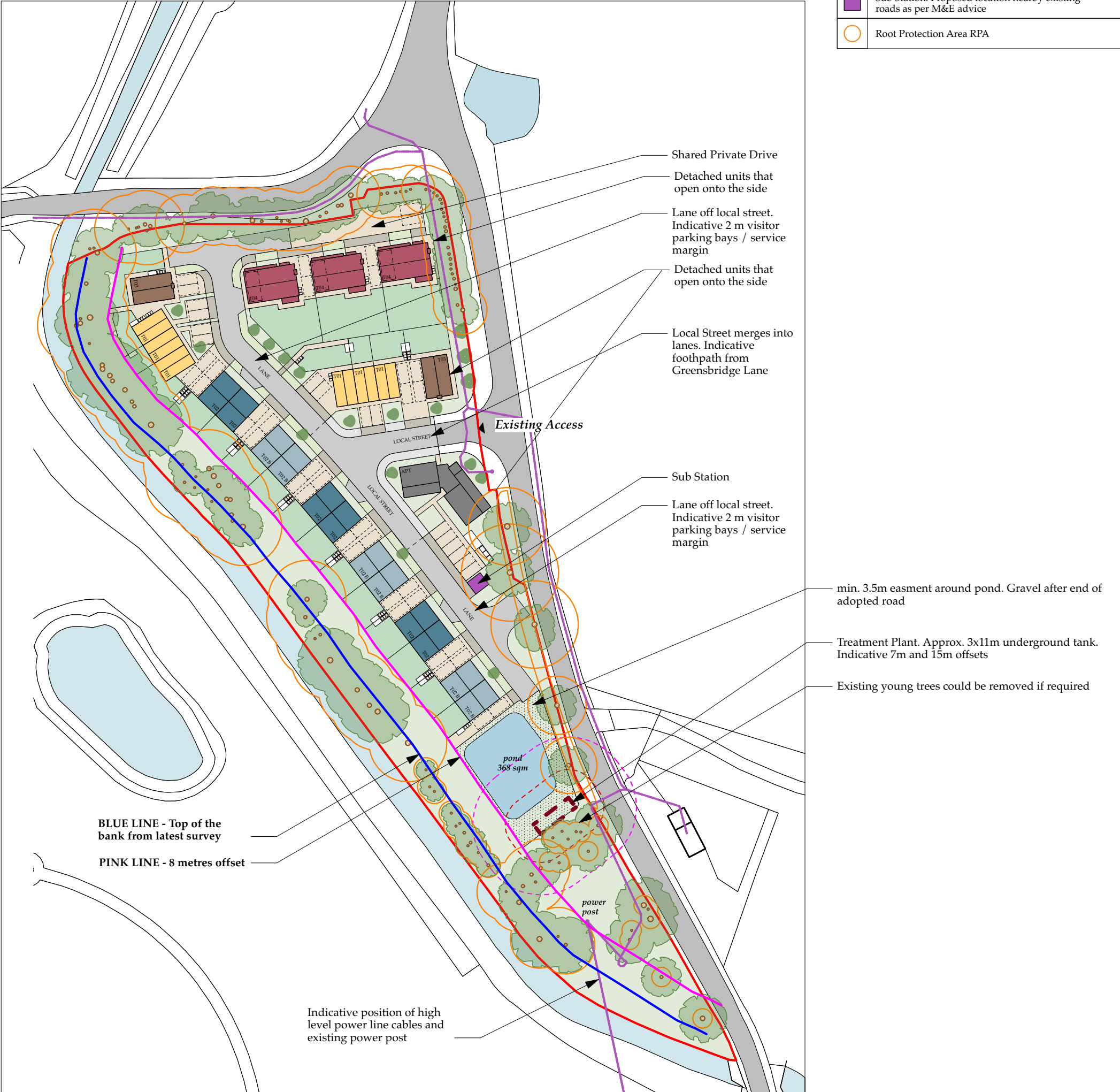
EXISTING SITE PLAN

Appendix C

MASTERPLAN

Type	Description	Bedrooms	People	GIFA		NO.
T01	 Terrace	2	3	c. 70.2 sqm	c. 755 sq ft	6
T02 A	 Semi Detached	3	5	c. 93 sqm	c. 1001 sq ft	6
T02 B	 Semi Detached	3	5	c. 93 sqm	c. 1001 sq ft	6
T03	 Detached	3	6	c. 106 sqm	c. 1001 sq ft	2
T04	 Detached	5	8	c. 147 sqm	c. 1582 sq ft	3
APT	 Apartment	1	2	c. 53.2 sqm	c. 573 sq ft	6
TOTAL						29

Note: All areas stated do not include garages. Integral or otherwise



Rev.	Date	Drawn	Checked	Note
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ARCHITECTURAL EMPORIUM Ltd
www.architectural-emporium.co.uk / mail@architectural-emporium.co.uk
87 Kempston St, Liverpool, L3 8HE / +44 (0)151 363 0000

JOB: Greensbridge Lane - 531

STATUS: PLANNING

SCALE: 1:1000 @ ISO A3

FIRST ISSUE: 07/06/2024

DRAWING No: **2.010** -

Masterplan Layout

Appendix D

Calculation Reference: AUDIT-756701-230716-0717

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
	SM SOMERSET	3 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	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: 23 to 57 (units:)
Range Selected by User: 20 to 60 (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: 01/01/15 to 09/11/22

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

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

Selected survey types:

Manual count	21 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.

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	17
Village	4

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	8 days - Selected
Servicing vehicles Excluded	28 days - Selected

Secondary Filtering selection:

Use Class:

C3	21 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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
125,001 to 250,000	8 days
250,001 to 500,000	4 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	10 days
1.1 to 1.5	11 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	21 days
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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	21 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
2	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
3	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	RUSHFORD STREET		
	MANCHESTER		
	LEVENSHULME		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
4	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
5	LS-03-A-01	MIXED HOUSING	LEEDS
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
6	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE		
	GORLESTON-ON-SEA		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
7	NF-03-A-51	SEMI-DETACHED	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES	NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/10/21		Survey Type: MANUAL
9	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: WEDNESDAY 18/05/22		Survey Type: MANUAL
10	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16		Survey Type: MANUAL
11	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16		Survey Type: MANUAL
12	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
13	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15		Survey Type: MANUAL
14	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18		Survey Type: MANUAL
15	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18		Survey Type: MANUAL
16	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL		
18	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH	MIXED HOUSES	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 33 Survey date: FRIDAY 13/11/15 Survey Type: MANUAL		
19	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
20	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19 Survey Type: MANUAL		
21	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16 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
GS-03-A-02	covid
NM-03-A-02	covid
NN-03-A-01	covid
SE-03-A-01	covid
SF-03-A-08	covid
WO-03-A-07	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 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	21	38	0.063	21	38	0.224	21	38	0.287
08:00 - 09:00	21	38	0.175	21	38	0.360	21	38	0.535
09:00 - 10:00	21	38	0.144	21	38	0.209	21	38	0.353
10:00 - 11:00	21	38	0.165	21	38	0.177	21	38	0.342
11:00 - 12:00	21	38	0.166	21	38	0.165	21	38	0.331
12:00 - 13:00	21	38	0.168	21	38	0.179	21	38	0.347
13:00 - 14:00	21	38	0.173	21	38	0.171	21	38	0.344
14:00 - 15:00	21	38	0.194	21	38	0.218	21	38	0.412
15:00 - 16:00	21	38	0.285	21	38	0.226	21	38	0.511
16:00 - 17:00	21	38	0.296	21	38	0.176	21	38	0.472
17:00 - 18:00	21	38	0.290	21	38	0.172	21	38	0.462
18:00 - 19:00	21	38	0.219	21	38	0.140	21	38	0.359
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.338			2.417			4.755

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:	23 - 57 (units:)
Survey date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
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	21	38	0.005	21	38	0.004	21	38	0.009
08:00 - 09:00	21	38	0.009	21	38	0.010	21	38	0.019
09:00 - 10:00	21	38	0.007	21	38	0.006	21	38	0.013
10:00 - 11:00	21	38	0.006	21	38	0.009	21	38	0.015
11:00 - 12:00	21	38	0.000	21	38	0.000	21	38	0.000
12:00 - 13:00	21	38	0.004	21	38	0.002	21	38	0.006
13:00 - 14:00	21	38	0.007	21	38	0.006	21	38	0.013
14:00 - 15:00	21	38	0.005	21	38	0.005	21	38	0.010
15:00 - 16:00	21	38	0.002	21	38	0.005	21	38	0.007
16:00 - 17:00	21	38	0.002	21	38	0.001	21	38	0.003
17:00 - 18:00	21	38	0.005	21	38	0.005	21	38	0.010
18:00 - 19:00	21	38	0.002	21	38	0.004	21	38	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.057			0.111

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
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	21	38	0.002	21	38	0.001	21	38	0.003
08:00 - 09:00	21	38	0.006	21	38	0.005	21	38	0.011
09:00 - 10:00	21	38	0.001	21	38	0.002	21	38	0.003
10:00 - 11:00	21	38	0.006	21	38	0.006	21	38	0.012
11:00 - 12:00	21	38	0.002	21	38	0.000	21	38	0.002
12:00 - 13:00	21	38	0.001	21	38	0.004	21	38	0.005
13:00 - 14:00	21	38	0.002	21	38	0.001	21	38	0.003
14:00 - 15:00	21	38	0.000	21	38	0.000	21	38	0.000
15:00 - 16:00	21	38	0.002	21	38	0.004	21	38	0.006
16:00 - 17:00	21	38	0.001	21	38	0.001	21	38	0.002
17:00 - 18:00	21	38	0.000	21	38	0.001	21	38	0.001
18:00 - 19:00	21	38	0.001	21	38	0.001	21	38	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.026			0.050

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 PSVS
 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	21	38	0.001	21	38	0.001	21	38	0.002
08:00 - 09:00	21	38	0.002	21	38	0.002	21	38	0.004
09:00 - 10:00	21	38	0.000	21	38	0.000	21	38	0.000
10:00 - 11:00	21	38	0.000	21	38	0.000	21	38	0.000
11:00 - 12:00	21	38	0.000	21	38	0.000	21	38	0.000
12:00 - 13:00	21	38	0.000	21	38	0.000	21	38	0.000
13:00 - 14:00	21	38	0.000	21	38	0.000	21	38	0.000
14:00 - 15:00	21	38	0.000	21	38	0.000	21	38	0.000
15:00 - 16:00	21	38	0.004	21	38	0.004	21	38	0.008
16:00 - 17:00	21	38	0.000	21	38	0.000	21	38	0.000
17:00 - 18:00	21	38	0.001	21	38	0.001	21	38	0.002
18:00 - 19:00	21	38	0.001	21	38	0.001	21	38	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
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	21	38	0.012	21	38	0.017	21	38	0.029
08:00 - 09:00	21	38	0.014	21	38	0.021	21	38	0.035
09:00 - 10:00	21	38	0.011	21	38	0.010	21	38	0.021
10:00 - 11:00	21	38	0.006	21	38	0.002	21	38	0.008
11:00 - 12:00	21	38	0.001	21	38	0.005	21	38	0.006
12:00 - 13:00	21	38	0.011	21	38	0.009	21	38	0.020
13:00 - 14:00	21	38	0.005	21	38	0.005	21	38	0.010
14:00 - 15:00	21	38	0.007	21	38	0.005	21	38	0.012
15:00 - 16:00	21	38	0.014	21	38	0.014	21	38	0.028
16:00 - 17:00	21	38	0.015	21	38	0.006	21	38	0.021
17:00 - 18:00	21	38	0.019	21	38	0.030	21	38	0.049
18:00 - 19:00	21	38	0.026	21	38	0.007	21	38	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.141			0.131			0.272		

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 CARS
 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	21	38	0.046	21	38	0.203	21	38	0.249
08:00 - 09:00	21	38	0.126	21	38	0.317	21	38	0.443
09:00 - 10:00	21	38	0.108	21	38	0.177	21	38	0.285
10:00 - 11:00	21	38	0.125	21	38	0.135	21	38	0.260
11:00 - 12:00	21	38	0.140	21	38	0.140	21	38	0.280
12:00 - 13:00	21	38	0.134	21	38	0.132	21	38	0.266
13:00 - 14:00	21	38	0.135	21	38	0.140	21	38	0.275
14:00 - 15:00	21	38	0.162	21	38	0.182	21	38	0.344
15:00 - 16:00	21	38	0.255	21	38	0.193	21	38	0.448
16:00 - 17:00	21	38	0.267	21	38	0.146	21	38	0.413
17:00 - 18:00	21	38	0.257	21	38	0.144	21	38	0.401
18:00 - 19:00	21	38	0.209	21	38	0.129	21	38	0.338
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.964			2.038			4.002		

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 LGVS
 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	21	38	0.011	21	38	0.017	21	38	0.028
08:00 - 09:00	21	38	0.030	21	38	0.025	21	38	0.055
09:00 - 10:00	21	38	0.026	21	38	0.024	21	38	0.050
10:00 - 11:00	21	38	0.025	21	38	0.022	21	38	0.047
11:00 - 12:00	21	38	0.022	21	38	0.024	21	38	0.046
12:00 - 13:00	21	38	0.030	21	38	0.038	21	38	0.068
13:00 - 14:00	21	38	0.028	21	38	0.025	21	38	0.053
14:00 - 15:00	21	38	0.024	21	38	0.028	21	38	0.052
15:00 - 16:00	21	38	0.020	21	38	0.021	21	38	0.041
16:00 - 17:00	21	38	0.020	21	38	0.027	21	38	0.047
17:00 - 18:00	21	38	0.030	21	38	0.020	21	38	0.050
18:00 - 19:00	21	38	0.011	21	38	0.006	21	38	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.277			0.277			0.554

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MOTOR CYCLES
 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	21	38	0.000	21	38	0.000	21	38	0.000
08:00 - 09:00	21	38	0.001	21	38	0.001	21	38	0.002
09:00 - 10:00	21	38	0.001	21	38	0.000	21	38	0.001
10:00 - 11:00	21	38	0.002	21	38	0.005	21	38	0.007
11:00 - 12:00	21	38	0.001	21	38	0.001	21	38	0.002
12:00 - 13:00	21	38	0.000	21	38	0.002	21	38	0.002
13:00 - 14:00	21	38	0.001	21	38	0.000	21	38	0.001
14:00 - 15:00	21	38	0.001	21	38	0.002	21	38	0.003
15:00 - 16:00	21	38	0.001	21	38	0.001	21	38	0.002
16:00 - 17:00	21	38	0.004	21	38	0.001	21	38	0.005
17:00 - 18:00	21	38	0.002	21	38	0.001	21	38	0.003
18:00 - 19:00	21	38	0.000	21	38	0.000	21	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.

Appendix E



Notes

Revisions
A - revised site layout 2.5.2024
B - revised site layout 25.5.2024

Client
Mr N.Nasr



Scheme
Land of Greensbridge Lane,
Halewood

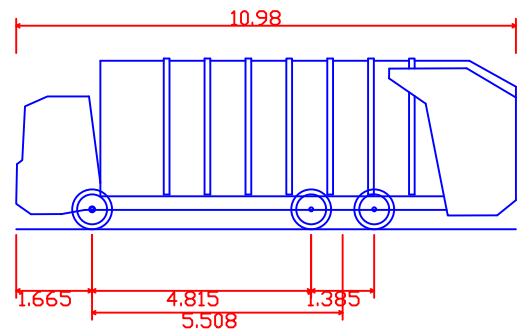
Title
Visibility Splays

Drawn	Checked	Date
N.Peet	M.Peet	13.7.2023
Project	Drawing No	Scale
359-22	359-22-3B	1:500 @ A1

Appendix F



Vehicle Used in the Swept Path Analysis



Phoenix 2 One-Pass (with Elite 6x4 chassis)
Overall Length 10.980m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.000m

Notes

- Revisions
A - revised site layout 30.4.2024
B - revised site layout 2.5.2024
C - swept paths revised 2.5.2024
D - swept paths revised 13.5.2024
E - site layout revised 24.5.2024

Client
Mr N.Nasr



Scheme
Land of Greensbridge Lane,
Halewood

Title
Swept Paths Refuse Vehicle

Drawn	Checked	Date
N.Peet	M.Peet	13.7.2023
Project	Drawing No	Scale
359-22	359-22-2E	1:500 @ A1