

Prepared For: Mr M Akram

Proposed Residential Apartments, Cockcroft Street, Harpurhey

Transport Statement

250146

MARCH 2025



SCP GENERAL NOTES

Project No.: 250146-TA (0.0)

Title: Proposed Residential Apartments, Cockcroft Street, Harpurhey, Transport Statement

Client: M Akram

Date: 21 March 2025

Office: Manchester

Author	<u>Liam Bessell</u>	Reviewer	<u>Peter Todd</u>
---------------	---------------------	-----------------	-------------------

Revision	Date	Status	Prepared by	Approved by
0	21.03.25	Planning	LB / OP	PT

SCP (an RSK company) has prepared this report for the sole use of the client, showing reasonable skill and care, for the intended purposes as stated in the agreement under which this work was completed. The report may not be relied upon by any other party without the express agreement of the client and SCP. No other warranty, expressed or implied, is made as to the professional advice included in this report.

Where any data supplied by the client or from other sources have been used, it has been assumed that the information is correct. No responsibility can be accepted by SCP for inaccuracies in the data supplied by any other party. The conclusions and recommendations in this report are based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.

No part of this report may be copied or duplicated without the express permission of SCP and the party for whom it was prepared.

Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

M Akram

Proposed Residential Apartments, Cockcroft Street, Harpurhey, Transport Statement

250146-TA (0.0)

CONTENTS

1	INTRODUCTION	2
	General	2
	Scope and Structure of Report	2
2	EXISTING CONDITIONS	3
	General	3
	Site Location and Composition	3
	Local Highway Network	4
	Road Safety	5
3	PROPOSED DEVELOPMENT	7
	Overview	7
	Proposed Access Arrangements	7
	Servicing	8
	Parking	8
4	ACCESSIBILITY	11
	General	11
	Access on Foot	11
	Access by Cycle	13
	Access by Public Transport	14
	Summary	17
5	ANTICIPATED TRANSPORT IMPACT	18
	Overview	18
	Trip Generation - Proposed Use of the Site	18
6	SUMMARY AND CONCLUSIONS.....	20

APPENDICES

A.....	PROPOSED SITE LAYOUT PLAN
B.....	DRAWING SCP/250146/D01 – PROPOSED ACCESS ARRANGEMENTS
C.....	DRAWING SCP/250146/ATR01 – PROPOSED ACCESS ARRANGEMENTS
D.....	TRICS OUTPUT – PROPOSED APARTMENTS

1 INTRODUCTION

General

- 1.1 SCP are instructed by Mr M Akram to provide highway, traffic and transport advice in connection with a proposed residential development comprising 27no. apartments on land located to the south of Cockcroft Street and west of A664 Rochdale Road, Harpurhey, Manchester.
- 1.2 Further details on the proposed development is provided later in this report.

Scope and Structure of Report

- 1.3 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 1.4 This Transport Statement has been prepared produced in accordance with the National Planning Practice Guidance (NPPG) “*Transport Evidence in Plan Making*” document and gives due regard to the National Planning Policy Framework (NPPF) and Department for Transport’s (DfT’s) March 2007 “*Guidance on Transport Assessment*” document (now archived).
- 1.5 The structure of the report summarised below:-
- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents estimates of the trip generating potential of the proposed use of the site along with a summary of impact of the development on the local network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

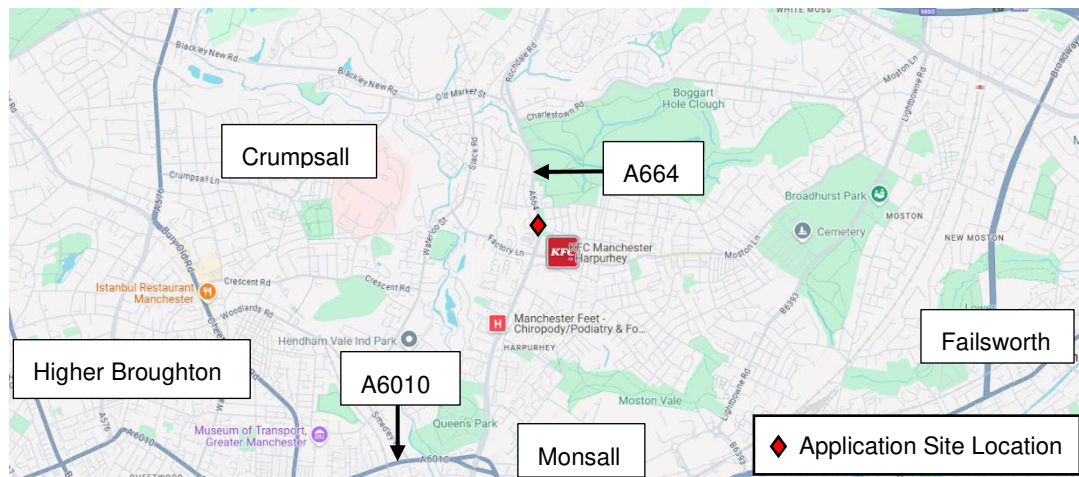
General

- 2.1 This Chapter provides a detailed description of the location of the site and its composition, local highway network and road safety record.

Site Location and Composition

- 2.2 The application site is located on the edge of Harpuhey centre and approximately 5.0km to the north-east of Manchester city centre.
- 2.3 The site comprises previously developed land which was historically occupied by a petrol filling station.
- 2.4 The site is bounded by Cockcroft Street to the north, the A664 Rochdale Road to the east, the Dawateislami Islamic and Education Centre to the south and terraced residential dwellings to the west.
- 2.5 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

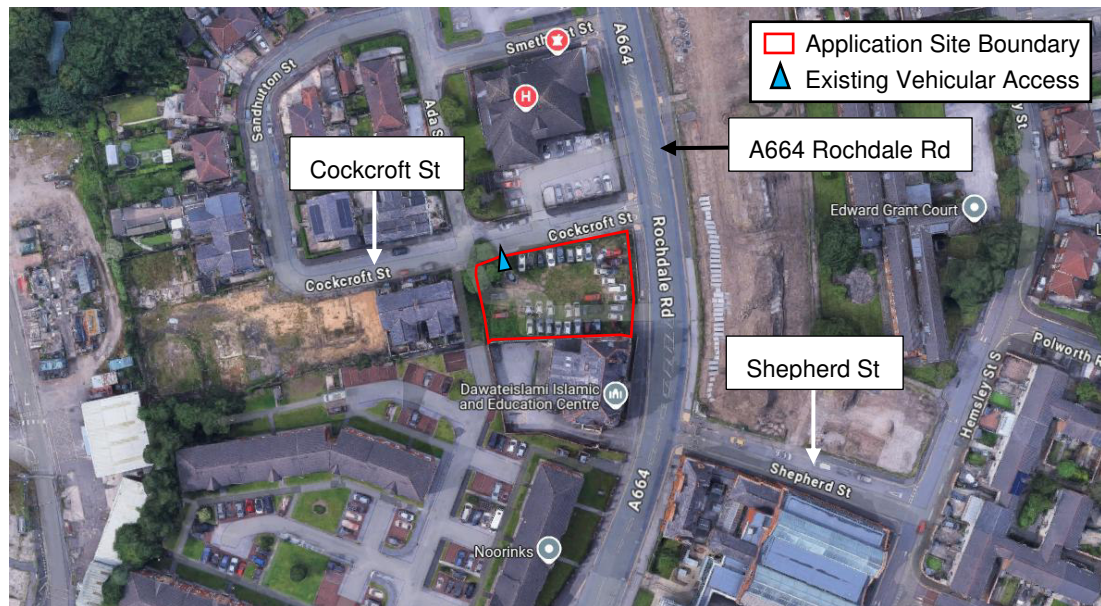
Figure 2.1 – Site Location – Wider Highway Network



Source: Google Maps

- 2.6 The location of the site in relation to the local highway network is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Local Highway Network



Source: Google Maps

- 2.7 Vehicular access to the site is currently provided via a simple priority access located along Cockcroft Street along the northern boundary of the site. The access is currently blocked off with wire fencing.

Local Highway Network

Cockcroft Street

- 2.8 Cockcroft Street is located along the northern boundary of the site and provides a link between Sandhurst Street to the west and the A664 Rochdale Road to the east.
- 2.9 Within the vicinity of the site, Cockcroft Street has a carriageway width of approximately 6.0m and benefits from footways along both sides of the carriageway, with the exception of a 13m length where no footway is provided along the southern section of the street along the sites frontage.
- 2.10 Within the vicinity of the site, Cockcroft Street benefits from street lighting and is subject to a mandatory 20mph speed limit.

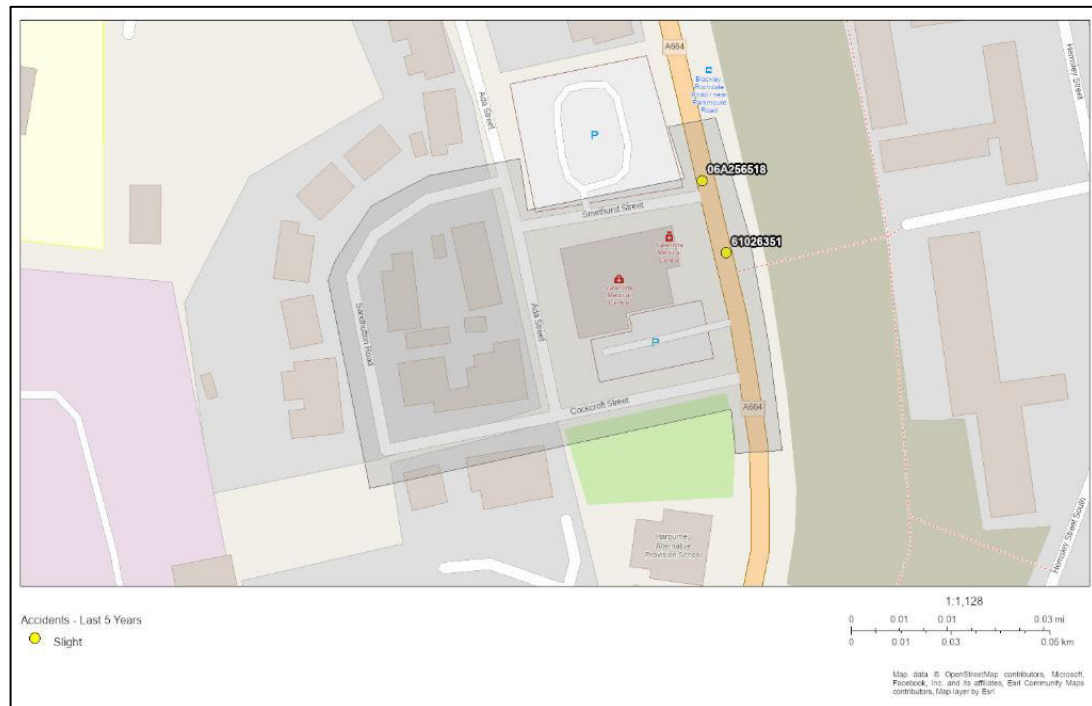
A664 Rochdale Road

- 2.11 The A664 Rochdale Road is located along the eastern boundary of the site and is a major radial distributor route which provides a link between the A576 / Oldham Road / Park Road roundabout in Middleton town centre to the north-east and Ring Road in Manchester city centre to the south-west.
- 2.12 Within the vicinity of the site, the A664 Rochdale Road has a carriageway width of approximately 9.8m – 10.0m and benefits from wide footways along both sides of the carriageway. The A664 Rochdale Road is protected from single yellow (no parking between 7am – 7pm and no loading between 7am – 10am & 4pm – 7pm) and double yellow (no parking at any time) TROs which help prevent on-street parking along key sections of the local highway network.
- 2.13 Within the vicinity of the site, the A664 Rochdale Road benefits from street lighting and is subject to a mandatory 30mph speed limit.

Road Safety

- 2.14 The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' document states that, "*Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems*".
- 2.15 In order to identify any critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource website ArcGIS for the most recently available 5-year period ending 31st December 2023 as shown on **Figure 2.3** below.

Figure 2.3 – Road Safety Record



- 2.16 The key elements from the 5-year accident analysis are as follows:-
- No accidents have occurred along the full extent of Cockcroft Street; and
 - Two accidents have occurred along on the A664 Rochdale Road, both with a severity rating of 'slight.'
- 2.17 Two accidents recorded over a 5-year period (average of 0.4 accidents per year) is not considered to be an unusual frequency. Whilst any accident is regrettable, given the slight severity of the majority of the accidents and given there are no specific accident cluster spots, the existing accident record does not lead to any significant concerns or demonstrate any discernible pattern that could be affected by the development proposals.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposals including the redevelopment of the site to provide 27no. apartments comprising a mix of 13no. 1-bedroom apartments and 14no. 2-bedroom apartments.
- 3.2 The development proposals are shown on the site layout plan presented in **Appendix A**.

Proposed Access Arrangements

- 3.3 Vehicular access to the site will be located along Cockcroft Street, located approximately 6.0m to the east of the existing vehicular access.
- 3.4 The proposed access will take the form of a priority controlled T-junction and will include a carriageway 5.5m wide carriageway and 6m radii. The access will be secured by sliding gates.
- 3.5 The proposed access provides visibility splays that have an 'x' (minor arm setback distance) of 2.0m and a 'y' (major road visibility) distance of over 25m in the left hand direction and to the junction with the A664 Rochdale Road in the right hand direction, which is in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 20mph road.
- 3.6 The proposed site access junctions and achievable visibility splays are shown on drawing SCP/250146/D01 presented in **Appendix B**.
- 3.7 The Manual for Streets 2 (MfS2) states that a minimum setback distance of 2.0m can be applied in some slow speed situations when flows on the minor arm are low. Given Cockcroft Street is a minor access road which is subject to a mandatory 20mph speed limit, a 2.0m setback distance is considered appropriate in this instance.
- 3.8 Notwithstanding this, visibility splays that have a 'minor arm setback distance of 2.4m and a 'major road visibility distance of over 25m in the left hand direction and to the junction with the A664 Rochdale Road to the right hand direction, when measured into the carriageway in either direction.
- 3.9 Separate pedestrian and cycle access to the building will be provided along the A664 Rochdale Road (main entrance) and three separate access located along Cockcroft Street, including one to a secure cycle storage.

- 3.10 The dropped kerb associated with the remaining sections of existing vehicular access and on-street parking bays located along the northern boundary of the site along Cockcroft Street will be removed. A full height footway with a minimum width of 2.0m will be introduced at these sections in order to provide a suitable and continuous pedestrian link between the site/building and adjoining sections of highway, including the A664 Rochdale Road.

Servicing

- 3.11 Refuse collection and deliveries are anticipated to take place from Cockcroft Street and/or the existing service roads located in the immediate vicinity of the site including along the western boundary of the site and the north-west along Ada Street.
- 3.12 The bins will be wheeled out onto the adopted highway on bin collection days. The entrance to the secure refuse/recycling storage will be located adjacent to Cockcroft Street, as shown on the layout plan presented in [Appendix A](#).
- 3.13 This servicing arrangement is considered acceptable given this is the existing arrangement for the other properties located along Cockcroft Street.

Parking

- 3.14 MCC's parking standards for apartments are provided in the 'Manchester Residential Quality Guidance' Adopted in March 2017 which states that '*new apartment development will be expected to provide 100% parking provision as a starting point*'.
- 3.15 The proposals include 10no. parking spaces including 4no. disabled spaces. Whilst it is acknowledged that the parking provision falls short of MCC's maximum parking standards, the parking provision is considered acceptable in this instance for this following reasons:-
- The site benefits from high levels of accessibility, being located on the fringe of the Hapurhey centre which provides an exhaustive list of local facilities (As detailed in the following chapter) including North City Shopping Centre and bus stops served by frequent bus services, all located within a short walk of the site. The site is also within cycle distance of Manchester City Centre;

- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development is highly accessible and the reduced level of parking will therefore help to encourage travel by sustainable modes;
- Statistics show there is a reduction in the number of young people who are driving within the Greater Manchester Region (Presentation on Future of Travel Demand by TfGM, 4th September 2018) due to the costs associated with the maintenance of owning a private car. The use of ride-hailing apps such as Uber is growing rapidly, particularly for younger generations which is reducing the need for private car ownership and use;
- The car parking spaces will be sold with the flats on a first-come first-served basis. Prospective residents could therefore make a decision on buying/renting an apartment based on their need for car parking and affordability;
- The existing car ownership levels in the vicinity of the site have been obtained for the National Census for the output area for where the site is located (E02001050 : Manchester 006). The census data demonstrates that only 35% of properties have access to a car or van. Based on the census data, the proposed 27no. apartments are estimated to generate a parking demand of 9 cars which is 1 less than the number of spaces proposed. The amount of parking proposed is therefore considered sufficient in serving the proposed apartments; and
- A substantial amount of cycle parking is proposed for residents in order to encourage sustainable travel and reduce single car ownership at the site. A total of 42no. cycle parking spaces will be provided via a secure and shelter cycle storage located on the ground floor on the western section of the site which will have a separate pedestrian/cycle access along Cockcroft Street.

3.16 In terms of electric vehicles (EV), all of the parking bays will be configured for EV charging.

- 3.17 Swept path analysis of a car using the parking area is shown on drawing SCP/250146/ATR01 presented in [Appendix C](#).

4 ACCESSIBILITY

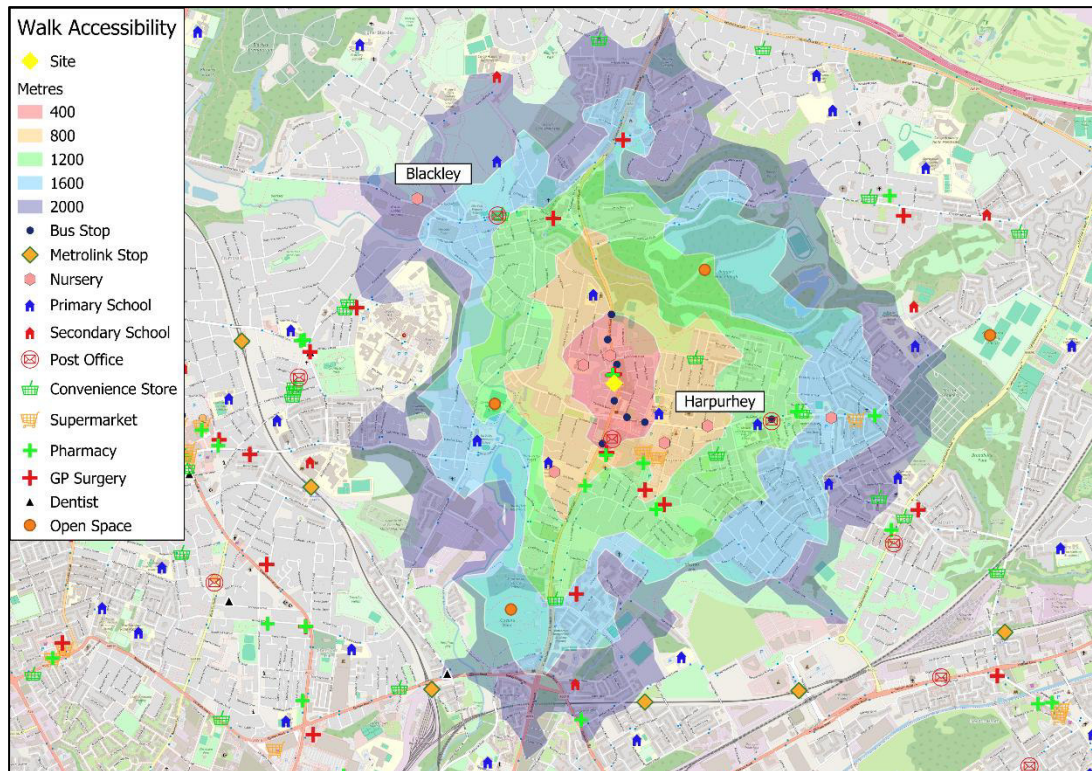
General

- 4.1 This section presents a review of the accessibility of the site by walking, cycling and public transport modes.

Access on Foot

- 4.2 Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone



- 4.4 The site is within an acceptable walk distance of Harpurhey centre and some areas of Blackley, as well as an array of local facilities these areas have to offer. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 4.1** below, including transport, and retail.

Table 4.1 - Local Facilities

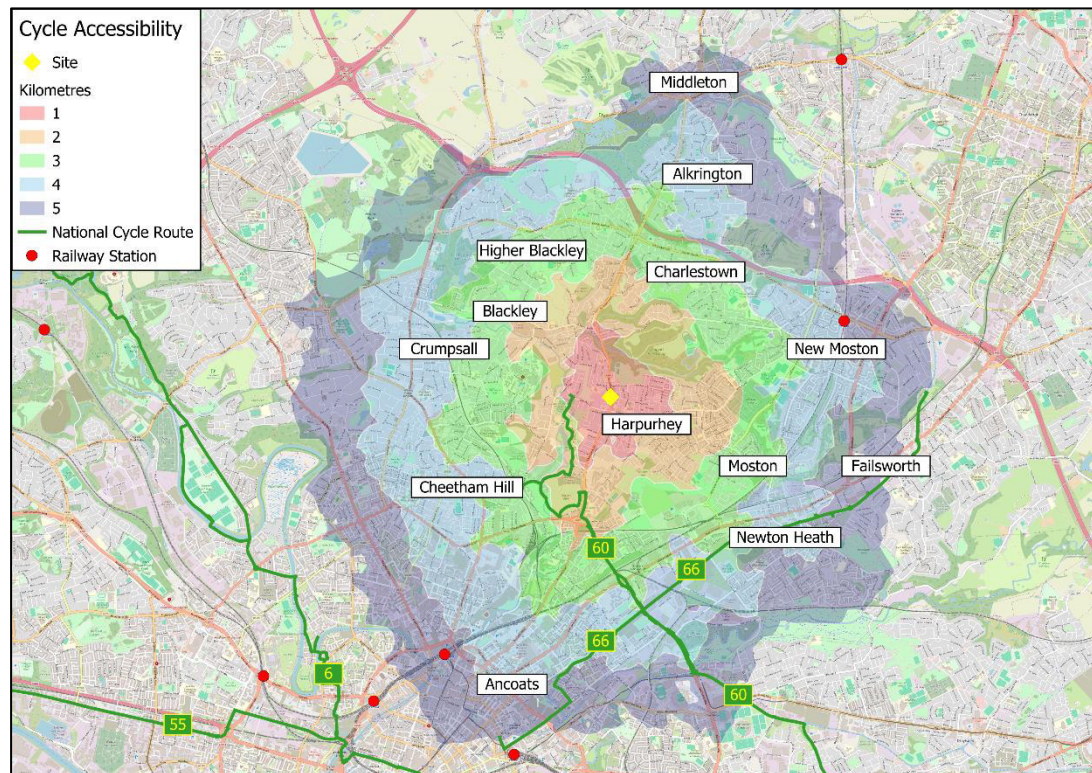
Facility	Details	Distance from Site
GP Surgery	Valentine Medical Centre, Smethurst Street	<90m
Pharmacy	Tims and Parker Pharmacy, Smethurst Street	<90m
Bus Stop	Rochdale Road (SB)	<100m
Bus Stop	Rochdale Road (NB)	130m
Nursery	Little People First Nursery, Rochdale Road	140m
Public House	The Alliance Inn, Rochdale Road	210m
College	The Manchester College - Harpurhey Campus, Rochdale Road	230m
Primary School	Mount Carmel RC Primary School, Hunt Street	260m
Café / Restaurant	McDonald's, Rochdale Road	270m
Bus Stop	Moston Lane (EB)	280m
Post Office	Barnes Green Post Office, Lee Road	350m
Open Space	Boggart Hole Clough, Lewis Avenue	350m
Bus Stop	Moston Lane (WB)	400m
Café / Restaurant	KFC, Moston Lane	400m
Shopping Centre	Harpurhey Shopping Centre, Church Lane	450m
Supermarket	Asda Harpurhey Superstore, Church Lane	500m
Convenience Store	A & H Convenience Store	500m
Primary School	Holy Trinity CE Primary School, Capstan Street	550m
Supermarket	Lidl, Upper Conran Street	700m
Dentist	Moston Dental Surgery, Moston Lane	1.1km
Open Space	Queens Park, Rochdale Road	1.3km
Metrolink Stop	Monsall, Upper Monsall Street	1.8km

- 4.5 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.
- 4.6 Overall, the site benefits from good levels of accessibility by foot, as well as numerous local facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Access by Cycle

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

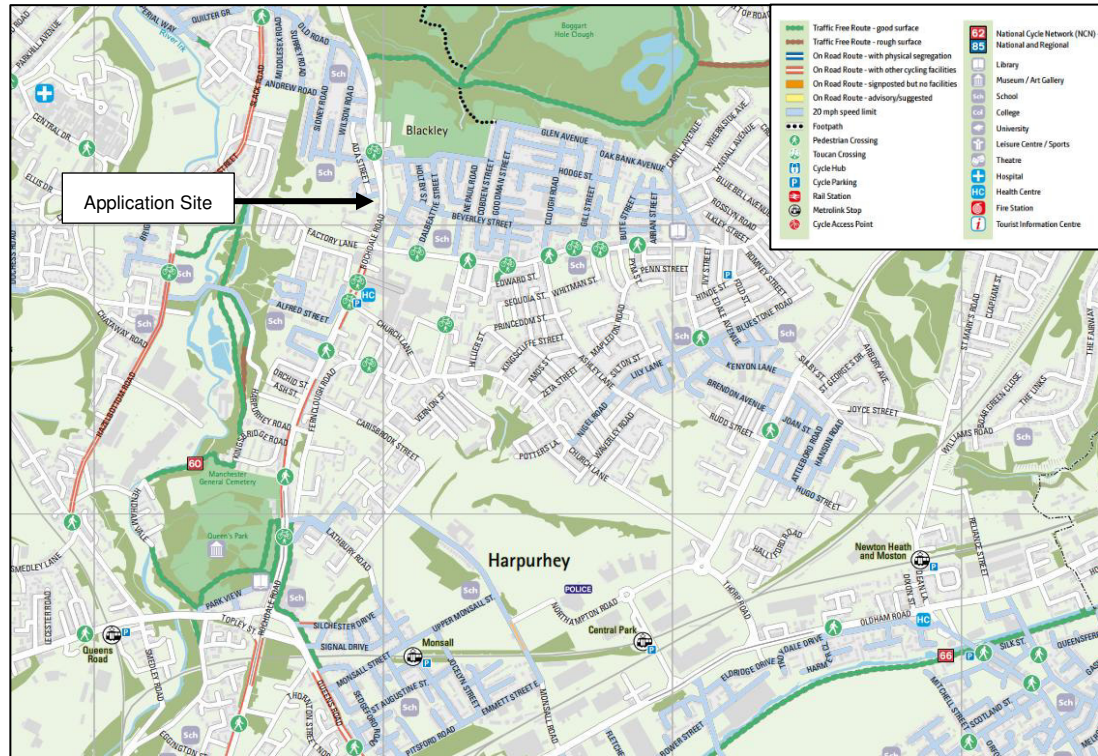
Figure 4.2 – Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the areas of Moston, Failsworth, Newton Heath, Ancoats, Cheetham Hill, Crumpsall, Blackley and Middleton, amongst others, are all located within the 5km catchment area from the development site. The site is therefore well located to encourage prospective residents to travel via bicycle.
- 4.10 **Figure 4.2** also shows the sites proximity to National Cycle Route (NCR) 60 and 66. NCR 60 is located to the west of the application site and locally links Harpurhey with Collyhurst and Clayton to the south, as well as connecting with NCR 66 which locally links the application site Manchester City Centre and Ancoats to the south-west and Newton Heath and Failsworth to the south-east and east. NCR 66 links with a number of other routes in Manchester City Centre, such as NCR 6 and 55.

- 4.11 The application site is within an acceptable cycle distance of a range of local cycle facilities and amenities, as can be seen on **Figure 4.3** below.

Figure 4.3 – Cycle Facilities – Manchester



- 4.12 There are a number of on road cycle routes, with cycling facilities such as toucan crossings, as well as traffic free routes, in and around Queens Park to the south-west and Boggart Hole Clough to the north-east.
- 4.13 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Access by Public Transport

Bus

- 4.14 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*

- 4.15 As previously mentioned, the closest bus stops to the application site are located on Rochdale Road approximately <100m (southbound) and 130m (northbound) walking distance, as well as further bus stops located on Moston Lane. These stops are served by a number of bus services which are summarised in **Table 4.2** below:

Table 4.2 – Bus Service Summary

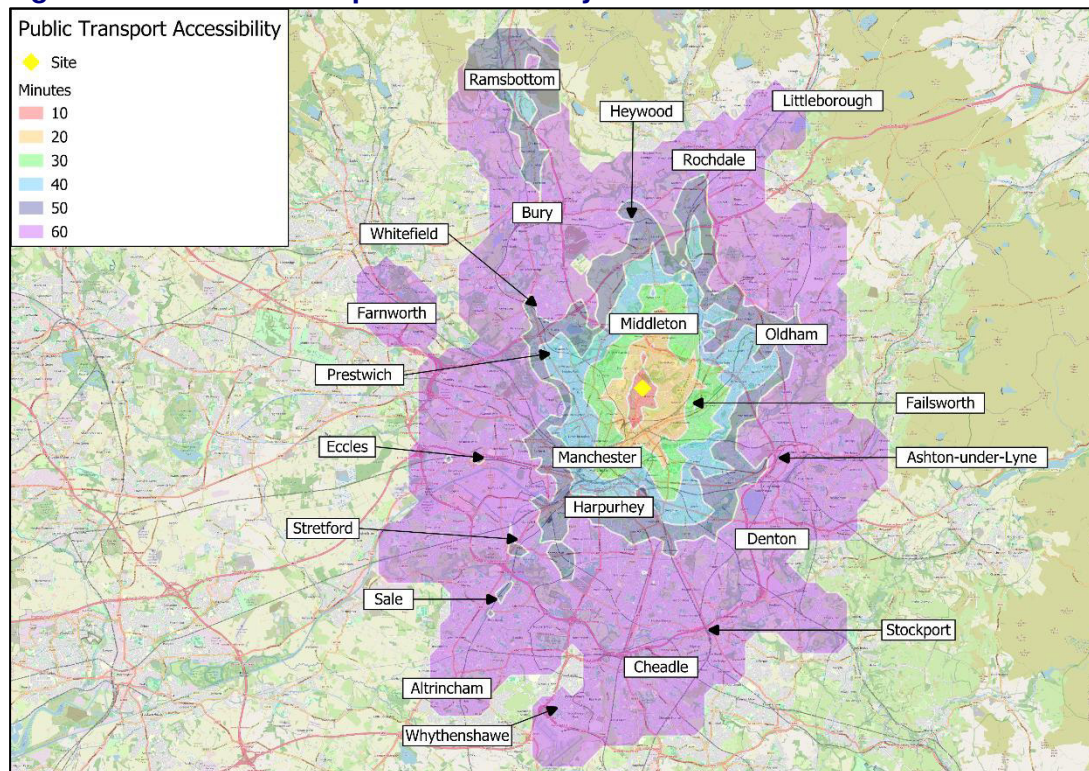
Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
17/17A*	Manchester - Rochdale	10	10	10	30
18	Manchester Royal Infirmary - Langley	10	10	15	30
52	Trafford Centre - Failsworth	30	30	30	60**
53	Cheetham Hill - Salford	30	30	30	60
163	Manchester - Bury	12	12	15	30
704	Wright Robinson Sports College - Harpurhey	School Bus			
708	Co-Operative Academy - New Moston	School Bus			

*17A is a limited service which has approximately 2 morning services Monday – Friday

**52 Sunday service runs from midday to 23:01

Metrolink

- 4.16 In terms of Metrolink services, Monsall Metrolink stop is located 1.8km south of the application site, which is well within an acceptable walking (26 minute) and cycling (7 minute) distance. Monsall Metrolink Stop is part of the Greater Manchester Tram Network, located on the pink line and the purple line within Zone 2, as shown in **Figure 4.4** below. This tram stop provides services every 12 minutes Monday-Saturday, between 06:00-00:00, and on Sundays between 07:00-00:00 to destinations between Rochdale Town Centre and East Didsbury. Connecting routes can be made to The Trafford Centre, Bury, Altrincham and Manchester Airport, Eccles, Media City and Ashton-under-Lyne amongst others.

Figure 4.5 – Public Transport Accessibility

- 4.21 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Ramsbottom, Bury, Rochdale, Oldham, Farnworth, Stockport, Sale, Stretford and Manchester City Centre, amongst others, and are all within an acceptable 60-minute commute time.

Summary

- 4.22 Having regard to the above, it is considered that the site benefits from very high levels of accessibility by sustainable modes and has a range of local amenities within walking distance. Access to the site on foot and by cycle is of a good standard and there are passenger transport services within close proximity providing access to a range of local destinations.

5 ANTICIPATED TRANSPORT IMPACT

Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generation

- 5.2 In order to estimate the trip generating potential of the proposed apartments at the site, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS-based trip rates is as follows:-

- i) Residential;
- ii) Apartments (Privately Owned);
- iii) Multi-modal surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by number of dwellings;
- vi) Weekday surveys only; and
- vii) 'Edge of Town Centre' and 'Suburban' locations included.

- 5.3 The multi modal TRICS outputs for the proposed development are presented in **Appendix C** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates Associated with the Proposed Apartments (Per Unit)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.068	0.226	0.201	0.109
Cycles	0.002	0.021	0.010	0.004
Pedestrians	0.037	0.107	0.138	0.066
Pub. Trans.	0.004	0.086	0.099	0.012

- 5.4 The estimated trip generation associated with the proposed apartments is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation Associated with the Proposed Apartments (Based on 27no. Units)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	6	5	3
Cycles	0	1	0	0
Pedestrians	1	3	4	2
Pub. Trans.	0	2	3	0

- 5.5 Based on the trip generation analysis above, the proposed development will result in an increase of only 8 two-way vehicles during both the AM and PM peak hours. Volumetrically, this equates to an additional vehicle movement once every 7-8 minutes or so at the site access, which will decrease further once distributed on the wider highway network.
- 5.6 This increase in traffic will be imperceptible when having regard to the daily fluctuations in traffic and will not have a material impact on the operation or safety of the local highway network. As a result, the highway impact of the scheme is considered acceptable.

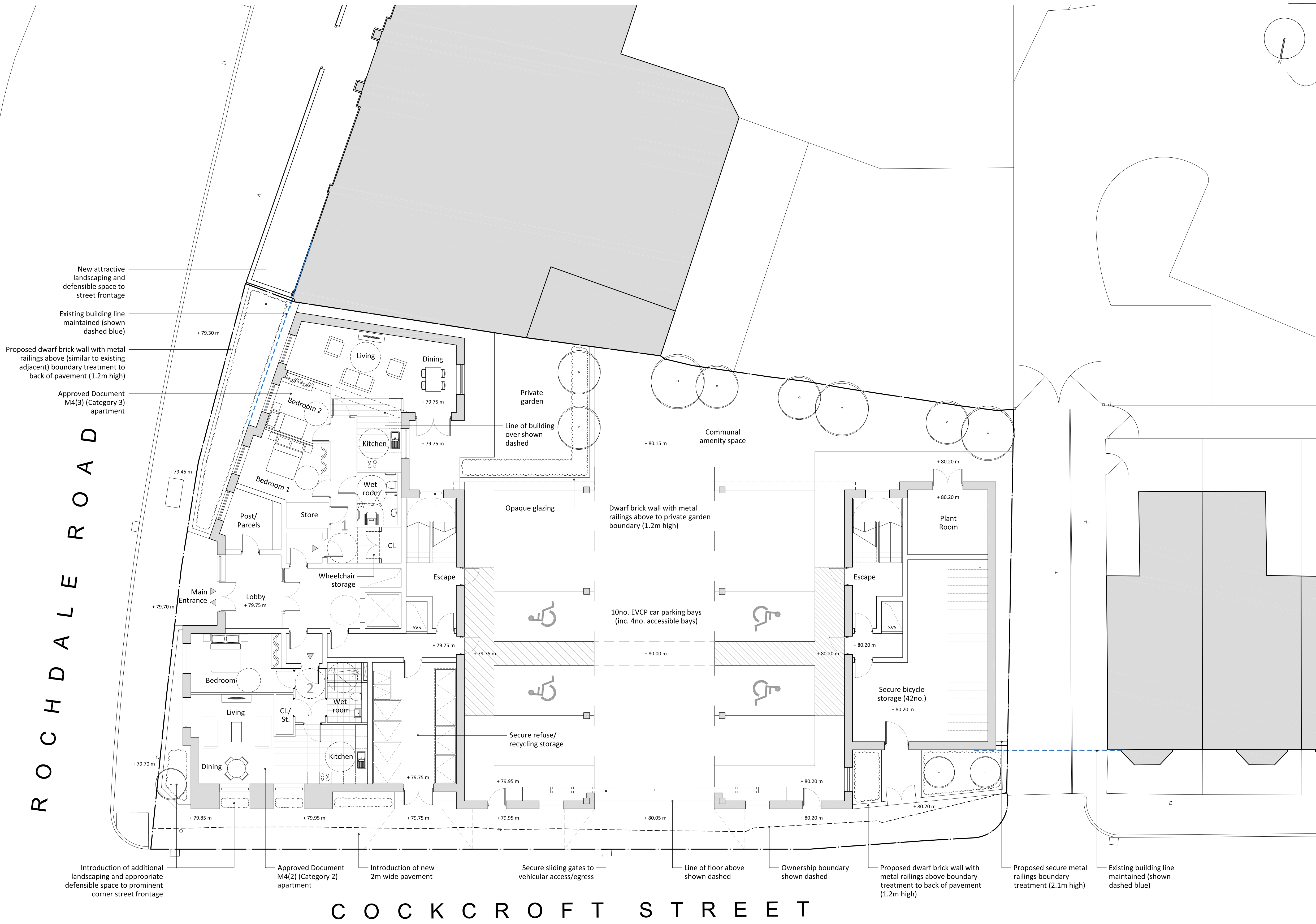
6 SUMMARY AND CONCLUSIONS

- 6.1 SCP are instructed by Caroline Tamworth Planning to provide highway, traffic and transport advice in connection with a proposed residential development comprising 27no. apartments on land located to the south of Cockcroft Street and west of A664 Rochdale Road, Harpurhey, Manchester.
- 6.2 This Transport Statement has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 6.3 Vehicular access to the site will be located along Cockcroft Street and will take the form of a priority controlled T-junction and will include a carriageway 5.5m wide carriageway and 6m radii. The access will be secured by sliding gates.
- 6.4 Separate pedestrian and cycle access to the building will be provided along the A664 Rochdale Road (main entrance) and three separate access located along Cockcroft Street, including one to a secure cycle storage.
- 6.5 Refuse collection and deliveries are anticipated to take place from Cockcroft Street and/or the existing service roads located in the immediate vicinity of the site including along the western boundary of the site and the north-west along Ada Street. The bins will be wheeled out onto the adopted highway on bin collection days. The entrance to the secure refuse/recycling storage will be located adjacent to Cockcroft Street
- 6.6 The proposals include 10no. parking spaces including 4no. disabled spaces. Whilst it is acknowledged that the parking provision falls short of MCC's maximum parking standards, the parking provision is considered acceptable in this instance given the highlight accessible location of the site and car ownership data.
- 6.7 The personal injury accident data for the most recently available five year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.

- 6.8 The proposed development has been found to be extremely well located to encourage travel by sustainable modes. In particular, the site is located on the fringe of the Hapurhey centre which provides an exhaustive list of local facilities (As detailed in the following chapter) including North City Shopping Centre and bus stops served by frequent bus services, all located within a short walk of the site. The site is also within cycle distance of Manchester City Centre.
- 6.9 Based on the trip net trip generation, the proposed development will result in an increase of only 8 two-way vehicles during both the AM and PM peak hours. Volumetrically, this equates to an additional vehicle movement once every 7-8 minutes or at the site access, which will decrease further once distributed on the wider highway network. This increase in traffic will be imperceptible when having regard to the daily fluctuations in traffic and will not have a material impact on the operation or safety of the local highway network. As a result, the highway impact of the scheme is considered acceptable.
- 6.10 Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

S|C|P

APPENDIX A



Scale: 0 1 2 3 4m
1:100 @ A1

Notes

Figured dimensions are to be used in all cases.
Dimensions should not be used from drawing unless for planning application purposes.

Level Rights and ownership boundaries are provided by Studio KMA using if reasonable evidence. Studio KMA cannot be held responsible for title discrepancies in plans supplied by others.

Any discrepancies in dimensions should be clarified with the Architect at the address below prior to commencement of the works.

No deviation from this drawing will be permitted without the prior written consent of the Architect.

This drawing is to be used in conjunction with all the relevant Mechanical and Electrical drawings.

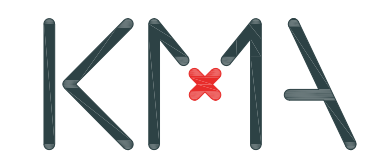
This drawing is to be used in conjunction with the relevant Structural Engineer's drawings, structural calculations and recommendations.

This drawing is to be used in conjunction with the relevant Fire Safety Strategy drawings.

Please note that the use of any quantification data is done so at the client's own risk.

This drawing is the copyright of Studio KMA and is to be returned to the Architect on completion of the contract. The drawing should not be reproduced without the written permission of Studio KMA.

Revision Notes					
Rev	Date	Revision Description	Initials	Drawn	Checked
01	06.11.24			CTW	AT



Project Name
Harpurhey
Rochdale Road

Drawing Title
Proposed
Ground Floor Plan

Drawing Number
HRR-KMA-XX-XX-DR-A-7003

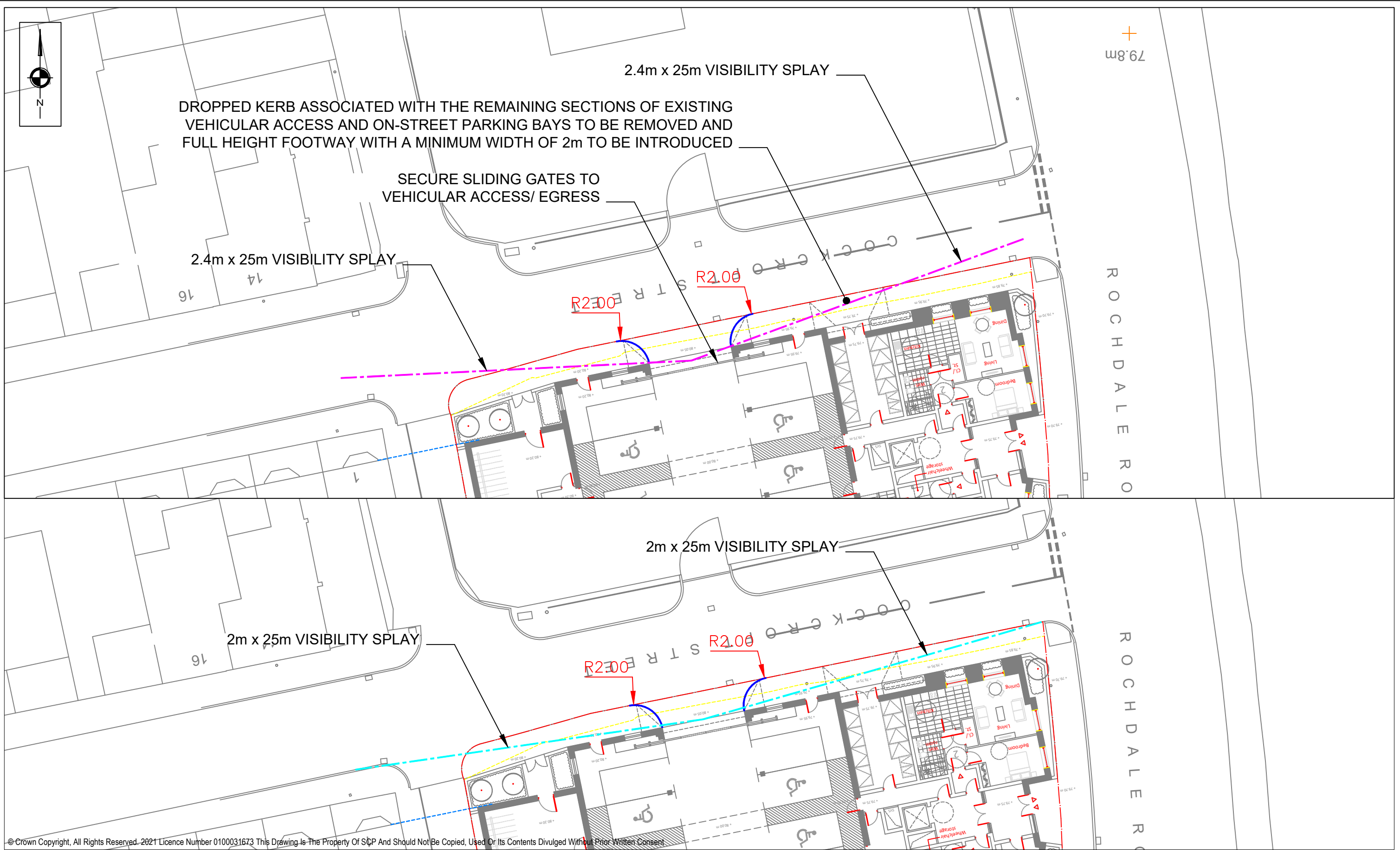
Project Number T1231	Status A3 Planning	Revision P1
-------------------------	--------------------------	----------------

Drawn by CTW	Authorised by AT	Date 06.11.24
-----------------	---------------------	------------------

Studio KMA
Clementine Avenue | Stamford Street | Ashton-under-Lyne | OL6 9PT
T: 0161 857 8734
E: info@studiokma.co.uk www.studiokma.co.uk

S|C|P

APPENDIX B



© Crown Copyright, All Rights Reserved. 2021 Licence Number 0100031673 This Drawing Is The Property Of SCP And Should Not Be Copied, Used Or Its Contents Divulged Without Prior Written Consent

-	-	-	-	Drawn By:	LD	Date:	14.02.2025	Client Name:	CAROLINE TAMWORTH PLANNING	Drawing Title:	SITE ACCESS VISIBILITY SPLAYS	Drawing No.	SCP/250146/D01
-	-	-	-	Checked:	LB	Scale@A3:	1:250	Project Title:	COCKCROFT STREET, HARPURHEY			Rev.	-
Rev	Description	Date	By	Approved:	PT	Status:	PLANNING						
REVISIONS													

SCP

an RSK company

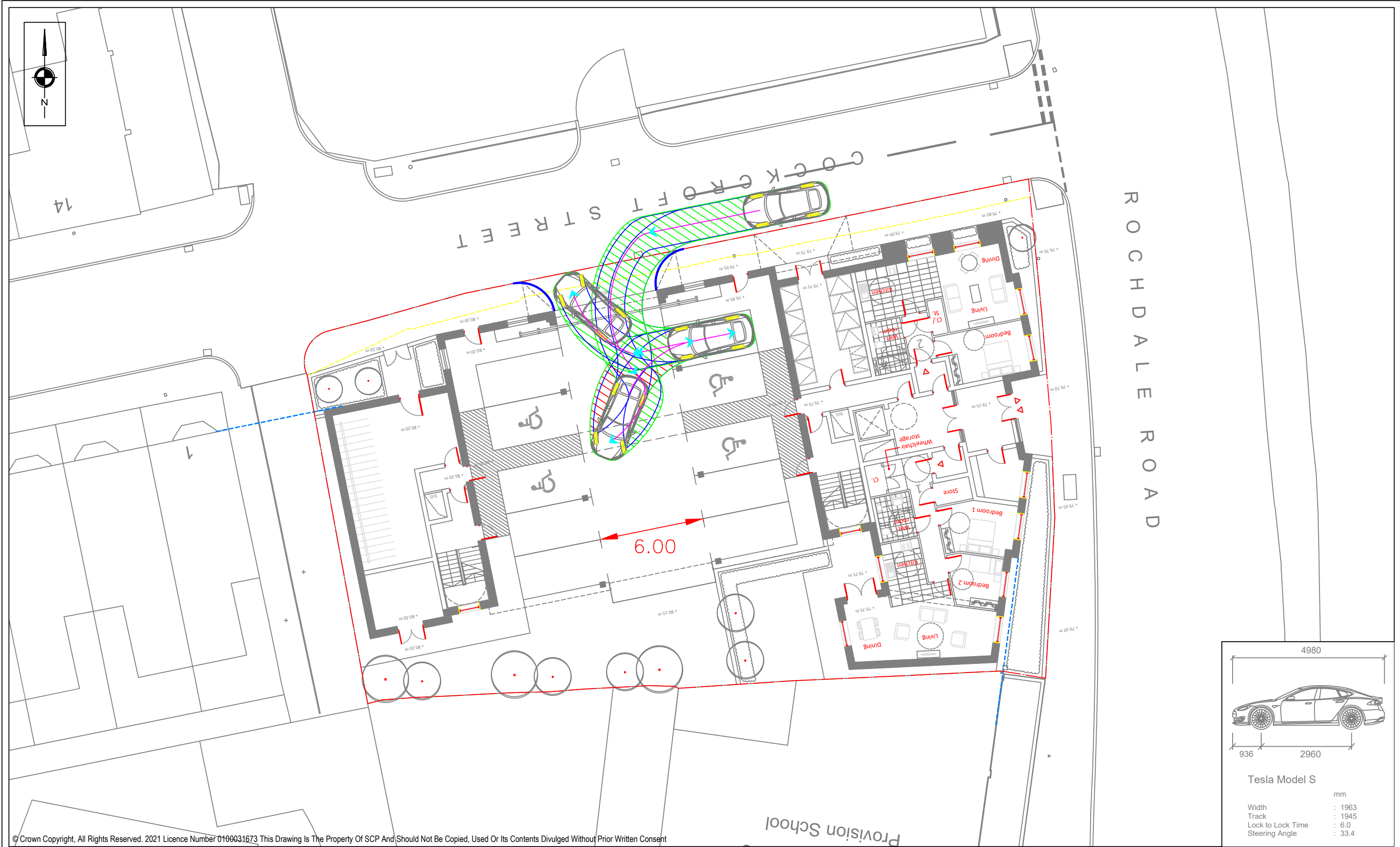
Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

C:\Users\lewis.dawber\OneDrive - RSK Group\Desktop

S|C|P

APPENDIX C

C:\Users\lewis.dawber\OneDrive - RSK Group\Desktop



Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
REVISIONS			

Drawn By:	LD	Date:	14.02.2025
Checked:	LB	Scale@A3:	1:200
Approved:	PT	Status:	PLANNING

Client Name:	CAROLINE TAMWORTH PLANNING
Project Title:	COCKCROFT STREET, HARPURHEY

Drawing Title:	SWEPT PATH ANALYSIS - LARGE CAR
----------------	---------------------------------

Drawing No.	SCP/250146/ATR01
Rev.	-

4980

9362960

Tesla Model S

mm

Width: 1963

Track: 1945

Lock to Lock Time: 6.0

Steering Angle: 33.4

SCP

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

S|C|P

APPENDIX D

Calculation Reference: AUDIT-726001-250212-0237

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	HI HIGHLAND	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	1 days

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

SCP York Street Manchester

Licence No: 726001

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: 14 to 51 (units:)
 Range Selected by User: 13 to 55 (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: 01/01/10 to 02/10/23

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:

Monday	4 days
Tuesday	3 days
Wednesday	5 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	15 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	6
Suburban Area (PPS6 Out of Centre)	9

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	12
Built-Up Zone	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

C3	15 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:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	5 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	9 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	15 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	15 days
-----------------	---------

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

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY			
	LLANDUDNO			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18		Survey Type: MANUAL
2	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL
3	DY-03-C-03	BLOCKS OF FLATS		DERBY
	CAESAR STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
4	EB-03-C-01	BLOCKS OF FLATS		CITY OF EDINBURGH
	MYRESIDE ROAD			
	EDINBURGH			
	CRAIGLOCKHART			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	32		
	Survey date: TUESDAY	26/05/15		Survey Type: MANUAL
5	FU-03-C-02	FLATS & BUNGALOWS		WESTMORLAND & FURNESS
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL
6	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: THURSDAY	21/10/10		Survey Type: MANUAL
7	HI-03-C-02	BLOCK OF FLATS		HIGHLAND
	KING STREET			
	NAIRN			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: WEDNESDAY	19/04/23		Survey Type: MANUAL
8	MS-03-C-04	BLOCK OF FLATS		MERSEYSIDE
	HOY DRIVE			
	NEWTON-LE-WILLOWS			
	EARLESTOWN			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	12/04/21		Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE KING'S LYNN		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
10	OX-03-C-01	BLOCK OF FLATS	OXFORDSHIRE
	OXFORD ROAD OXFORD COWLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	14	
	Survey date: WEDNESDAY	20/10/10	Survey Type: MANUAL
11	PB-03-C-02	BLOCK OF FLATS	PETERBOROUGH
	WESTFIELD ROAD PETERBOROUGH NETHERTON Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	44	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
12	SA-03-C-01	BLOCK OF FLATS	SOUTH AYRSHIRE
	RACECOURSE ROAD AYR		
	Edge of Town Centre Residential Zone Total No of Dwellings:	51	
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL
13	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
14	SH-03-C-01	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE SHREWSBURY		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	47	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
15	SR-03-C-02	FLATS	STIRLING
	ROSEBERRY TERRACE STIRLING		
	Edge of Town Centre Residential Zone Total No of Dwellings:	48	
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL

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

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.25

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	15	32	0.045	15	32	0.117	15	32	0.162
08:00 - 09:00	15	32	0.068	15	32	0.226	15	32	0.294
09:00 - 10:00	15	32	0.107	15	32	0.127	15	32	0.234
10:00 - 11:00	15	32	0.113	15	32	0.119	15	32	0.232
11:00 - 12:00	15	32	0.123	15	32	0.129	15	32	0.252
12:00 - 13:00	15	32	0.111	15	32	0.084	15	32	0.195
13:00 - 14:00	15	32	0.078	15	32	0.105	15	32	0.183
14:00 - 15:00	15	32	0.107	15	32	0.138	15	32	0.245
15:00 - 16:00	15	32	0.146	15	32	0.105	15	32	0.251
16:00 - 17:00	15	32	0.146	15	32	0.105	15	32	0.251
17:00 - 18:00	15	32	0.201	15	32	0.109	15	32	0.310
18:00 - 19:00	15	32	0.152	15	32	0.097	15	32	0.249
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.963			1.794			3.757

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	14 - 51 (units:)
Survey date range:	01/01/10 - 02/10/23
Number of weekdays (Monday-Friday):	15
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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL 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	15	32	0.006	15	32	0.010	15	32	0.016
08:00 - 09:00	15	32	0.002	15	32	0.021	15	32	0.023
09:00 - 10:00	15	32	0.008	15	32	0.014	15	32	0.022
10:00 - 11:00	15	32	0.002	15	32	0.012	15	32	0.014
11:00 - 12:00	15	32	0.004	15	32	0.002	15	32	0.006
12:00 - 13:00	15	32	0.000	15	32	0.004	15	32	0.004
13:00 - 14:00	15	32	0.002	15	32	0.002	15	32	0.004
14:00 - 15:00	15	32	0.004	15	32	0.004	15	32	0.008
15:00 - 16:00	15	32	0.012	15	32	0.008	15	32	0.020
16:00 - 17:00	15	32	0.012	15	32	0.002	15	32	0.014
17:00 - 18:00	15	32	0.010	15	32	0.004	15	32	0.014
18:00 - 19:00	15	32	0.006	15	32	0.004	15	32	0.010
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.087			0.155

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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL PEDESTRIANS**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	15	32	0.021	15	32	0.066	15	32	0.087
08:00 - 09:00	15	32	0.037	15	32	0.107	15	32	0.144
09:00 - 10:00	15	32	0.053	15	32	0.099	15	32	0.152
10:00 - 11:00	15	32	0.051	15	32	0.064	15	32	0.115
11:00 - 12:00	15	32	0.072	15	32	0.068	15	32	0.140
12:00 - 13:00	15	32	0.068	15	32	0.066	15	32	0.134
13:00 - 14:00	15	32	0.060	15	32	0.070	15	32	0.130
14:00 - 15:00	15	32	0.070	15	32	0.070	15	32	0.140
15:00 - 16:00	15	32	0.090	15	32	0.070	15	32	0.160
16:00 - 17:00	15	32	0.092	15	32	0.074	15	32	0.166
17:00 - 18:00	15	32	0.138	15	32	0.066	15	32	0.204
18:00 - 19:00	15	32	0.076	15	32	0.053	15	32	0.129
19:00 - 20:00	2	15	0.033	2	15	0.067	2	15	0.100
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.928			1.040			1.968

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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL PUBLIC TRANSPORT USERS**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	15	32	0.002	15	32	0.047	15	32	0.049
08:00 - 09:00	15	32	0.004	15	32	0.086	15	32	0.090
09:00 - 10:00	15	32	0.010	15	32	0.035	15	32	0.045
10:00 - 11:00	15	32	0.025	15	32	0.033	15	32	0.058
11:00 - 12:00	15	32	0.023	15	32	0.031	15	32	0.054
12:00 - 13:00	15	32	0.033	15	32	0.027	15	32	0.060
13:00 - 14:00	15	32	0.023	15	32	0.023	15	32	0.046
14:00 - 15:00	15	32	0.031	15	32	0.025	15	32	0.056
15:00 - 16:00	15	32	0.039	15	32	0.029	15	32	0.068
16:00 - 17:00	15	32	0.060	15	32	0.012	15	32	0.072
17:00 - 18:00	15	32	0.099	15	32	0.012	15	32	0.111
18:00 - 19:00	15	32	0.045	15	32	0.010	15	32	0.055
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.394			0.370			0.764

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.