



Transportation Planning : Infrastructure Design

Transport Statement

**Proposed Residential Development,
Oakenrod, Rochdale**

**Hallmark Developments (NW) Ltd
November 2022**

Doc Ref: AM/220751/TS/00

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Document Revision Control

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Hallmark Developments (NW) Ltd to provide transport planning and highways advice in relation to a proposed residential development, comprising 52 houses, on land located to the south of the B6222 Bury Road at Oakenrod, Rochdale.
- 1.2 This Transport Statement (TS) has been prepared to support the planning application and provides an assessment of the traffic and transport implications associated with the development proposals to inform Rochdale Council, as the local highway and planning authority, regarding the nature and magnitude of their impact.
- 1.3 The TS has been produced in accordance with the now superseded Department for Transport (DfT's) March 2007 "*Guidance on Transport Assessment*" document and gives due regard to the National Planning Practice Guidance (NPPG).

Background

- 1.4 The northern section of the application site formally accommodated Oakenrod Primary School, with the land to the south previously being occupied by Oakenrod Mill. Oakenrod School closed in 2006 and remained vacant for a period of time before being demolished.
- 1.5 An outline planning application for the demolition of the school and construction of 29 houses and 36 apartments was submitted in August 2007 and subsequently approved November 2007, subject to a number of conditions. Rochdale Council, as highway authority, confirmed that the access and parking arrangements were acceptable and raised no objection to the application.
- 1.6 The principle of residential development on this site is therefore well established.

Structure of This Report

- 1.7 The structure of this report is as follows:-
 - 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 arrangements and parking;

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- 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 site along with a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

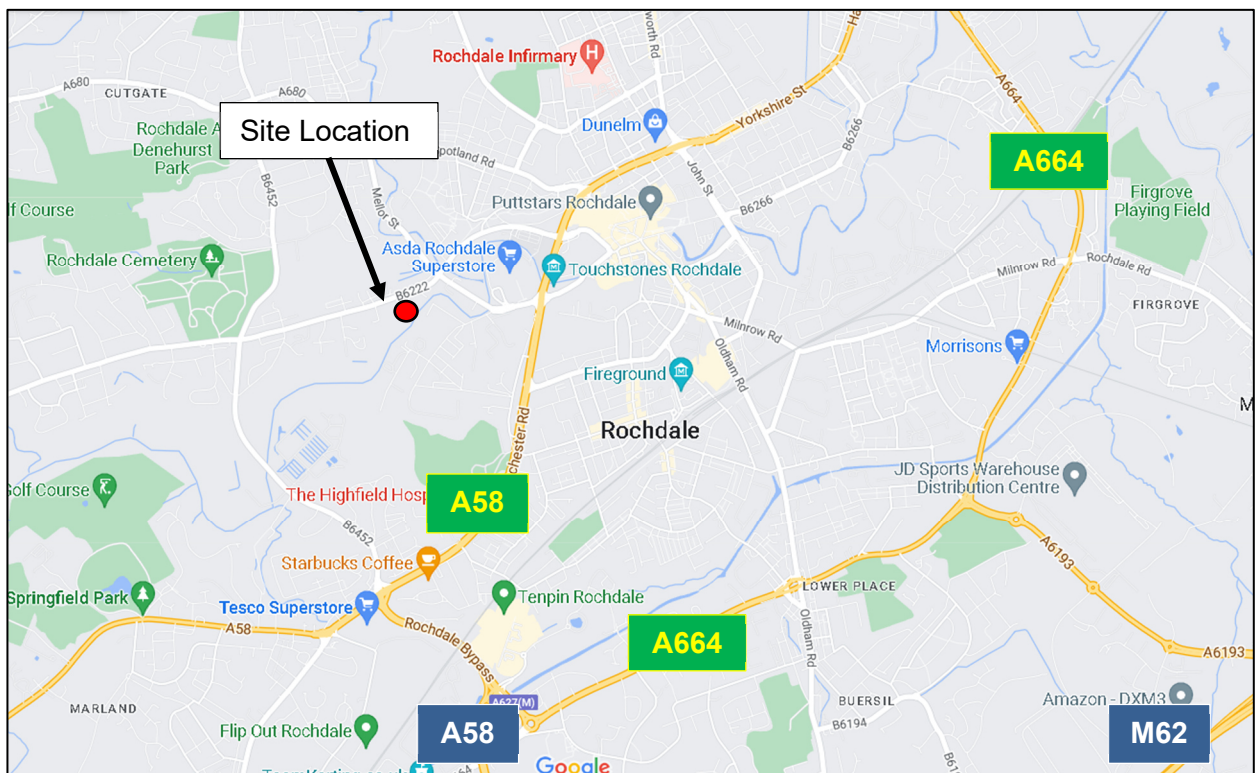
General

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

Site Location

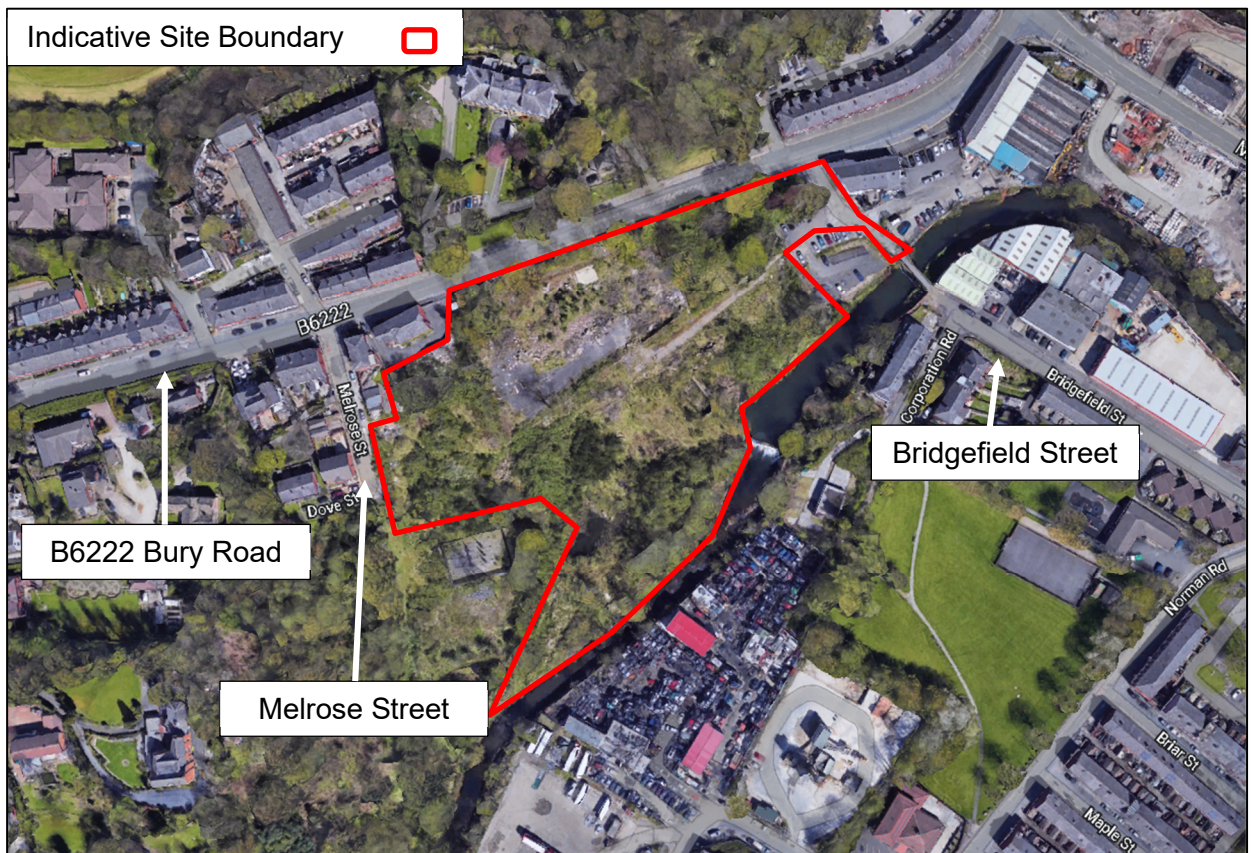
- 2.2 The application site is located to the south of the B6222 Bury Road in a predominantly residential area approximately 1.6km north of Rochdale town centre. The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location Plan – Wider View



2.3 The site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.4 As detailed earlier, the northern section of the application site formally accommodated Oakenrod Primary School, with the land to the south previously being occupied by Oakenrod Mill. Oakenrod School closed in 2006 and remained vacant for a period of time before being demolished, with the site now predominantly cleared for development.
- 2.5 Vehicular access to the site is currently taken from a priority controlled access off the B6222 Bury Road, as shown on **Figure 2.3** below.

Figure 2.3 – Existing Site Accesses - B6222 Bury Road



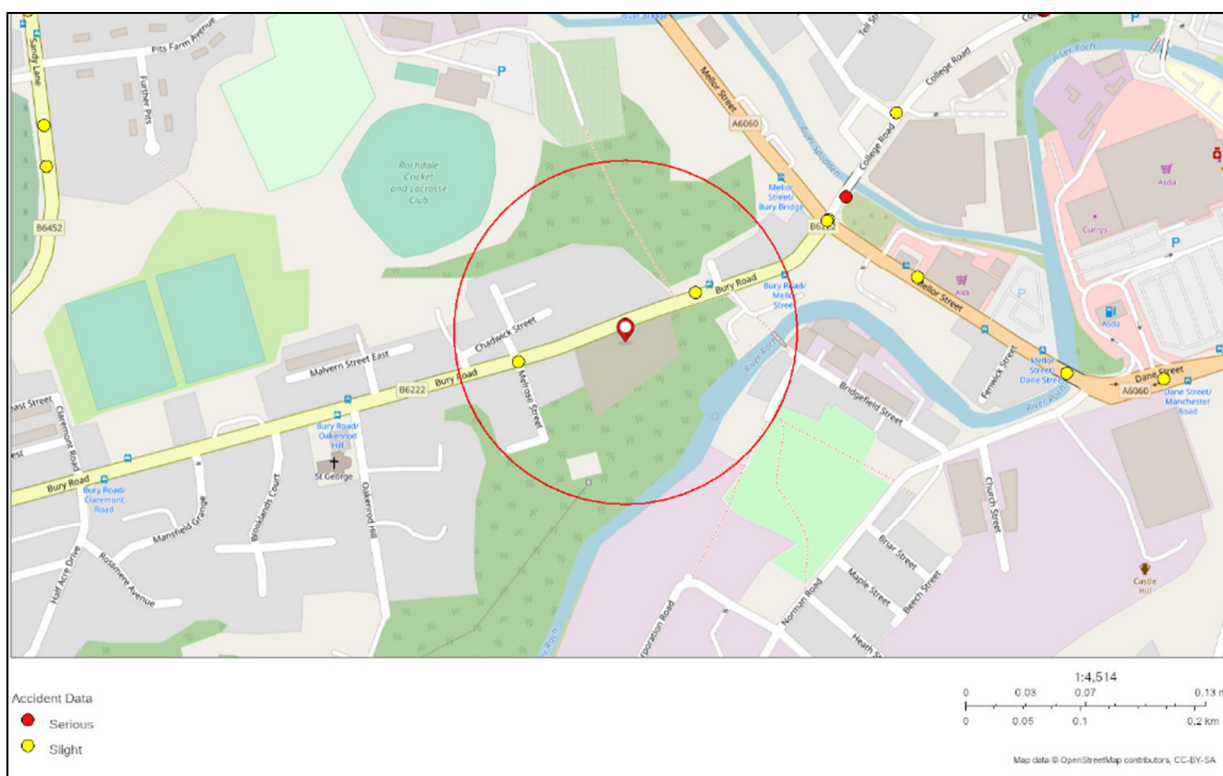
Local Highway Network

- 2.6 The B6222 Bury Road is located to the north of the site and provides a connection to the Mellor Street / College Road signal junction in the east and the B6452 Sandy Lane / Bury Road signal junction in the west.
- 2.7 In the vicinity of the site, the B622 Bury Road is subject to a 30mph speed limit and has a carriageway width of approximately 8m, benefitting from regularly spaced street lighting columns and footways on both sides of the road. There is an uncontrolled pedestrian crossing and refuge island located along the sites frontage, to the west of the access, to assist pedestrians crossing the B6222 Bury Road and improve pedestrian safety. In addition, Traffic Regulation Orders (TROs) in the form of double yellow line restrictions are present on both sides of the B6222 Bury Road in the vicinity of the site, which prevents on-street parking from taking place.
- 2.8 There is a bus stop located on both sides of the B6222 Bury Road, fronting the northern site boundary. Further details on the bus services which use these stops are provided in Chapter 4.

Existing Road Safety Record

- 2.9 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.10 In order to identify critical locations on the network with a poor accident record, a review of accident data covering the most recently available five-year period has been undertaken using the Department for Transport (DfT) data. The study area analysed encompasses approximately 150m from the site and the location and severity of any accidents within the study area during this period, are shown in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.11 The analysis shows that only two ‘slight’ severity accidents took place within the study area. The evidence presented above and illustrated in **Figure 2.4** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals. A full accident screening report can be found in **Appendix A**.

3.0 PROPOSED DEVELOPMENT

General

3.1 The development proposals consist of the construction a residential development, comprising 52 dwellings, on land to the south of of the B6222 Bury Road, Rochdale. The proposed site layout and dwelling mix is presented in **Appendix B** and summarised below:

- 1 Bed dwelling: 4no.
- 2 Bed dwelling: 12no.
- 3 Bed dwelling: 28no.
- 4 Bed dwelling: 8no.

Proposed Access Arrangements

3.2 Vehicular access will be taken from the existing access B6222 Bury Road, as shown on the site layout plan presented in **Appendix B**. The access provides 2m wide footways on both sides of the road as well as appropriate radii to allow two cars to access / egress the site simultaneously.

3.3 Junction visibility from the site access confirms to the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road, providing visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in both directions, as shown on drawing number SCP\220751\D01, presented in **Appendix C**.

3.4 Pedestrian / cycle access to the site will be provided from the same location as the vehicular access, which connects to the existing pedestrian infrastructure on the B6222 Bury Road. Additionally, a stepped pedestrian access is located west of the site access, off the B6222 Bury Road, between plots 17 and 18.

Servicing

3.5 The internal road network has been designed to ensure the movements of a refuse vehicle can be accommodated without allowing their requirements to dominate the layout. Swept path analysis has been undertaken of the site access and internal road layout, as shown on drawing SCP/220751/ATR01 presented in **Appendix D**, which demonstrates that a refuse vehicle can access the site, turn within the site and exit in a forward gear.

Parking

- 3.6 RBC's parking standards are set out in Appendix 5 of their Adopted Core Strategy document which sets out the following maximum parking requirement for this location:
- 1.5 spaces per dwelling for single bedroom dwellings
 - 2 car parking spaces per dwelling with 2 or more bedrooms.
- 3.7 In addition, the minimum standard for cycle space provisions are 1 secure space per dwelling and a minimum of 2 spaces.
- 3.8 As shown on the site layout plan, presented in [Appendix B](#), the overall level of parking to be provided is in accordance with RBC's parking standards.

4.0 ACCESSIBILITY

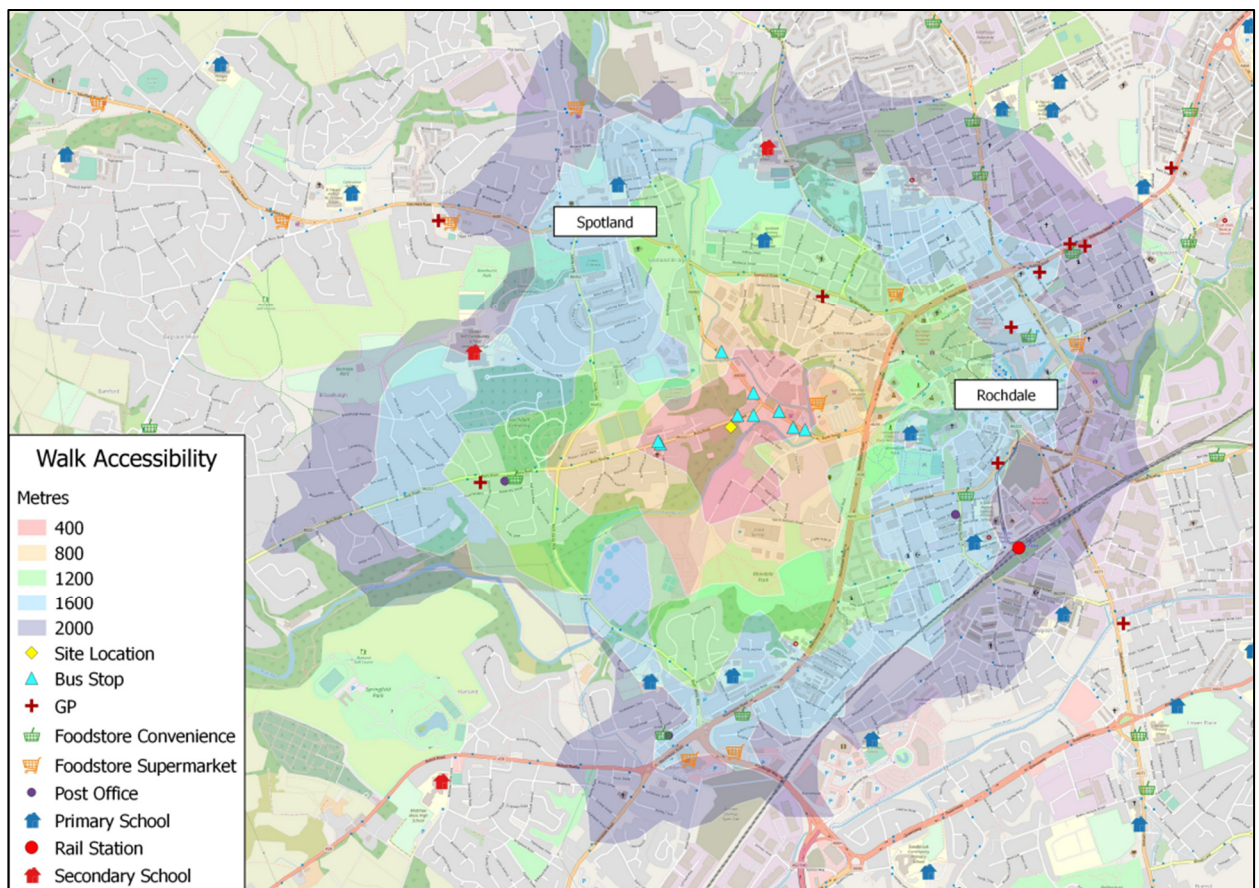
General

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

Pedestrian Accessibility

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 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

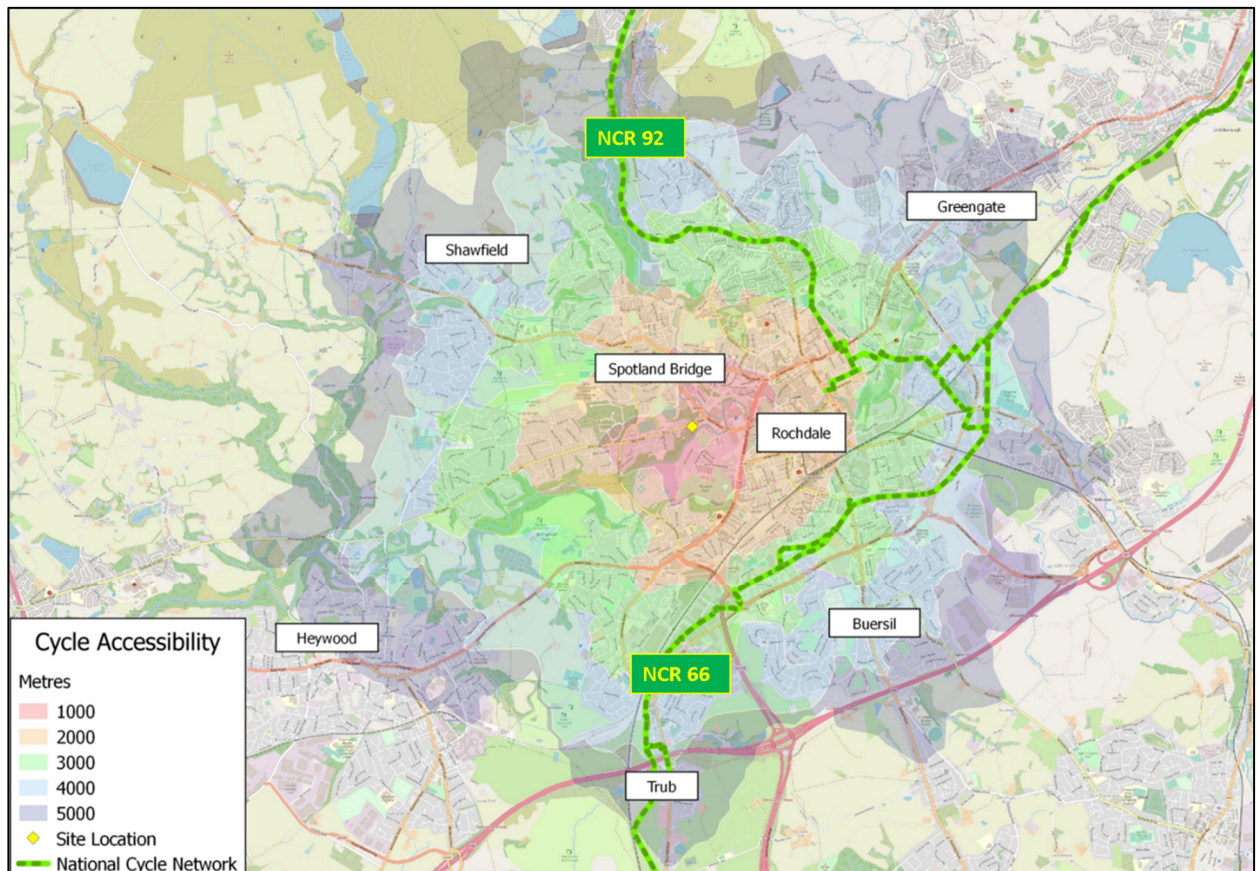


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- 4.4 The site is within acceptable walking distance of Rochdale town centre and the vast array of amenities the town of Rochdale has on offer. The site is also within an acceptable walking distance of numerous transport facilities. The nearest bus stops are located on both sides of the B6222 Bury Road, located long the sites northern boundary. In addition, Rochdale Railway Station can be accessed in under a 22-minute walk time (or <1.6km walk distance).
- 4.5 The area surrounding the site benefits from a good level of pedestrian provision with wide footways and street lighting on both sides of the B6222 Bury Road and on route into Rochdale Town centre. There is an uncontrolled crossing and pedestrian refuge island located in the vicinity of the site to aid pedestrians crossing the B6222 Bury Road and improve pedestrian safety.
- 4.6 The local area benefits from natural surveillance from the businesses and residential properties that abut all the main walking routes.
- 4.7 Overall, the site benefits from high levels of accessibility by foot, with Rochdale Town centre only a short walk from the site, providing opportunities for employment, education, shopping, leisure and recreation trips as well as transport connections.

Cycle Accessibility

- 4.8 Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.9 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



- 4.10 The plan demonstrates that Rochdale Town centre, Trub, Heywood, Greengate and Spotland Bridge, amongst others, are located within the 5km catchment area from the development site. Furthermore, **Figure 4.2** demonstrates the sites close proximity to several national cycle routes (NCR). NCR 92 is located to the north-east of the site and provides a connection between Shawforth in the north, with NCR 66 to the south. NCR 68 provides a connection between NCR 68 to the east and Middleton to the south.
- 4.11 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 of the site, particularly given that secure cycle parking is proposed.

Public Transport

Bus

- 4.12 The development is well placed to encourage travel by bus. Guidance published by the CIHT ‘Planning for Public Transport in Developments’ (1999), recommends 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.”*
- 4.13 The nearest bus stops are located on both sides of the B6222 Bury Road, located long the sites northern boundary. The services provided by these bus stops is shown below:

Bus Service	Route	Frequency		
		Mon-Fri	Sat	Sun
468	Bury - Rochdale via Cutgate	Approx. every 20 mins	Approx. every 30 mins	Approx. every 60 mins
805	Norden - Blue Coat School via Rochdale	<i>Sch Bus</i>	-	-
880	St Cuthbert's School - Norden via Castleton, Sudden	<i>Sch Bus</i>	-	-
967	Bury Church School - Rochdale via Bamford, Daniel Fold	<i>Sch Bus</i>	-	-
968	Fieldhouse - Bacup Grammar School	<i>Sch Bus</i>	-	-
999	Fieldhouse - Bacup Grammar School	<i>Sch Bus</i>		
R8	Norden - Rochdale via Bamford	Approx. every 60 mins	Approx. every 60 mins	Approx. every 60 mins

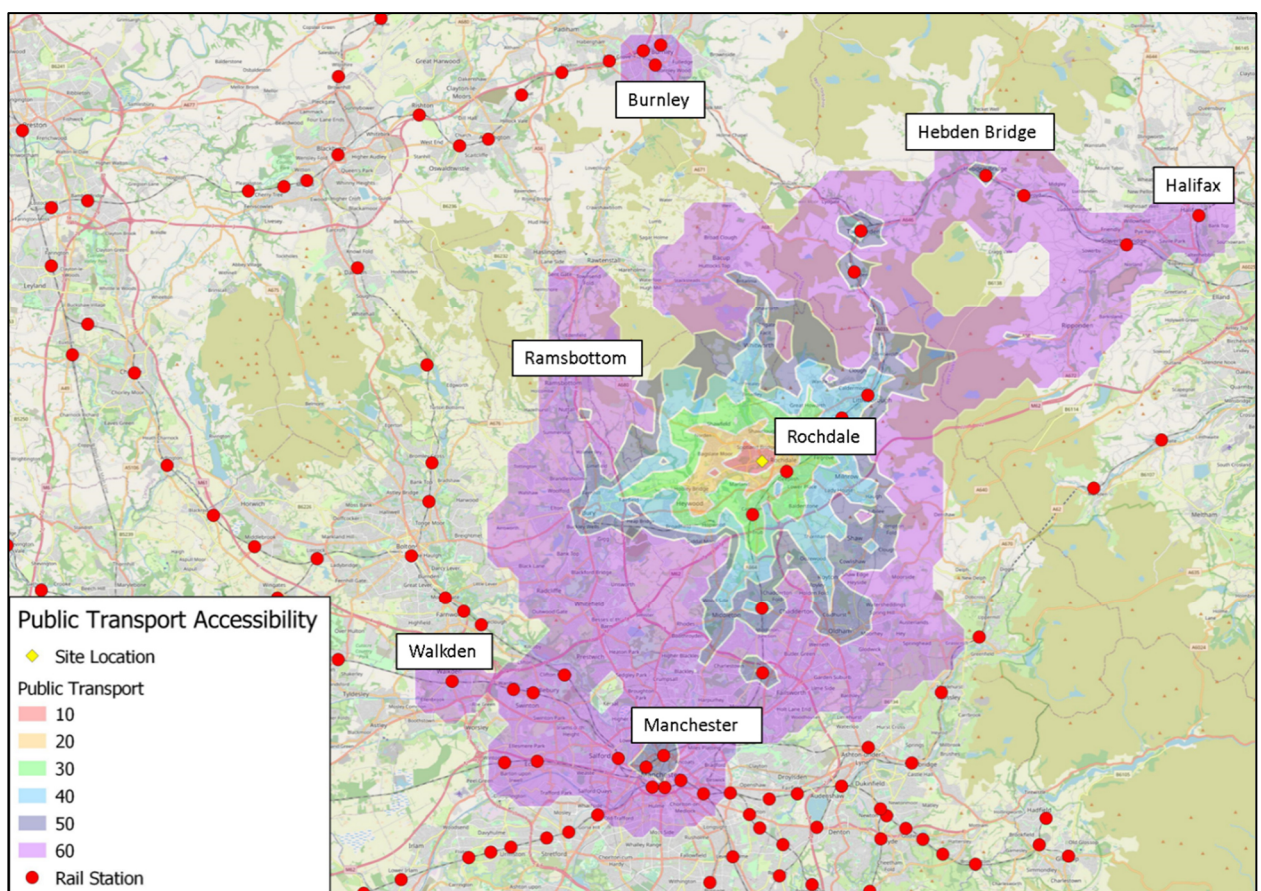
- 4.14 As shown in the above table, the areas of Bury and Norden amongst others can be easily accessed through public transport. In addition, several school routes and buses are provided from this bus stop, for prospective residents.
- 4.15 Approximately 1.6km east of the site is Rochdale Interchange, which provides further services. This bus station services the 6,17,409,464,458,467,471,587,590,805,862, 881 and Rochdale Runners buses which provide regular services, seven days a week, to numerous locations including Bolton, Ashton-under-Lyne, Shudehill, Bury, Kirkholt, Halifax Town Centre and Middleton, amongst others.

- 4.16 The above demonstrates that prospective residents will have access to bus services stopping close to the site which will provide a viable option for residents to travel by bus. In addition, Rochdale Interchange is located a 1.6km walk distance from the site.

Rail

- 4.17 Rochdale Railway Station can be accessed in under a 22-minute walk time (or <1.6km walk distance) from the site and is therefore within an acceptable walking and cycling distance. Rochdale Railway Station provides direct frequent train services throughout the week to destinations including Leeds, Manchester Victoria, Clitheroe, Blackburn and Wigan North-western.
- 4.18 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus, tram and railway stops.

Figure 4.3 – 60 Minute Public Transport Catchment Isochrone



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- 4.19 The above demonstrates that the site is within close proximity to a number of bus and railway links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester, Rochdale, Walkden, Burnley, and Halifax, amongst others, are in an acceptable 60-minute commute time.

Accessibility Summary

- 4.20 Having regard to the above, it is considered that the site benefits from excellent levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard. There are multiple bus stops nearby providing access to a range of local and intercity destinations as well as Rochdale Railway Station, which has the potential to transport prospective residents further afield.

5.0 TRIP GENERATION

Overview

5.1 This Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours.

Proposed Residential Development – Trip Generation

5.2 In order to estimate the trip generating potential of the proposed development, 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) Houses Privately Owned;
- iii) Multi modal surveys;
- iv) Selection by number of dwellings (25 to 100);
- v) Weekday surveys only; and
- vi) Only sites in 'Suburban area' and 'Edge of Town Centre' locations have been selected.

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

Table 5.1 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.159	0.4	0.351	0.195
Cycles	0.004	0.024	0.026	0.01
Pedestrians	0.063	0.21	0.106	0.056
Pub. Trans.	0.011	0.061	0.03	0.004

5.4 The estimated trip generation associated with the proposed 52 dwellings is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation- 52 Units

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	8	21	18	10
Cycles	0	1	1	1
Pedestrians	3	11	6	3
Pub. Trans.	1	3	2	0

- 5.5 As detailed above, it is estimated that the scheme will generate 29 two-way vehicle movements in the AM peak hour and 28 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 2 minutes in both the AM and PM peak hours. This level of traffic will not have a material impact on the operation of the local highway network, particularly when distributed on the wider highway network.
- 5.6 As detailed earlier, the site formally accommodated the Oakenrod Primary School with the land that lies to the south previously occupied by Oakenrod Mill, which historically would have generated a significant level of traffic on the local highway network. In addition, outline planning permission was granted on the site for the construction of 29 houses and 36 apartments in November 2007 which would have generated comparable levels of traffic to that of the currently proposed scheme.
- 5.7 Having regard to the above, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Hallmark Developments (NW) Ltd to provide transport planning and highways advice in relation to a proposed residential development, comprising 52 houses, on land located to the south of the B6222 Bury Road at Oakenrod, Rochdale.
- 6.2 The northern section of the application site formally accommodated Oakenrod Primary School, with the land to the south previously being occupied by Oakenrod Mill. Oakenrod School closed in 2006 and remained vacant for a period of time before being demolished.
- 6.3 An outline planning application for the demolition of the school and construction of 29 houses and 36 apartments was submitted in August 2007 and subsequently approved November 2007, subject to a number of conditions. Rochdale Council, as highway authority, confirmed that the access and parking arrangements were acceptable and raised no objection to the application. The principle of residential development on this site is therefore well established
- 6.4 Vehicular access to the site is proposed through an improved access at the location of the existing site access off the B6222 Bury Road. The access benefits from 2m wide footways on both sides of the road, as well as appropriate radii to allow two cars to access / egress the site simultaneously. Pedestrian / cycle access to the site will be provided from the same location as the vehicular access. Additionally, a stepped pedestrian access is located west of the site access, off the B6222 Bury Road, between plots 17 and 18.
- 6.5 The personal injury accident data for the most recently available five-year period has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.6 The accessibility of the site has been assessed. Overall, the site is considered to be well located in terms of its accessibility by all the major non-car modes of transport and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard.
- 6.7 It is estimated that the scheme will generate 29 two-way vehicle movements in the AM peak hour and 28 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 2 minutes in both the AM and PM peak hours. The volume of traffic generated by the proposed development will not have a material impact on the operation of the local highway network.

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- 6.8 It should also be noted that the site formally accommodated the Oakenrod Primary School with the land that lies to the south previously occupied by Oakenrod Mill, which historically would have generated a significant level of traffic on the local highway network. In addition, outline planning permission was granted on the site for the construction of 29 houses and 36 apartments in November 2007 which would have generated comparable levels of traffic to that of the currently proposed scheme.
- 6.9 Having regard to the analysis presented in this TS, it is concluded that the application proposals are acceptable with regard to transport.

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APPENDICES

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APPENDIX A

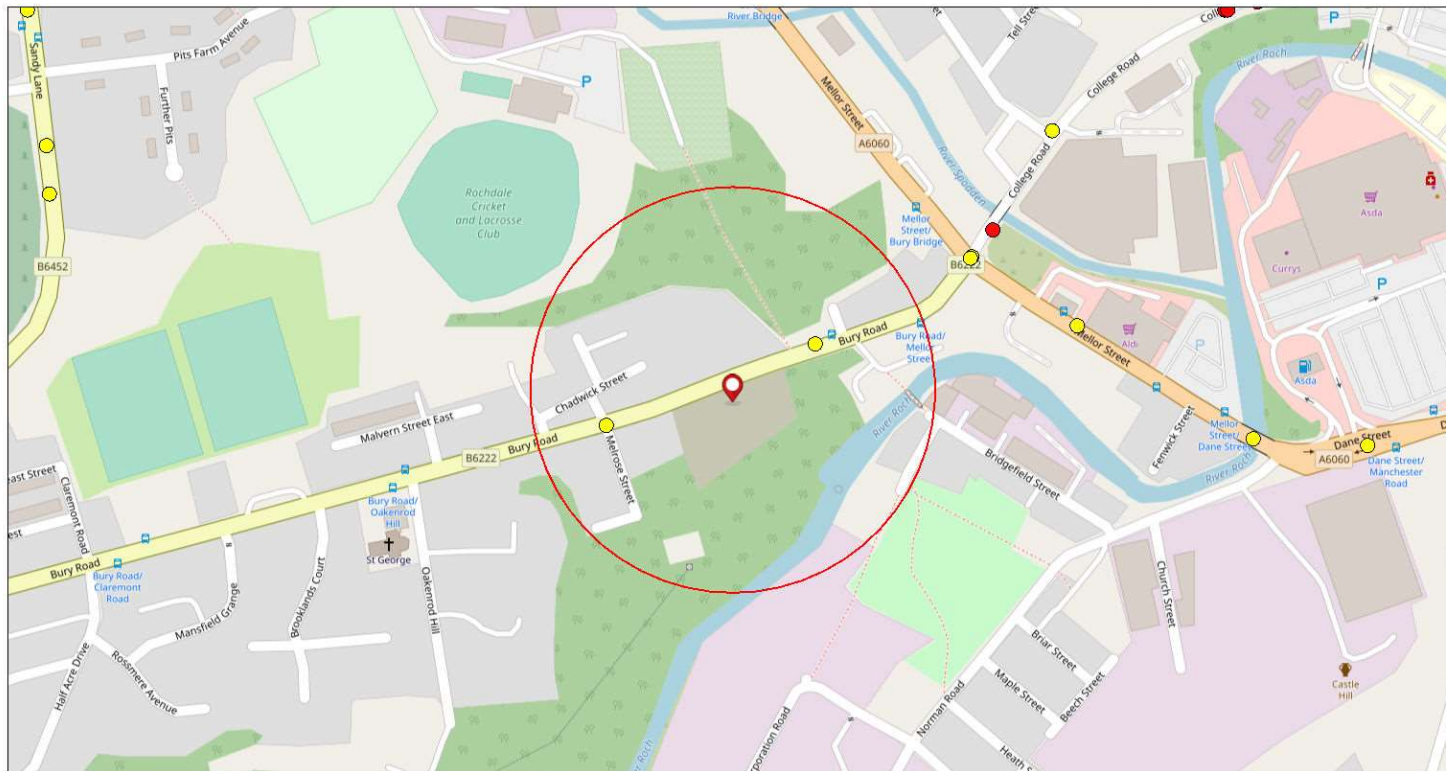


Screening Report

Area of Interest (AOI) Information

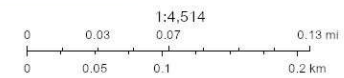
Area : 70,526.45 m²

Nov 15 2022 9:38:27 Greenwich Mean Time



Accident Data

- Serious
- Slight



Map data © OpenStreetMap contributors, CC-BY-SA

Summary

Name	Count	Area(m²)	Length(m)
Accident Data	2	N/A	N/A
Vehicle Data	4	N/A	N/A
Casualty Data	2	N/A	N/A

Accident Data

#	Easting	Northing	Year	Accident Severity	Number of Vehicles	Number of Casualties	Date	Day of Week
1	388774	413178	2019	Slight	2	1	16/05/2019	Thursday
2	388619	413118	2019	Slight	2	1	11/10/2019	Friday

#	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail	Junction Control
1	8:02 AM	Rochdale	B	6,222	Single carriageway	30	T or staggered junction	Give way or uncontrolled
2	4:20 PM	Rochdale	B	6,222	Single carriageway	30	Crossroads	Give way or uncontrolled

#	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control	Pedestrian Crossing - Physical Facilities
1	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Central refuge
2	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres

#	Did Police Officer Attend Scene of Accident	Accident Reference	Category	Count
1	Yes	06P157347	Accident	1
2	Yes	06P163532	Accident	1

Vehicle Data

#	Year	Category	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location
1	2,019	Vehicle	1	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
2	2,019	Vehicle	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering main road
3	2,019	Vehicle	1	Car	No tow/articulation	Turning right	On main c'way - not in restricted lane	Entering main road
4	2,019	Vehicle	2	Motorcycle 125cc and under	No tow/articulation	Overtaking moving vehicle - offside	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road

#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Accident Reference	Count
1	None	None	Front	Journey as part of work	Male	66 - 75	6	Urban area	06P157347	1
2	None	None	Front	Pupil riding to/from school	Male	Nov-15	-1	Urban area	06P157347	1
3	None	None	Front	Not known	Male	26 - 35	14	Urban area	06P163532	1
4	None	None	Front	Not known	Male	21 - 25	0	Urban area	06P163532	1

Casualty Data

#	Year	Category	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	2,019	Casualty	2	1	Driver or rider	Male	Nov-15	Slight
2	2,019	Casualty	2	1	Driver or rider	Male	21 - 25	Slight

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Accident_Reference	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	06P157347	1
2	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle 125cc and under rider or passenger	06P163532	1

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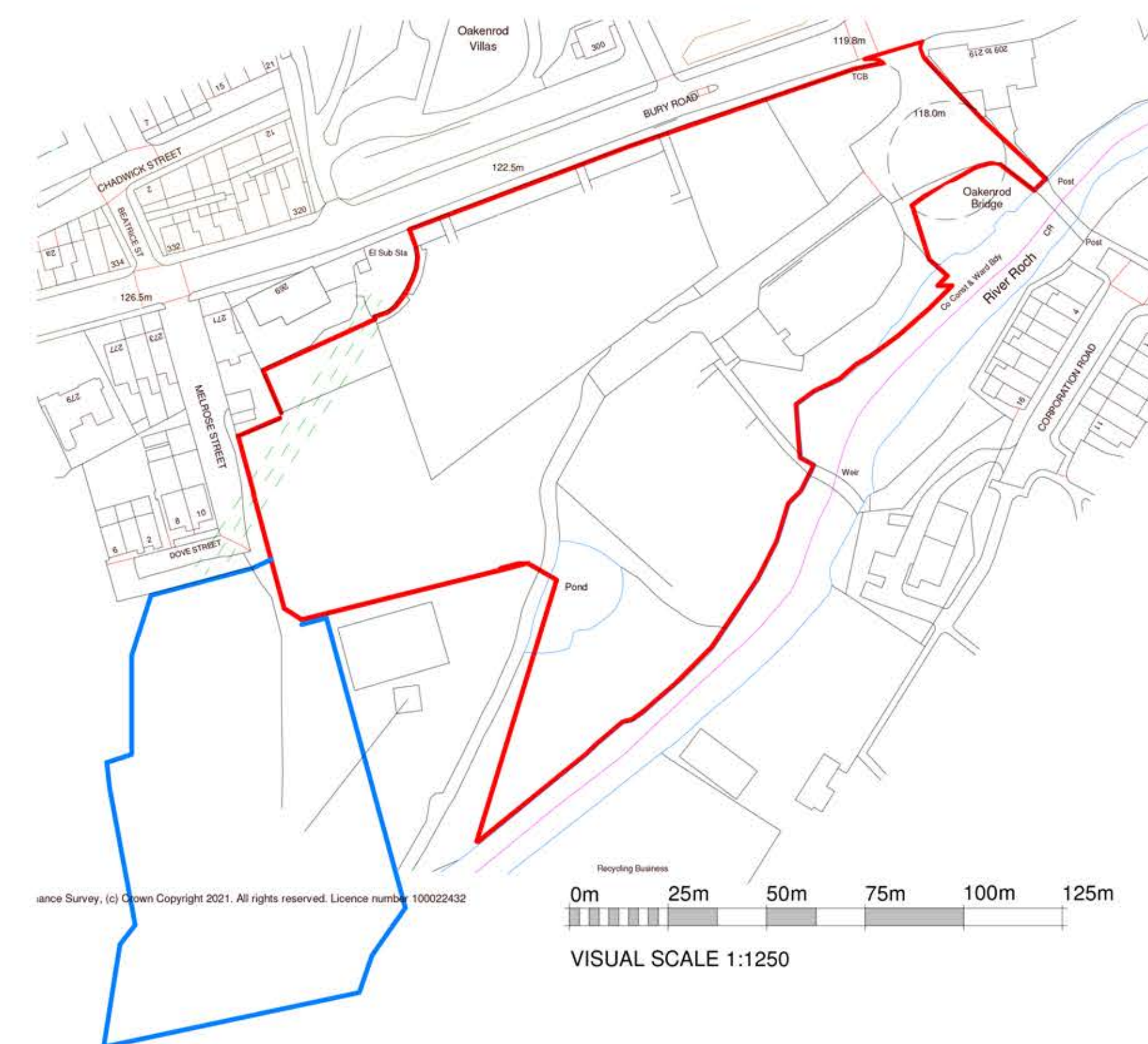
APPENDIX B

Schedule of Accommodation

	No	ft
Type A 1 Bed 2 Person Units	04	515/550
Type B 2 Bed 4 Person House	12	800
Type C 3 Bed 5 Person House	14	950
Type D 4 Bed 6 Person House	08	1200
Type E 3 Bed Split Level House	06	1189
Type F 3 Bed Split Level House	08	1292
Total	52	Units



Site Plan



LOCATION PLAN

nicol thomas

Rev	Date	Description
A	22.04.22	Road Layout Revised
B	05.05.22	Plot Substitutions
C	01.07.22	Plot schedule updated
D	26.07.22	Red line boundary updated around car park

nicol thomas
architects project managers construction cost consultants CDM co-ordinators
Registered in England and Wales, Reg No. 2140639
Quality Assured to BS ENISO 9001:1994 Certificate Number GB 4723
Heyside House, Blackshaw Lane, Heyside, Royton, Oldham OL2 8NS
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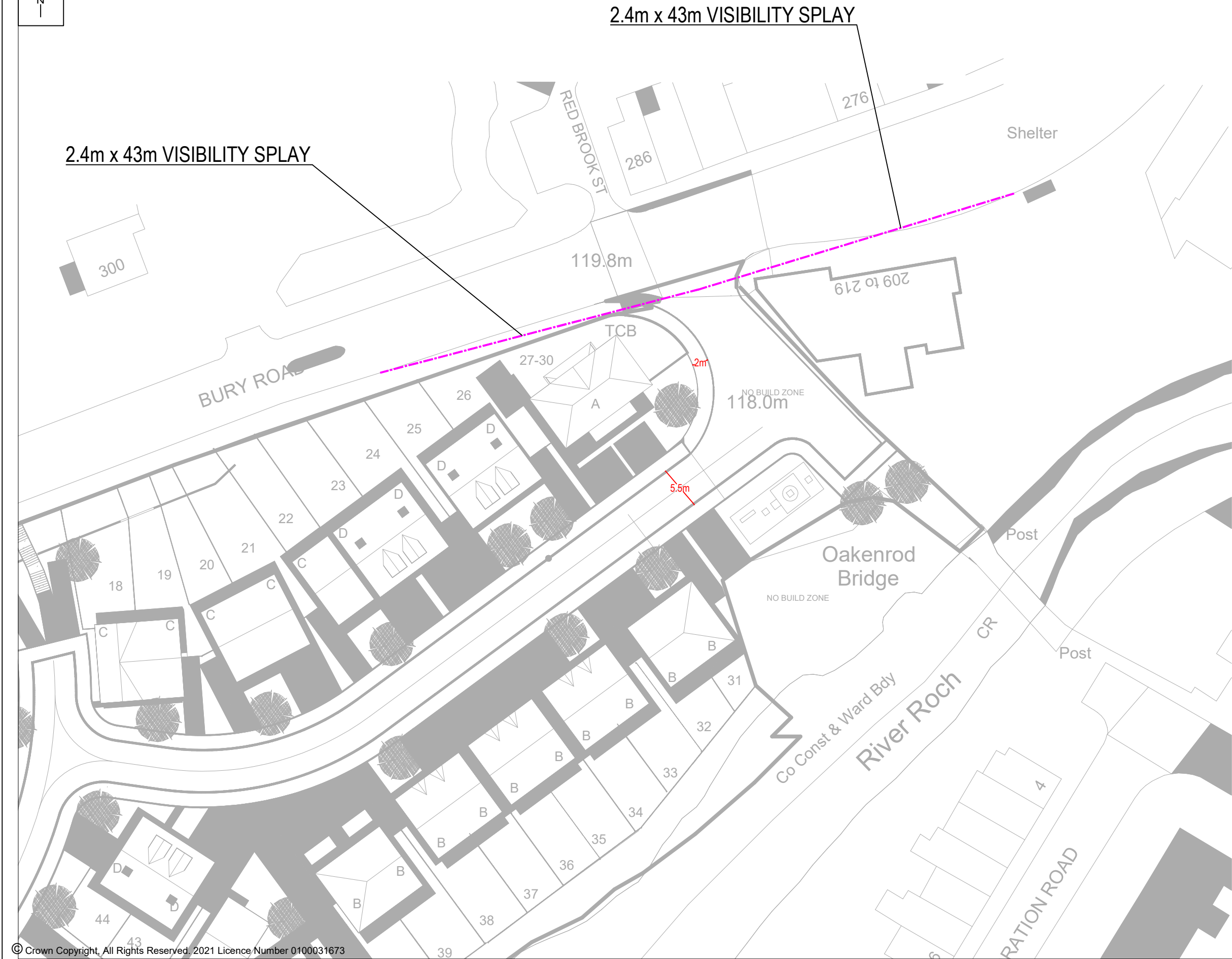
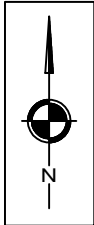
To Do-
Drive widths and paths to complete
Boundaries to complete
Levels and sections to complete.

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Client	Hallmark Developments
Job	Oakenrod, Rochdale
Drawing title	Site Layout
Project number	M4832 P(20)100
Scale	As indicated @ A1
Date	11/10/21
Drawn by	AS
Checked by	GRF
Rev	D

S|C|P

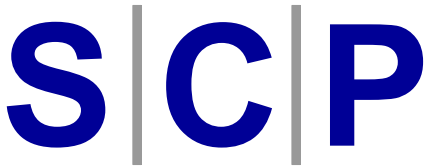
APPENDIX C



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

HALLMARK DEVELOPMENTS
(NW) LTD

Project Title:

OAKENROD, ROCHDALE

Drawing Title:

VISIBILITY SPLAYS

Drawn By:

AM

Date:

15.11.2022

Checked:

PT

Scale:

1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/220751/D01

Rev.

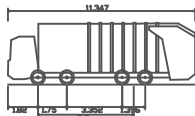
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APPENDIX D



NOTES



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 5.01s
Wall to Wall Turning Radius 11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

HALLMARK DEVELOPMENTS
(NW) LTD

Project Title:

OAKENROD, ROCHDALE

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:

AM

Date:

15.11.2022

Checked:

PT

Scale:

1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/220751/ATR01

Rev.

-

S|C|P

APPENDIX E

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-221115-1156

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	ON LUTON	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
	SD SWINDON	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
10	WALES	
	CF CARDIFF	1 days
	CP CAERPHILLY	1 days
	PS POWYS	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	FI FIFE	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

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

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Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 27 to 98 (units:)
Range Selected by User: 26 to 104 (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: 01/01/00 to 22/06/22

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	10 days
Tuesday	9 days
Wednesday	6 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	31 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)	25

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	29
No Sub Category	2

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

Secondary Filtering selection:Use Class:

C3	31 days
----	---------

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

Population within 500m Range:

All Surveys Included

SCP York Street Manchester

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Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	7 days
10,001 to 15,000	4 days
15,001 to 20,000	6 days
20,001 to 25,000	3 days
25,001 to 50,000	8 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	5 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	10 days
1.1 to 1.5	19 days

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

Travel Plan:

Not Known	1 days
Yes	3 days
No	27 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	31 days
-----------------	---------

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

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters

1	CB-03-A-05 MACADAM WAY PENRITH	DETACHED/TERRACED HOUSING		CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings:		50	
	Survey date: TUESDAY		21/06/16	Survey Type: MANUAL
2	CF-03-A-03 LLANTRISANT ROAD CARDIFF	DETACHED		CARDIFF
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		29	
	Survey date: MONDAY		08/10/07	Survey Type: MANUAL
3	CP-03-A-02 THE RISE PENGAM	SEMI DETACHED		CAERPHILLY
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:		41	
	Survey date: MONDAY		05/09/05	Survey Type: MANUAL
4	CW-03-A-02 BOSVEAN GARDENS TRURO	SEMI D./DETACHED		CORNWALL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		73	
	Survey date: TUESDAY		18/09/07	Survey Type: MANUAL
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		50	
	Survey date: TUESDAY		28/03/17	Survey Type: MANUAL
6	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		70	
	Survey date: MONDAY		28/09/15	Survey Type: MANUAL
7	FA-03-A-01 MANDELA AVENUE FALKIRK	SEMI-DETACHED/TERRACED		FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		37	
	Survey date: THURSDAY		30/05/13	Survey Type: MANUAL
8	FI-03-A-02 WAROUT ROAD GLENROTHES	SEMI DETACHED		FIFE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		58	
	Survey date: MONDAY		16/05/05	Survey Type: MANUAL

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)

9	GS-03-A-01	SEMI D./TERRACED	GLOUCESTERSHIRE
	KINGSHOLM ROAD		
	GLOUCESTER		
	KINGSHOLM		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	25/05/04	Survey Type: MANUAL
10	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
11	HF-03-A-01	MIXED HOUSES	HERTFORDSHIRE
	LONGCROFT LANE		
	WELWYN GARDEN CITY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	53	
	Survey date: FRIDAY	06/09/02	Survey Type: MANUAL
12	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD		
	INVERNESS		
	SCORGUIE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
13	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYPHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
14	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	EGERTON ROAD		
	LINCOLN		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: MONDAY	29/06/15	Survey Type: MANUAL
15	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
16	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)

17	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
18	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE			
	NORTHALLERTON			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	47		
	Survey date: TUESDAY	27/09/16		Survey Type: MANUAL
19	ON-03-A-02	SEMI DETACHED		LUTON
	RIDDY LANE			
	LUTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	82		
	Survey date: TUESDAY	06/07/04		Survey Type: MANUAL
20	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
21	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
	TULLYLUMB TERRACE			
	PERTH			
	CORNHILL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: WEDNESDAY	11/05/11		Survey Type: MANUAL
22	PS-03-A-02	DETACHED/SEMI-DETACHED		POWYS
	GUNROG ROAD			
	WELSHPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	11/05/15		Survey Type: MANUAL
23	SC-03-A-03	DETACHED		SURREY
	A3050 HURST ROAD			
	EAST MOLESEY			
	HURST PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: TUESDAY	12/11/02		Survey Type: MANUAL

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)

24	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
25	SF-03-A-01	SEMI DETACHED	SUFFOLK
	A1156 FELIXSTOWE ROAD		
	IPSWICH		
	RACECOURSE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	77	
	Survey date: WEDNESDAY	23/05/07	Survey Type: MANUAL
26	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL
27	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
28	TB-03-A-01	TERRACED HOUSES	TORBAY
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
29	WM-03-A-01	TERRACED	WEST MIDLANDS
	FOLESHILL ROAD		
	COVENTRY		
	FOLESHILL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: FRIDAY	03/02/06	Survey Type: MANUAL
30	WM-03-A-05	TERRACED & DETACHED	WEST MIDLANDS
	COUNDON ROAD		
	COVENTRY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	89	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
31	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	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/A - HOUSES 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): 1.84

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	31	53	0.072	31	53	0.275	31	53	0.347
08:00 - 09:00	31	53	0.159	31	53	0.400	31	53	0.559
09:00 - 10:00	31	53	0.169	31	53	0.193	31	53	0.362
10:00 - 11:00	31	53	0.142	31	53	0.165	31	53	0.307
11:00 - 12:00	31	53	0.160	31	53	0.154	31	53	0.314
12:00 - 13:00	31	53	0.174	31	53	0.160	31	53	0.334
13:00 - 14:00	31	53	0.172	31	53	0.181	31	53	0.353
14:00 - 15:00	31	53	0.167	31	53	0.208	31	53	0.375
15:00 - 16:00	31	53	0.248	31	53	0.186	31	53	0.434
16:00 - 17:00	31	53	0.319	31	53	0.192	31	53	0.511
17:00 - 18:00	31	53	0.351	31	53	0.195	31	53	0.546
18:00 - 19:00	31	53	0.261	31	53	0.170	31	53	0.431
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.394			2.479			4.873

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	27 - 98 (units:)
Survey date date range:	01/01/00 - 22/06/22
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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/A - HOUSES 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	31	53	0.007	31	53	0.022	31	53	0.029
08:00 - 09:00	31	53	0.004	31	53	0.024	31	53	0.028
09:00 - 10:00	31	53	0.002	31	53	0.007	31	53	0.009
10:00 - 11:00	31	53	0.006	31	53	0.002	31	53	0.008
11:00 - 12:00	31	53	0.004	31	53	0.004	31	53	0.008
12:00 - 13:00	31	53	0.005	31	53	0.005	31	53	0.010
13:00 - 14:00	31	53	0.004	31	53	0.001	31	53	0.005
14:00 - 15:00	31	53	0.005	31	53	0.005	31	53	0.010
15:00 - 16:00	31	53	0.022	31	53	0.007	31	53	0.029
16:00 - 17:00	31	53	0.017	31	53	0.013	31	53	0.030
17:00 - 18:00	31	53	0.026	31	53	0.010	31	53	0.036
18:00 - 19:00	31	53	0.011	31	53	0.010	31	53	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.110			0.223

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/A - HOUSES 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	31	53	0.024	31	53	0.083	31	53	0.107
08:00 - 09:00	31	53	0.063	31	53	0.210	31	53	0.273
09:00 - 10:00	31	53	0.059	31	53	0.066	31	53	0.125
10:00 - 11:00	31	53	0.042	31	53	0.079	31	53	0.121
11:00 - 12:00	31	53	0.062	31	53	0.048	31	53	0.110
12:00 - 13:00	31	53	0.056	31	53	0.045	31	53	0.101
13:00 - 14:00	31	53	0.056	31	53	0.070	31	53	0.126
14:00 - 15:00	31	53	0.064	31	53	0.067	31	53	0.131
15:00 - 16:00	31	53	0.175	31	53	0.105	31	53	0.280
16:00 - 17:00	31	53	0.126	31	53	0.070	31	53	0.196
17:00 - 18:00	31	53	0.106	31	53	0.056	31	53	0.162
18:00 - 19:00	31	53	0.059	31	53	0.045	31	53	0.104
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.995			0.978			1.973

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/A - HOUSES 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	31	53	0.003	31	53	0.034	31	53	0.037
08:00 - 09:00	31	53	0.011	31	53	0.061	31	53	0.072
09:00 - 10:00	31	53	0.011	31	53	0.019	31	53	0.030
10:00 - 11:00	31	53	0.013	31	53	0.010	31	53	0.023
11:00 - 12:00	31	53	0.009	31	53	0.015	31	53	0.024
12:00 - 13:00	31	53	0.012	31	53	0.016	31	53	0.028
13:00 - 14:00	31	53	0.008	31	53	0.005	31	53	0.013
14:00 - 15:00	31	53	0.015	31	53	0.012	31	53	0.027
15:00 - 16:00	31	53	0.028	31	53	0.018	31	53	0.046
16:00 - 17:00	31	53	0.022	31	53	0.006	31	53	0.028
17:00 - 18:00	31	53	0.030	31	53	0.004	31	53	0.034
18:00 - 19:00	31	53	0.025	31	53	0.002	31	53	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.187			0.202			0.389

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.