



Mr A Cartwright

West Hill House, 158-
170 Manchester Road,
Rochdale

Transport Statement

July 2025



Mr A Cartwright

West Hill House, 158-
170 Manchester Road,
Rochdale

Transport Statement

OFFICE ADDRESS:
106 Albert Mill,
10 Hulme Hall Road,
Manchester,
M15 4LY

PROJECT NO:
328568

DATE:
July 2025

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	250714 328568 TS RW v1.3.docx		14 July 2025	Final	MA	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	17 January 2025	MA	Draft for project team review
1.1	31 March 2025	ME	Final version for submission
1.2	19 June 2025	ME	Final version – updated report name
1.3	14 July 2025	RW	Final version – updated site layout plan

CONTENTS

1.	Introduction	4
1.1	Preamble	4
1.2	Methodology	5
1.3	Report Structure	5
2.	Existing Conditions	6
2.1	Site Location	6
2.2	Local Highway Network	6
2.3	Public Rights of Way	11
2.4	Air Quality	11
3.	Development Proposals	12
3.1	Proposed Use	12
3.2	Proposed Site Arrangement	13
3.3	Servicing and Delivery Arrangements	13
3.4	Parking Provision	13
4.	Sustainable Accessibility and Active Travel	15
4.1	Introduction	15
4.2	Pedestrian Accessibility	15
4.3	Cycle Accessibility	18
4.4	Public Transport Services	19
4.5	Summary	22
5.	Trip Generation	24
5.1	TRICS Trip Rates	24
5.2	Trip Generation	24
5.3	Traffic Impact	25
6.	Parking Assessment	26
6.1	Introduction	26
6.2	Car Ownership	26
6.3	Summary	27
7.	Summary and Conclusion	28
7.1	Summary	28
7.2	Conclusion	28

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

Mr A Cartwright

West Hill House, 158-170 Manchester Road, Rochdale

Transport Statement



APPENDICES

APPENDIX A Proposed Site Plan

APPENDIX B Full TRICS Outputs

APPENDIX C 2021 Census Car / Van Availability Data

1. Introduction

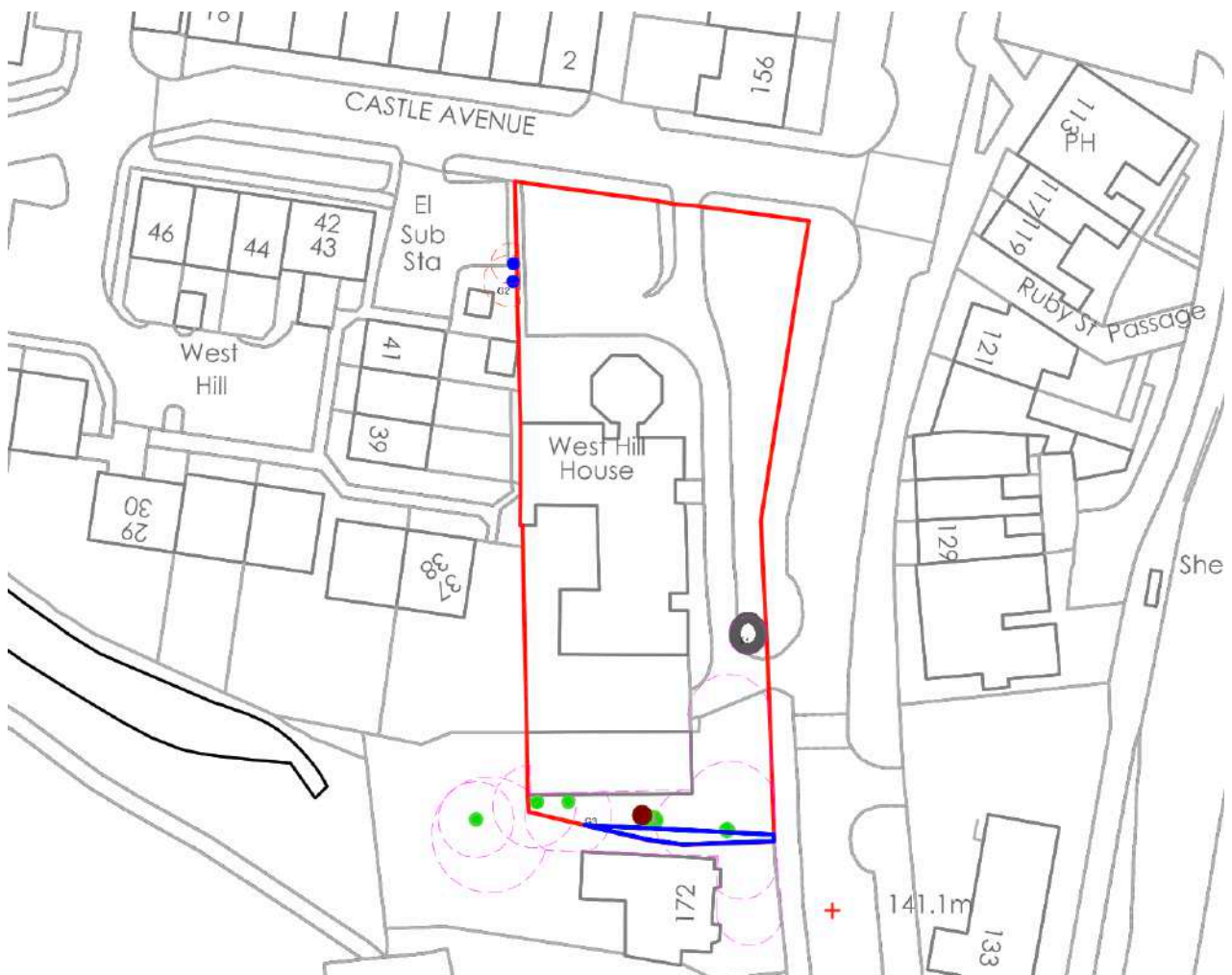
1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Mr A Cartwright (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development at West Hill House, 158-170 Manchester Road in Rochdale, Greater Manchester.

1.1.2 The proposals include the demolition of the existing building on site, and the construction of a total of 28no. apartment units, with car park access taken from a priority junction from Castle Avenue.

1.1.3 The site location plan is shown in [Figure 1.1](#).

Figure 1.1 : Indicative Site Boundary (image source : Google)



1.2 Methodology

- 1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, '*Transport Evidence Bases in Plan Making and Decision Taking*' (2014), which supersedes the Department for Transport's (DfT) '*Guidance on Transport Assessment*' (2007). However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.2.2 A site visit was undertaken on Tuesday 7th January 2025.

1.3 Report Structure

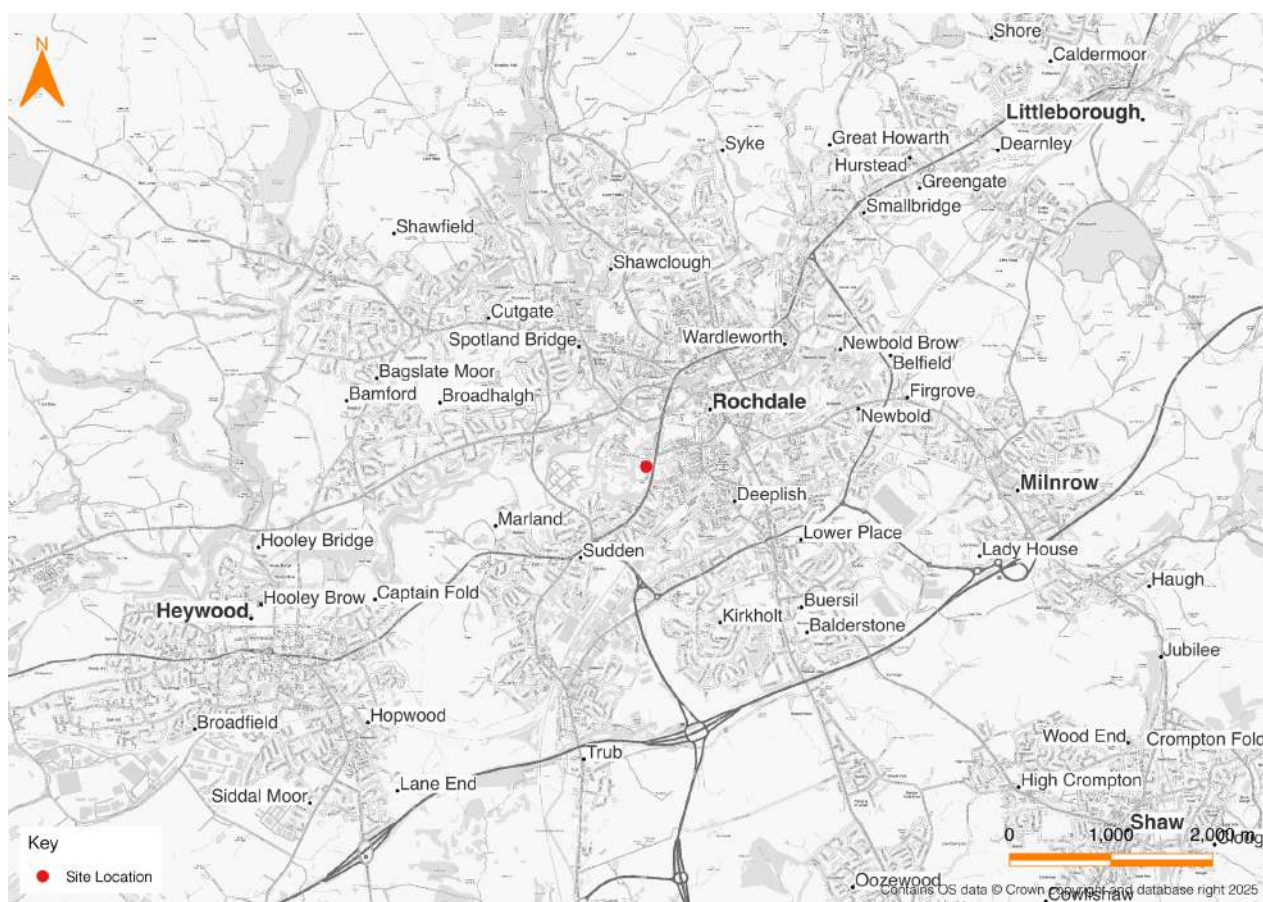
- 1.3.1 Following this introductory chapter, the TS has been structured as follows:
- Chapter 2 describes the site location and local highway network;
 - Chapter 3 outlines the development proposals, vehicular access, servicing and parking;
 - Chapter 4 details accessibility by non-car modes, including public transport, cycle and on foot;
 - Chapter 5 details the expected vehicle trip generation; and
 - Chapter 6 provides evidence to support the proposed parking provision; and
 - Chapter 7 summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location

2.1.1 The site is located to the west of Manchester Road (A58) in Rochdale, c.1.1km northeast of the suburb of Sudden and c.700m west of Rochdale Town Centre, as shown in [Figure 2.1](#).

Figure 2.1 : Strategic Site Location



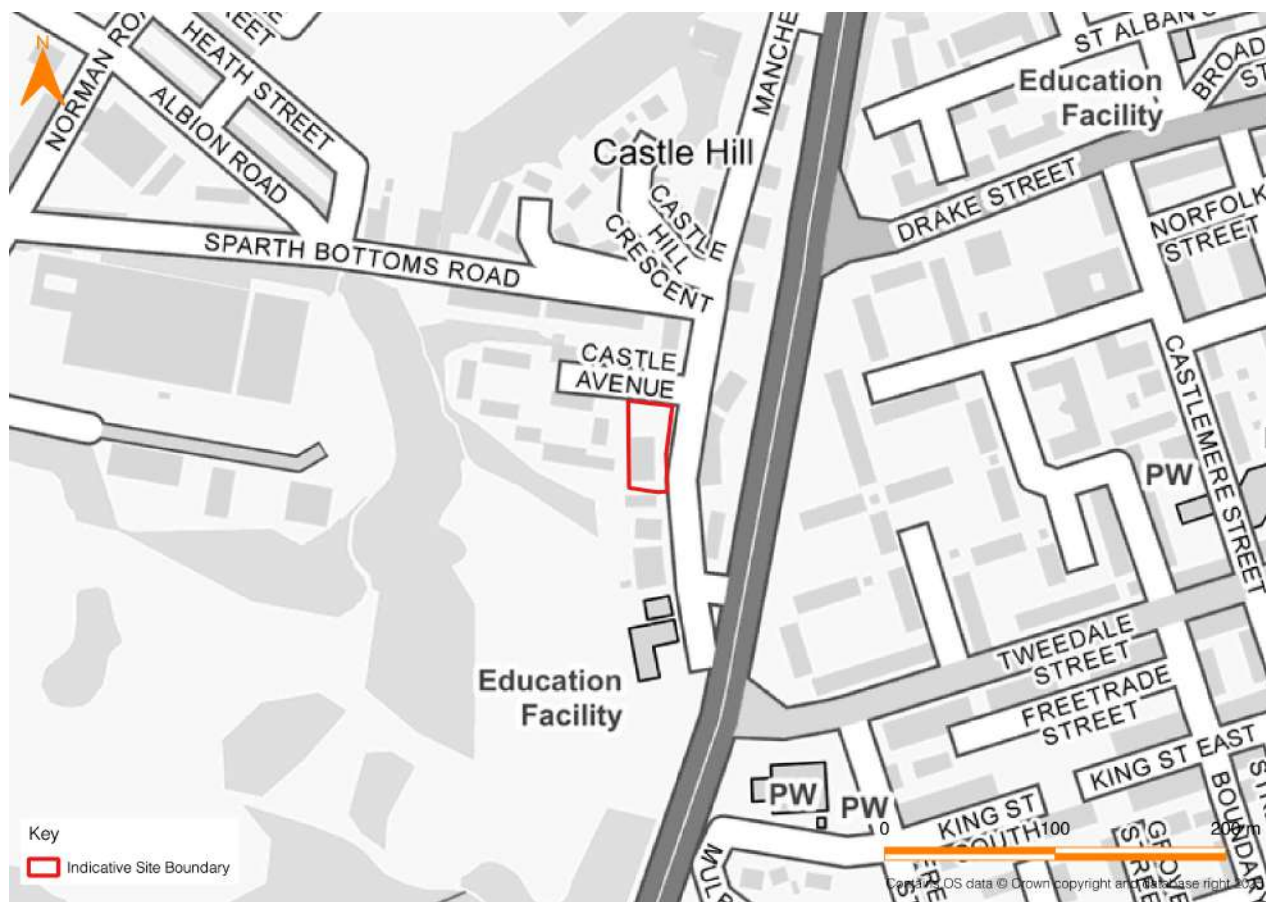
2.1.2 The development site consists of the former Cope Funeral Service building and associated parking area.

2.2 Local Highway Network

2.2.1 The site is bound to the east by Manchester Road, to the north by Castle Avenue and to the east and south by existing residential properties.

2.2.2 [Figure 2.2](#) shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network



Manchester Road

- 2.2.3 Manchester Road runs along the eastern boundary of the site in a broadly north-to-south alignment. Manchester Road connects with the A58 (Manchester Road) c.80m south of the site.
- 2.2.4 The existing conditions along Manchester Road are summarised in [Table 2.1](#) and shown in [Photograph 2.1](#) to [Photograph 2.3](#).

Table 2.1 : Manchester Road – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Pedestrian refuse island available at junction with A58
Speed Limit	20 mph	Cycle Facilities	No
Carriageway Width	c.5.2m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.1 : Manchester Road – northbound



Photograph 2.2 : Manchester Road – southbound



2.2.5 As shown in [Photograph 2.3](#), there are 5no. on-street parking bays to the west of Manchester Road outside the development site. It is understood that these bays previously operated via parking permits, but are now free to use. The remainder of Manchester Road features a Traffic Regulation Order (TRO), in the form of double yellow lines, to prevent on-street parking.

Photograph 2.3 : Manchester Road – On-street Parking Bays

Castle Street

- 2.2.6 Castle Street runs along the northern boundary of the site in a broadly east-to-west alignment.
- 2.2.7 Castle Street connects to Manchester Road to the east and provides access into the site, as well as to a number of existing residential properties to the west.
- 2.2.8 The existing conditions along Manchester Road are summarised in [Table 2.2](#) and shown in [Photograph 2.4](#) and [Photograph 2.5](#).

Table 2.2 : Castle Street – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.0 – 2.5m
Road Type	Two-way single carriageway	Pedestrian Facilities	Dropped kerbs at junction with Manchester Road
Speed Limit	20 mph	Cycle Facilities	No
Carriageway Width	c.5.2m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.4 : Castle Street – westbound



2.2.9 As shown in **Photograph 2.4**, with the exception of double yellow lines at the Caste Street / Manchester Road junction, Castle Street does not feature ant Traffic Regulation Orders (TROs) to restrict on-street parking.

Photograph 2.5 : Castle Street – Existing Access Junction



2.3 Public Rights of Way

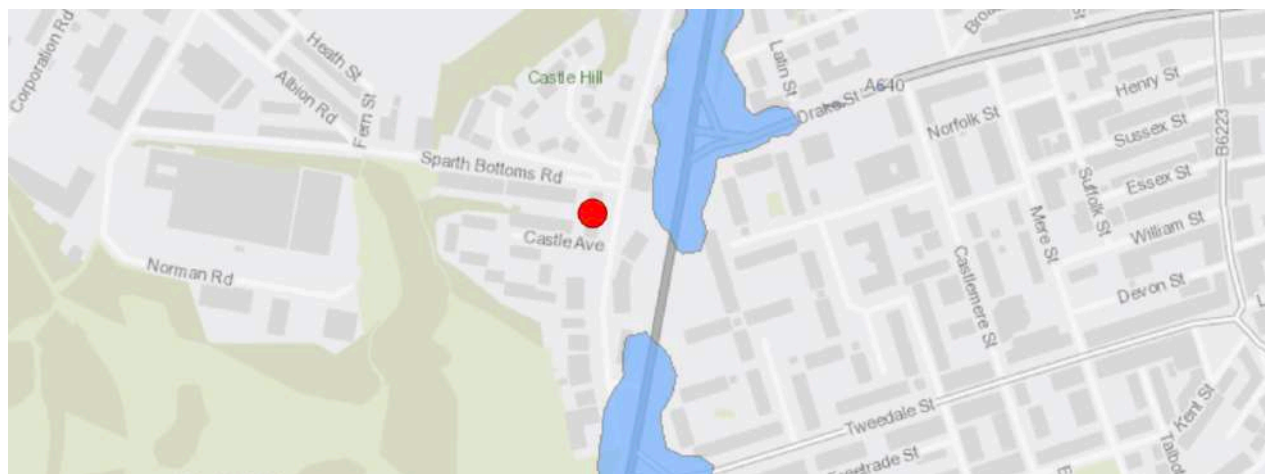
2.3.1 There are no Public Rights of Way (PRoWs) within or along the site boundary.

2.4 Air Quality

2.4.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the site is not located within an Air Quality Management Area (AQMA).

2.4.2 Areas of Manchester Road (A58) in the vicinity of the site are located within an AQMA, as shown in Figure 2.3.

Figure 2.3 : Air Quality Management Area Map (source : DEFRA)



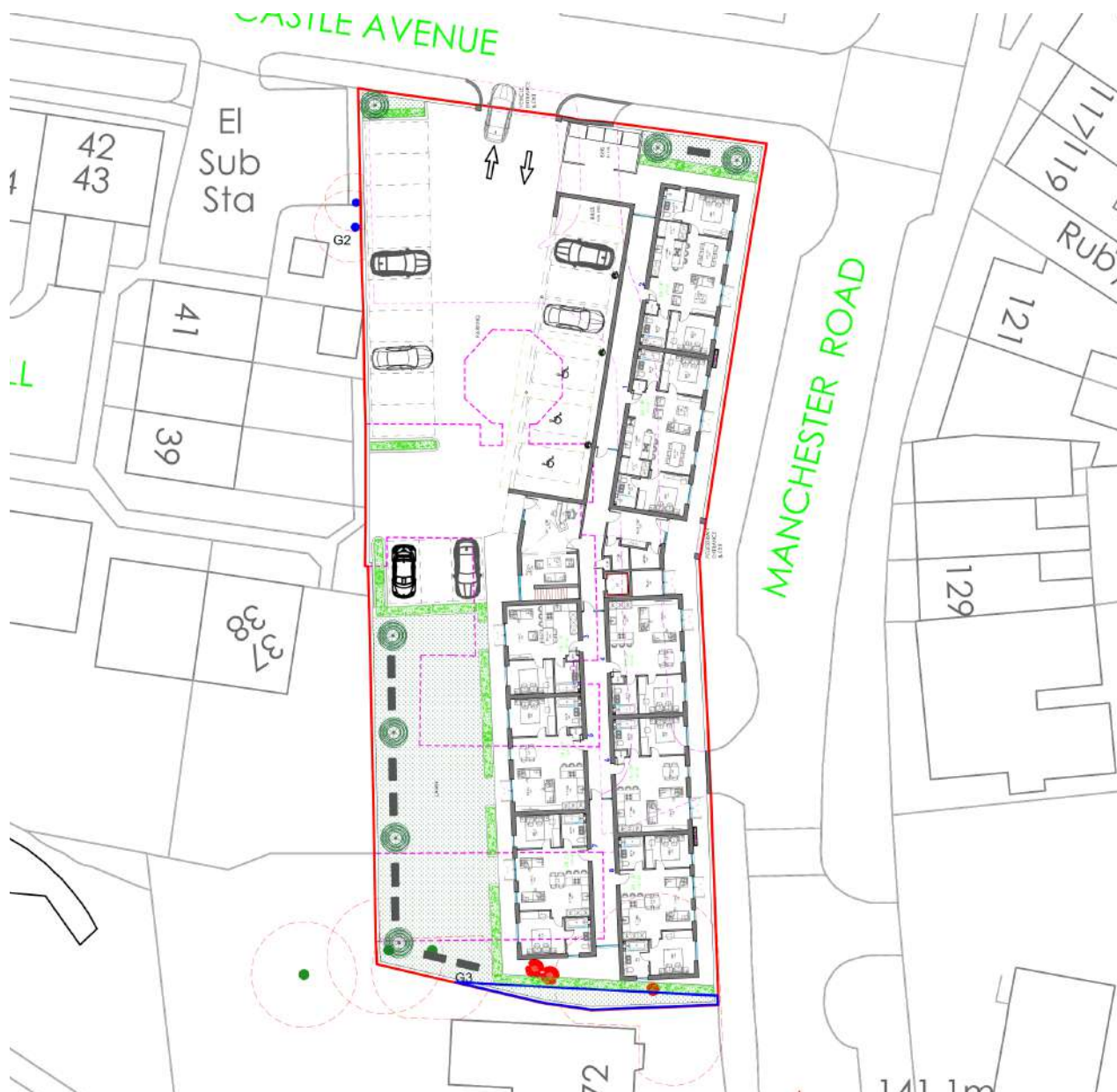
3. Development Proposals

3.1 Proposed Use

3.1.1 The proposals include the demolition of the existing building on site, and the construction of a total of 28no. apartment units with an associated parking area and landscaping.

3.1.2 The proposed site plan is shown in Figure 3.1, and attached in Appendix A.

Figure 3.1 : Proposed Site Plan (source : Bluechip Architecture)



3.2 Proposed Site Arrangement

- 3.2.1 Access to the development's car park will be taken from a priority junction from Castle Avenue, as shown in [Figure 3.1](#). As part of the proposals, the existing access from Castle Avenue, as shown in [Photograph 2.5](#), will be closed.
- 3.2.2 The proposed access will provide a 6m wide carriageway, to support two-way car movements in and out of the car park.
- 3.2.3 The car park will provide aisle widths in excess of 6m in all locations to ensure that cars can manoeuvre safely and efficiently within the car park.
- 3.2.4 Pedestrian access to the site will be provided from Manchester Road, as shown in [Figure 3.1](#).

3.3 Servicing and Delivery Arrangements

- 3.3.1 The site will be serviced kerbside from Castle Street.
- 3.3.2 As shown in [Figure 3.1](#), a bin store will be located adjacent to the proposed vehicular access to the site. This ensures that refuse collection vehicles can get within an appropriate distance in line with MfS and BS:5906 guidance.

3.4 Parking Provision

- 3.4.1 The proposed development will include 19no. on-site parking spaces, including 3no. disabled spaces.
- 3.4.2 Rochdale Metropolitan Borough Council (RMBC) summarise their residential parking standards in Appendix 5 of their Adopted Core Strategy, adopted in October 2016. RMBC's residential (Use Class C3) parking standards are summarised in [Table 3.1](#).

Table 3.1 : RMBC Adopted Car Parking Standards (source : RMBC)

Type	Maximum Car Parking	Minimum Disabled Parking	Minimum Cycle Parking
Single Bedroom Apartments / Town Centre Flats and Apartments	1.25 spaces per dwelling	3 bays or 6% of total capacity (whichever is greater)	1 secure space per 5 dwellings (min 2)
2+ Bedroom Apartments / Flats Outside Town Centre	2 spaces per dwelling	3 bays or 6% of total capacity (whichever is greater)	1 secure space per 5 dwellings (min 2)

- 3.4.3 Based on the quantum of the development, in line with local standards, the site should provide a maximum of 47no. spaces.

- 3.4.4 To support the level of proposed parking provision, a car parking assessment has been undertaken in [Chapter 6](#).
- 3.4.5 Whilst it is acknowledged that the proposed level of parking provision is below RMBC's adopted standards, based on the analysis in [Chapter 6](#), the level of parking is considered sufficient to comfortably accommodate expected demand.
- 3.4.6 In line with RMBC's standards, a total of 3no. disabled bays have been provided. Secure cycle parking for up to 6no. cycles has also been provided within the car park.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 4.1.3 Paragraph 110 states that: "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.*"
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

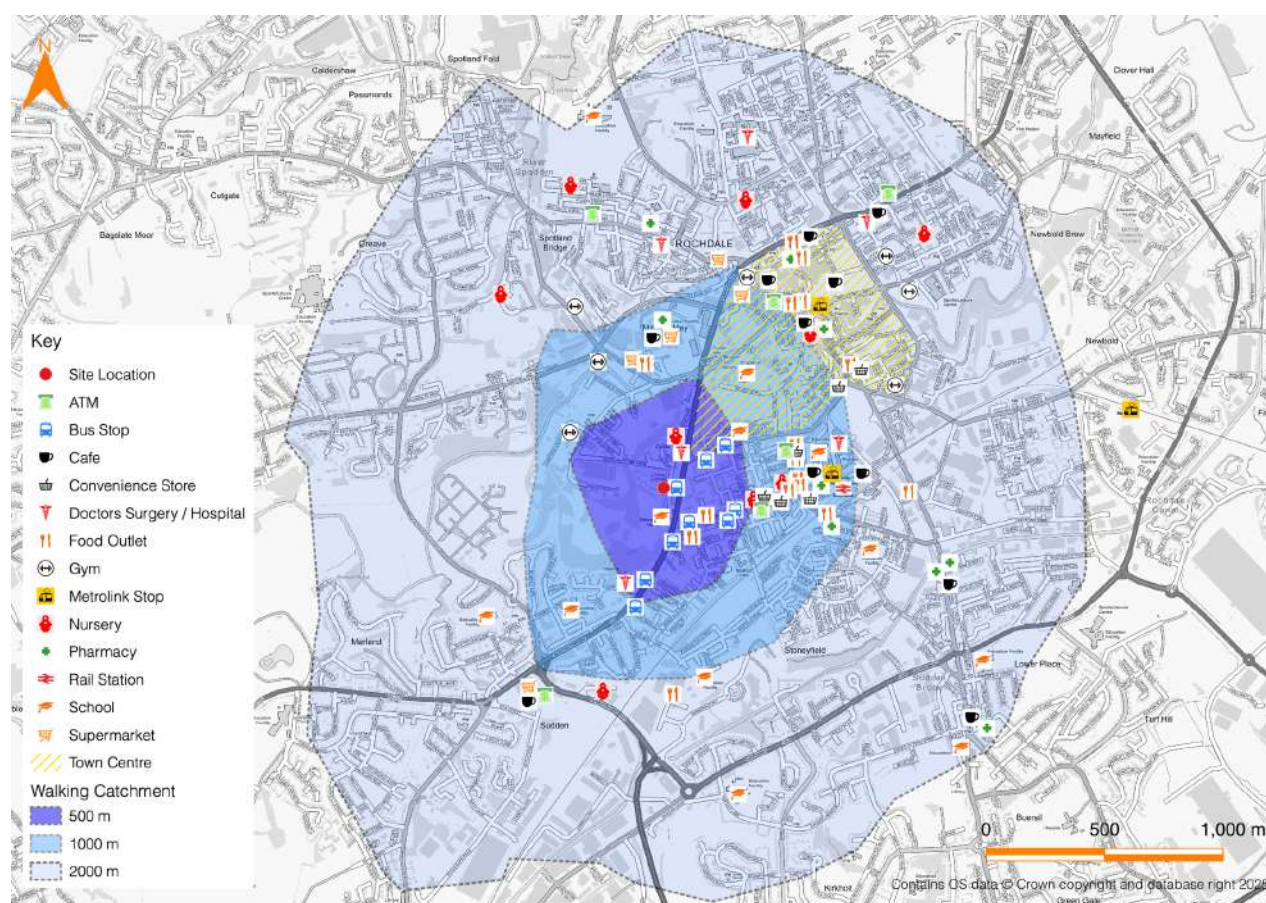
Table 4.1 : CIHT Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.
- 4.2.5 Figure 4.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



- 4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

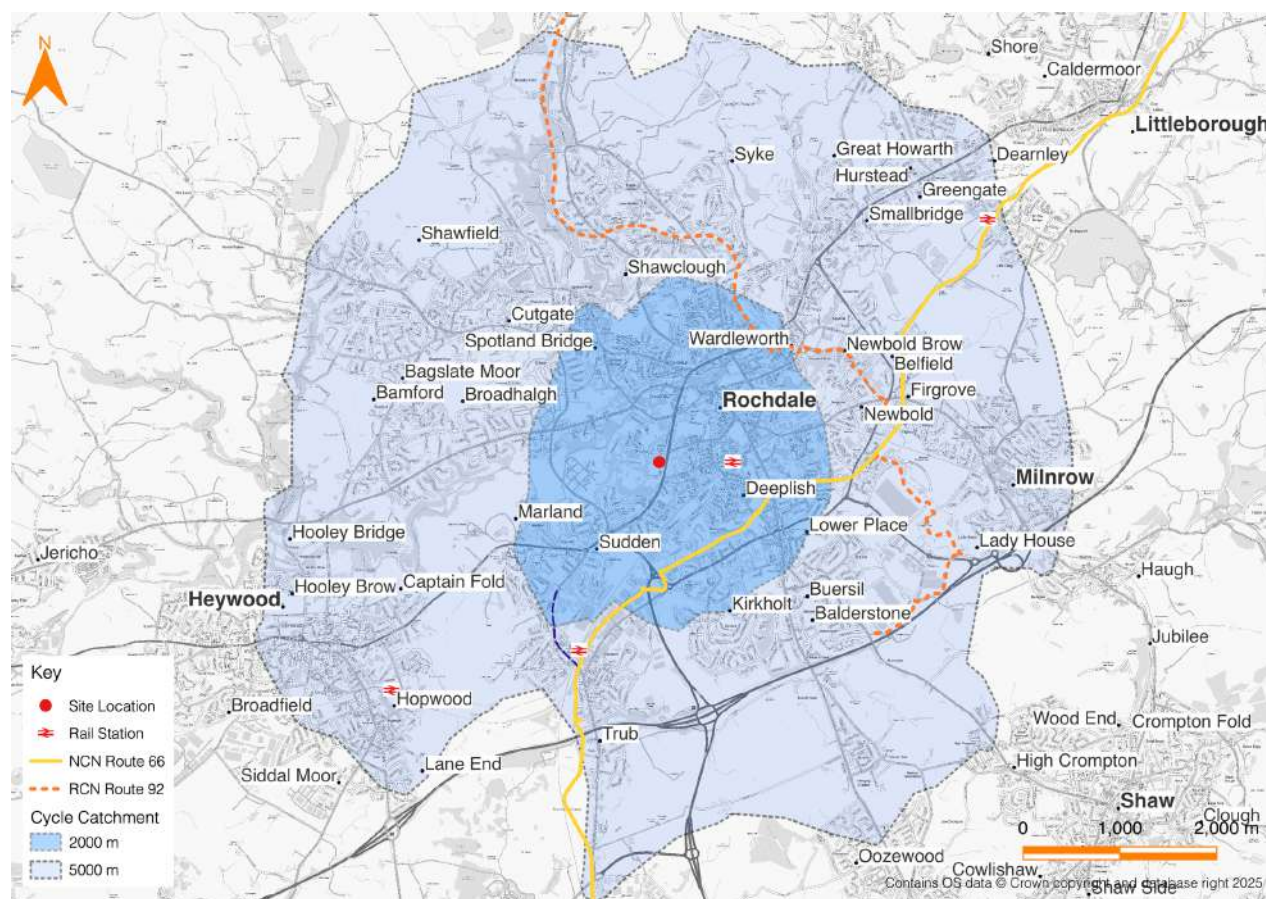
Amenity	Distance	Average Walking Time
Beech House School	110m	1 minute
First Safari – Genesis (Rochdale) Nursery	160m	2 minutes
Northbound Bus Stop on Manchester Road (A58)	160m	2 minutes
Southbound Bus Stop on Manchester Road (A58)	240m	3 minutes
Bus Stops on Tweedale Street	300m	4 minutes
Bus Stops on Drake Street	350m	4 minutes
Rochdale Rail Station Metrolink Stop	900m	11 minutes
Rochdale Rail Station	950m	11 minutes
Rochdale Town Centre	950m	11 minutes

- 4.2.7 As shown in Figure 4.1, several bus stops are available within a 500m walking catchment, including the closest bus stops to the site on Manchester Road (A58) within c.240m (3-minute walk). Additional services are also available from stops on Tweedale Street within c.300m (4-minute walk) and Drake Street within c.350m (4-minute walk).
- 4.2.8 Amenities are available along Manchester Road where the site is located, including a nursery to the north within c.160m (2-minute walk), and Beech House School to the south within c.110m (1-minute walk).
- 4.2.9 Rochdale Town Centre is accessible within c.950m (11-minute walk) of the site to the northeast and provides a wide range of amenities including food outlets, cafes, supermarkets, convenience stores and gyms.
- 4.2.10 Several transport connections are also available in Rochdale Town Centre, including Rochdale Rail Station and Rochdale Rail Station Metrolink Stop, both accessible within c.950m (11-minute walk).
- 4.2.11 As described previously, the local highway network benefits from an extensive network of footways, including dropped kerbs and tactile paving at pedestrian crossings, and the site is well situated in terms of accessibility to local bus services and local amenities. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.
- 4.3.3 **Figure 4.2** indicates the cycling catchment area around the proposed development site for 2km and 5km.

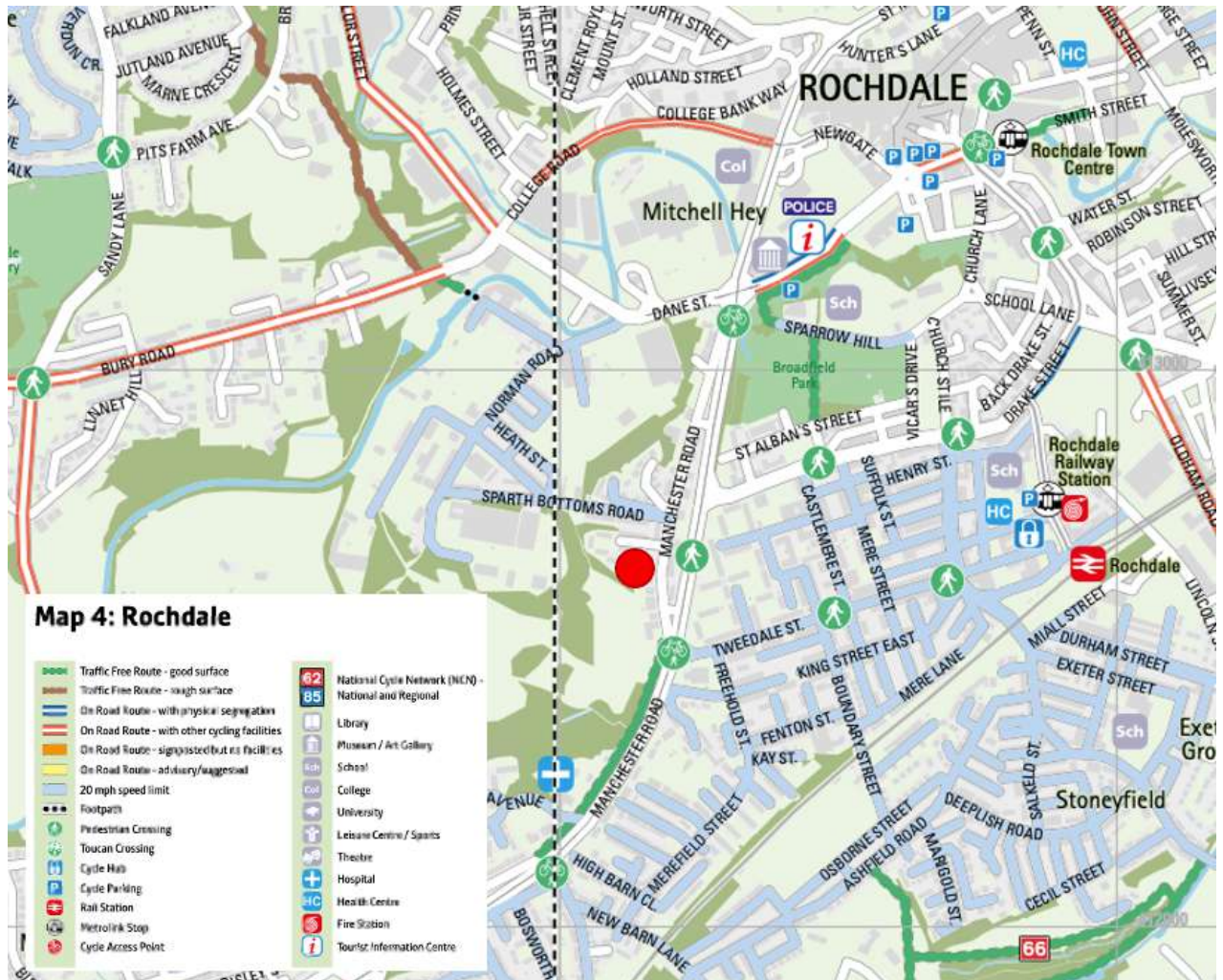
Figure 4.2 : Cycle Catchment Plan



- 4.3.4 As shown in **Figure 4.2**, the suburbs of Wardleworth, Sudden and Deeplish are available within a 2km cycle catchment, as well as Rochdale Rail Station. A number of suburban areas, as well as Heywood and Milnrow, are located within a 5km cycle catchment of the site.
- 4.3.5 National Cycle Network (NCN) Route 66 is accessible within the 2km cycle catchment, providing a cycle route between Manchester and Kington upon Hull. Regional Cycle Network (RCN) Route 92 is also accessible within the 5km cycle catchment, connecting with NCN Route 66.

4.3.6 A network of local cycle routes and facilities are available in the vicinity of the site as shown in Figure 4.3.

Figure 4.3 : Local Cycle Map (source : TfGM)



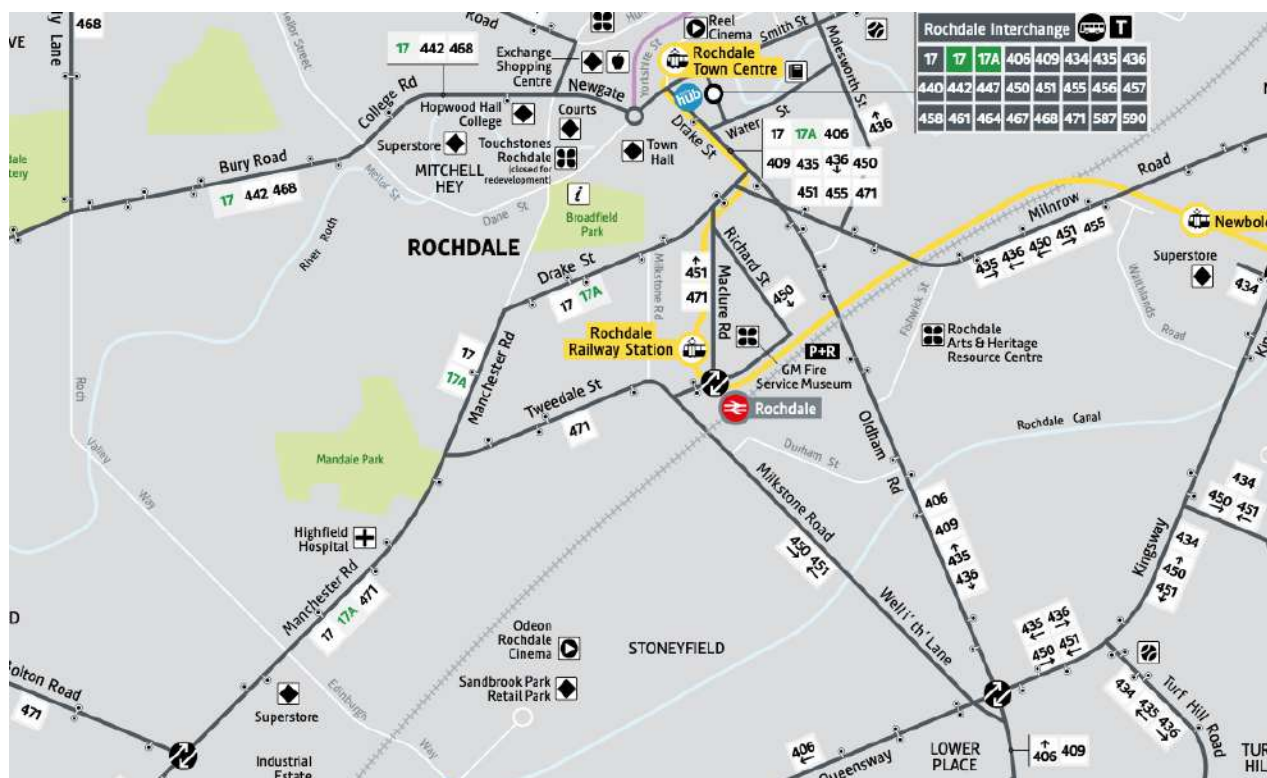
4.3.7 As shown in Figure 4.3, Pelican and Toucan crossings are available along Manchester Road (A58). There is also a network of 20mph speed limits in the vicinity of the site, which facilitate safer on-street cycling.

4.3.8 Considering the close proximity of local cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for residents, particularly as an alternative to private car trips.

4.4 Public Transport Services

4.4.1 Figure 4.4 provides a local public transport map in the local area.

Figure 4.4 : Local Public Transport Map (source : TfGM)



Local Bus Services

- 4.4.2 Several bus stops are available within a short walk from the site, including the closest bus stops to the site on Manchester Road (A58) within c.240m (3-minute walk). Additional services are available on the local highway network from stops on Tweeddale Street within c.300m (4-minute walk) and Drake Street within c.350m (4-minute walk).
- 4.4.3 Table 4.3 provides a summary of routes and times of local bus services accessible from these bus stops.

Table 4.3 : Local Bus Services – Manchester Road (A58), Tweeddale Street and Drake Street

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
17 / 17A	Rochdale — Stakehill — Middleton — Blackley — Manchester	6	6	6	6	4
471	Rochdale — Sudden — Heywood — Bury — Brightmet — Bolton	6	5	5	5	3
880*	St Cuthbert's High School Service	<1	No Service	<1	No Service	No Service
881*	Oulder Hill Leadership Academy Service	<1	No Service	<1	No Service	No Service

*Dedicated school service

- 4.4.4 As shown in [Table 4.3](#), 2no. regular services are available from the local highway network, providing a frequency of up to every 10 minutes. These services provide access across Greater Manchester, including towards Manchester City Centre, Bury and Bolton.
- 4.4.5 Additional dedicated school services are also available during peak hours, serving St Cuthbert's High School and Oulder Hill Leadership Academy.
- 4.4.6 The frequency and proximity of local bus services presents them as a convenient and realistic method of travel for future residents for leisure, commuting or accessing local amenities.

Rail Services

- 4.4.7 The closest rail station to the site is Rochdale Station c.950m (11-minute walk) to the northeast of the site in Rochdale Town Centre.
- 4.4.8 Rochdale Station provides step-free access to all platforms, as well as 16no. secure cycle parking spaces.
- 4.4.9 A summary of the direct rail services from Rochdale Station are summarised in [Table 4.4](#).

Table 4.4 : Direct Rail Services – Rochdale Station

Destination	Approx. Frequency	Approx. Journey Time
Leeds <i>via Bradford Interchange</i>	2 services / hour	1 hour 5 minutes
Leeds <i>via Brighouse</i>	1 service / hour	1 hour 10 minutes
Headbolt Lane <i>via Manchester Victoria and Wigan Wallgate</i>	1 service / hour	1 hour 30 minutes
Manchester Victoria	1 service / hour	15 minutes
Blackburn <i>via Burnley Manchester Road</i>	1 service / hour	1 service / hour
Blackburn <i>via Manchester Victoria</i>	1 service / hour	1 hour 15 minutes
Clitheroe <i>via Manchester Victoria and Bolton</i>	1 service / hour	1 hour 40 minutes
Wigan Wallgate <i>via Manchester Victoria</i>	1 service / hour	1 hour 5 minutes
Chester <i>via Manchester Victoria</i>	1 service / hour	1 hour 15 minutes

- 4.4.10 As shown in [Table 4.4](#), there are frequent rail services available from Rochdale Station providing direct rail access to destinations across the north of England, including Manchester Victoria, Leeds, Chester, Blackburn and Wigan Wallgate. These services also provide access to local stations along each respective route.
- 4.4.11 This demonstrates the site's accessibility by rail, particularly as an alternative to private car trips for commuting or as part of a multi-modal journey.

Metrolink Services

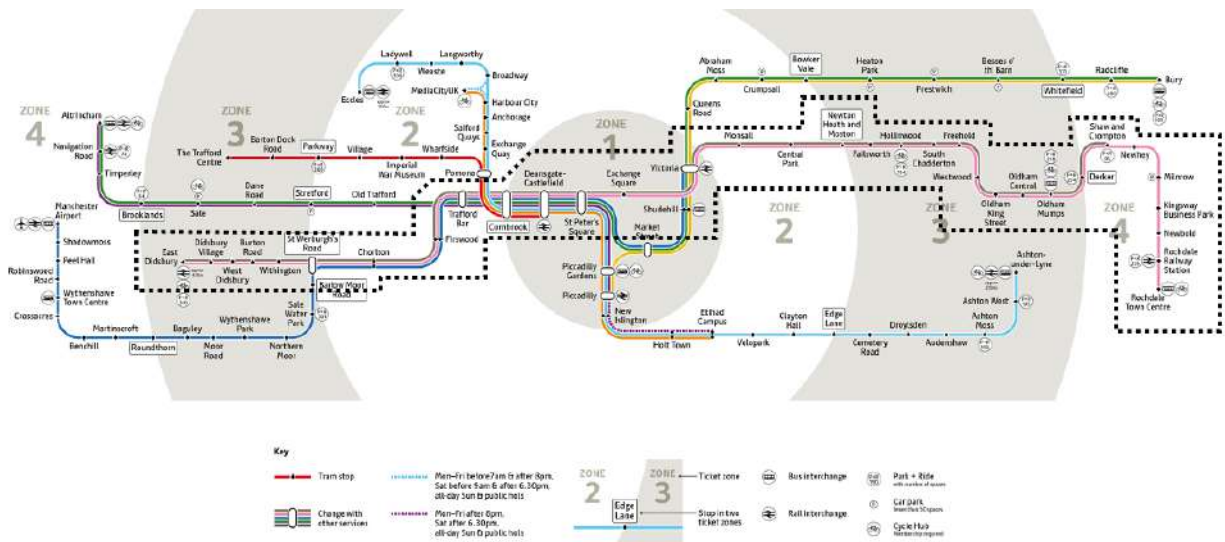
4.4.12 The closest Metrolink stop is the Rochdale Rail Station stop, adjacent to Rochdale Rail Station, accessible within c.950m (11-minute walk).

4.4.13 The Rochdale Rail Station stop is accessible via the Pink Line, which runs between Rochdale Town Centre and East Didsbury, via Victoria, Exchange Square and Deansgate Castlefield in Manchester City Centre.

4.4.14 These services are available from the Rochdale Rail Station stop at a frequency of every 12 minutes in each direction.

4.4.15 Figure 4.5 shows a map of the Metrolink network, with the relevant lines highlighted.

Figure 4.5 : Metrolink Map (source : TfGM)



4.5 Summary

4.5.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision;
- Bus stops are located within a short walking distance from the site and are accessible via dedicated pedestrian routes;
- Access to a network of suggested national, regional and local cycle routes within the local area;

- Regular bus services from the local highway network, including along Manchester Road (A58), provide access across Greater Manchester, including towards Manchester City Centre, Bury and Bolton;
- Dedicated school / college only services provide access to St Cuthbert's High School and Oulder Hill Leadership Academy;
- Rochdale Rail Station provides frequent and direct rail services to a wide range of destinations including Manchester Victoria, Leeds, Chester, Blackburn and Wigan Wallgate. These services also provide access to local stations along each respective route; and
- Rochdale Rail Station Metrolink Stop can be used to access the Pink line which runs between Rochdale Town Centre and East Didsbury, via Manchester City Centre.

4.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

4.5.3 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'.*

4.5.4 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

5. Trip Generation

5.1 TRICS Trip Rates

- 5.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed residential development. Vehicles trip rates have been derived from the TRICS database (v7.11.4) using the '*Residential – Flats Privately Owned*' land use category. Full TRICS outputs are attached in [Appendix B](#).
- 5.1.2 TRICS surveys during the COVID-19 lockdowns were removed as it is likely that travel behaviours were affected during this time.
- 5.1.3 In line with the '*TRICS Good Practice Guide 2021*', no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.
- 5.1.4 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation. Therefore, the 'Edge of Town Centre' location type was selected.

5.2 Trip Generation

- 5.2.1 The TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in [Table 5.1](#).

Table 5.1 : TRICS Trip Generation (per apartment) - Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate ' <i>Residential – Flats Privately Owned</i> '	0.036	0.177	0.213	0.138	0.092	0.230
Proposed Development (28no. dwellings)	1	5	6	4	3	7

- 5.2.2 As shown in [Figure 5.1](#), the proposed development is expected to generate **6** two-way trips during the AM peak hour and **7** two-way trips during the PM peak hour.

5.3 Traffic Impact

- 5.3.1 The trip generation exercise shows that the proposed development will generate approximately 1 trip every 10 minutes when averaged over the peak hours. Based on the estimated trip generation, the proposed residential development is therefore expected to have a low impact on the local highway network.
- 5.3.2 Based on this expected trip generation, it can be reasonably concluded that the development will have not have a 'severe' impact on the local highway network, as stated in paragraph 116 of the National Planning Policy Framework (NPPF) under which development should not be refused on highways grounds.

6. Parking Assessment

6.1 Introduction

- 6.1.1 The proposed development will include 18no. on-site parking spaces. This falls below RMBC's maximum car parking standard.
- 6.1.2 The support the proposed level of on-site car parking provision, 2021 Census data for the local area has been analysed to estimate parking demand generated by future residents, as detailed in this chapter.

6.2 Car Ownership

- 6.2.1 Household car availability data for flats has been obtained from the 2021 Census for the 'Rochdale 010' Middle Layer Super Output Area (MSOA) where the development site is located, to estimate the parking demand associated with the proposed units.
- 6.2.2 The car availability data for people residing in flats in the study area based on the 2021 Census is summarised in [Table 6.1](#), and attached in [Appendix C](#).

Table 6.1 : Car Availability – Flats ('Rochdale 010')

	No Car or Van	1 Car or Van	2+ Cars or Vans	Total
No.	1,727	518	58	2,303
%	75%	22%	3%	100%

- 6.2.3 The number of proposed units (28no.) has been multiplied by the proportions shown in [Table 6.1](#). To estimate the expected car ownership, and therefore expected parking demand, the resulting values were multiplied by either 0, 1 or 2. The results are shown in the [Table 6.2](#).

Table 6.2 : Expected Parking Demand

Type	No Car or Van	1 Car or Van	2+ Cars or Vans	Total
Houses	0	6	2	8

- 6.2.4 As shown above, based on 2021 Census data, the proposed development is expected to create regular parking demand for 8no. vehicles. Therefore, the proposed provision will comfortably accommodate the expected parking demand at the site, as well as allowing for any peaks in parking demand.

6.3 Summary

- 6.3.1 18no. car parking spaces are proposed on-site. Based on 2021 Census data, the proposed parking provision at the site is expected to comfortably accommodate the anticipated parking demand, whilst also allowing for peaks in demand.
- 6.3.2 It should also be noted that 5no. uncontrolled on-street parking bays are also available on Manchester Road that could be used by future residents, subject to availability; these are detailed in [Chapter 2](#).

7. Summary and Conclusion

7.1 Summary

- 7.1.1 Mode Transport Planning has been appointed by Mr A Cartwright to provide transport planning and highways advice in relation to a planning application for a residential development at West Hill House, 158-170 Manchester Road in Rochdale, Greater Manchester.
- 7.1.2 The proposals include the demolition of the existing building on site, and the construction of a total of 28no. apartment units, with the car park access taken from Castle Avenue.
- 7.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and bus services. These travel options provide a realistic alternative to single occupancy car travel.
 - Access to the site will be taken from a priority access on Caste Street, with the existing access will being closed. The proposed access will be 6m wide to provide for safe two-way vehicle movements.
 - Servicing and deliveries will occur kerbside from Castle Street.
 - Car parking will be provided below RMBC's maximum adopted standards. Based on 2021 Census data, the provision of 19no. spaces will comfortably accommodate expected demand.
 - The proposed development is expected to generate 6 two-way trips during the AM peak period and 7 two-way trips during the PM peak period. This equates to approximately 1 trip every 10 minutes on average during the AM and PM peak period; therefore, the development proposals will have a low impact on the local highway network.
 - Therefore, the development proposals will not have a severe impact on the road network, which is the threshold set out in paragraph 116 of the NPPF under which development should not be refused on highways grounds.

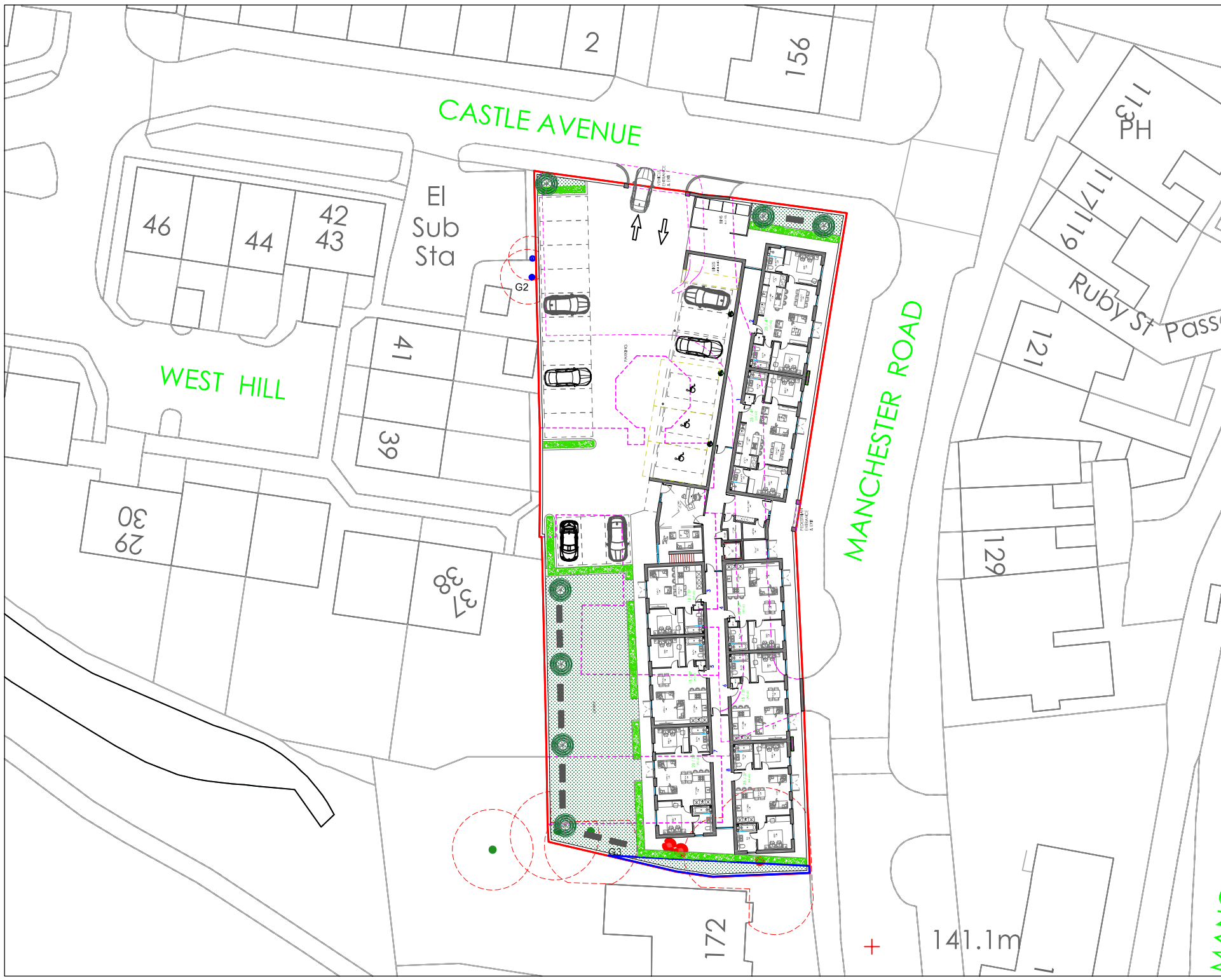
7.2 Conclusion

- 7.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDICES

APPENDIX A

Proposed Site Plan



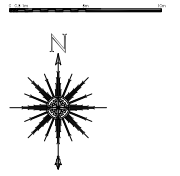
PROJECT REF
24067
DRAWING REF
220 A
SCALE
1:500 @ A4
DATE
NOV '24



CLIENT
MR A CARTWRIGHT
WEST HILL HOUSE
157-170 MANCHESTER ROAD
ROCHDALE
MANCHESTER
OL11 4JQ

PROJECT
DEVELOPMENT OF LAND
& ASSOCIATED LANDSCAPING

DRAWING TITLE
PROPOSED SITE PLAN
PLANNING



A ADDRESS AMENDED 19.04.25
ISSUED FOR PLANNING APPROVAL 27.02.25



BLUECHIP ARCHITECTURE

07999 294 675
DESIGN@BLUECHIP-ARCHITECTURE.CO.UK
WWW.BLUECHIP-ARCHITECTURE.CO.UK
18 BOTANY ROAD | WORREY | MANCHESTER | M30 8JS

COPYRIGHT PROTECTED & ISSUED UNDER LICENSE TO THE CLIENT NAMED ABOVE. ALL INFORMATION CONTAINED HEREIN IS NON-TRANSFERABLE WITHOUT APPROVAL FROM BLUECHIP ARCHITECTURE LTD/BL LTD.

APPENDIX B

Full TRICS Outputs

Calculation Reference: AUDIT-754101-250114-0132

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	IS ISLINGTON	2 days
	KI KINGSTON	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
14	LEINSTER	
	WX WEXFORD	1 days

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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 97 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/10/23

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	3 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	13 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	13
---------------------	----

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	9
Built-Up Zone	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:**Use Class:**

C3	13 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:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
25,001 to 50,000	7 days
50,001 to 100,000	2 days
100,001 or More	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	2 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	5 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	6 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	2 days
No	11 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	8 days
2 Poor	1 days
3 Moderate	1 days
5 Very Good	1 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	Survey date: WEDNESDAY		19/09/18	Survey Type: MANUAL
2	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		37	
	Survey date: MONDAY		26/03/18	Survey Type: MANUAL
3	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
4	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS		DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings:		27	
	Survey date: MONDAY		10/07/17	Survey Type: MANUAL
5	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		14/11/19	Survey Type: MANUAL
6	HI-03-C-02 KING STREET NAIRN	BLOCK OF FLATS		HIGHLAND
	Edge of Town Centre Residential Zone Total No of Dwellings:		16	
	Survey date: WEDNESDAY		19/04/23	Survey Type: MANUAL
7	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		15	
	Survey date: WEDNESDAY		29/06/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS	ISLINGTON	
	Edge of Town Centre Residential Zone Total No of Dwellings:	14		
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL	
9	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS	KINGSTON	
	Edge of Town Centre Residential Zone Total No of Dwellings:	20		
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL	
10	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	PORTSMOUTH	
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
11	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS	WALTHAM FOREST	
	Edge of Town Centre Residential Zone Total No of Dwellings:	97		
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL	
12	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS	WEST MIDLANDS	
	Edge of Town Centre Residential Zone Total No of Dwellings:	55		
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL	
13	WX-03-C-01 UPPER GEORGE'S STREET WEXFORD	BLOCKS OF FLATS	WEXFORD	
	Edge of Town Centre Residential Zone Total No of Dwellings:	28		
	Survey date: THURSDAY	20/04/23	Survey Type: MANUAL	

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MA-03-C-01	COVID-19
MS-03-C-04	COVID-19
SF-03-C-05	COVID-19
WF-03-C-02	COVID-19
WF-03-C-04	COVID-19
WF-03-C-05	COVID-19

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	49	0.035	13	49	0.117	13	49	0.152
08:00 - 09:00	13	49	0.036	13	49	0.177	13	49	0.213
09:00 - 10:00	13	49	0.057	13	49	0.078	13	49	0.135
10:00 - 11:00	13	49	0.065	13	49	0.065	13	49	0.130
11:00 - 12:00	13	49	0.065	13	49	0.082	13	49	0.147
12:00 - 13:00	13	49	0.098	13	49	0.087	13	49	0.185
13:00 - 14:00	13	49	0.081	13	49	0.081	13	49	0.162
14:00 - 15:00	13	49	0.046	13	49	0.070	13	49	0.116
15:00 - 16:00	13	49	0.097	13	49	0.060	13	49	0.157
16:00 - 17:00	13	49	0.113	13	49	0.065	13	49	0.178
17:00 - 18:00	13	49	0.138	13	49	0.092	13	49	0.230
18:00 - 19:00	13	49	0.151	13	49	0.090	13	49	0.241
19:00 - 20:00	5	45	0.098	5	45	0.062	5	45	0.160
20:00 - 21:00	5	45	0.053	5	45	0.058	5	45	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.133			1.184			2.317

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 - 97 (units:)
 Survey date range: 01/01/16 - 18/10/23
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 6

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

APPENDIX C 2021 Census Car / Van Availability Data

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 14 January 2025]

population	All households
units	Persons
date	2011
area type	2011 super output areas - middle layer
area name	E02001141 : Rochdale 010
no of usual residents in household	All categories: Number of usual residents aged 17 or over in household

Units	28
-------	----

Cars or Vans	Flat, maisonette, apartment, caravan or other mobile or temporary structure	%	No.
No cars or vans in household	1,727	75%	0.00
1 car or van in household	518	22%	6.30
2 or more cars or vans in household	58	3%	1.41
	2,303		7.71

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 3848 9719

Manchester

☎ 0161 464 9495

✉ info@modetransport.co.uk 📍 [modetransport.co.uk](https://www.modetransport.co.uk) X [@mode_transport](https://twitter.com/mode_transport)