

Dawn Jackson

180 Whitehall Street,
Rochdale

Transport Statement



Control Sheet

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Acknowledgements

Google ©, GoogleMyMaps and OpenRouteService have been used to generate figures included in this report for illustrative purposes only.

Pre-application planning advice (PREAPP/00062/020) from Rochdale Borough Council has been included and attached at the back of this report.

The Crashmap database has been utilised to carry out a road traffic incident review.

Extracts of 'Providing for Journeys on Foot,' and Transport for Greater Manchester Rochdale Interactive Cycle Map have been included in this report.

Extracts of CIHT's documents 'Planning for Walking' (2015), 'Planning for Cycling (2014), and 'Buses in Urban Development,' have been included in this report.

The TRICS database v7.10.1 has been used in this report to calculate traffic generations.

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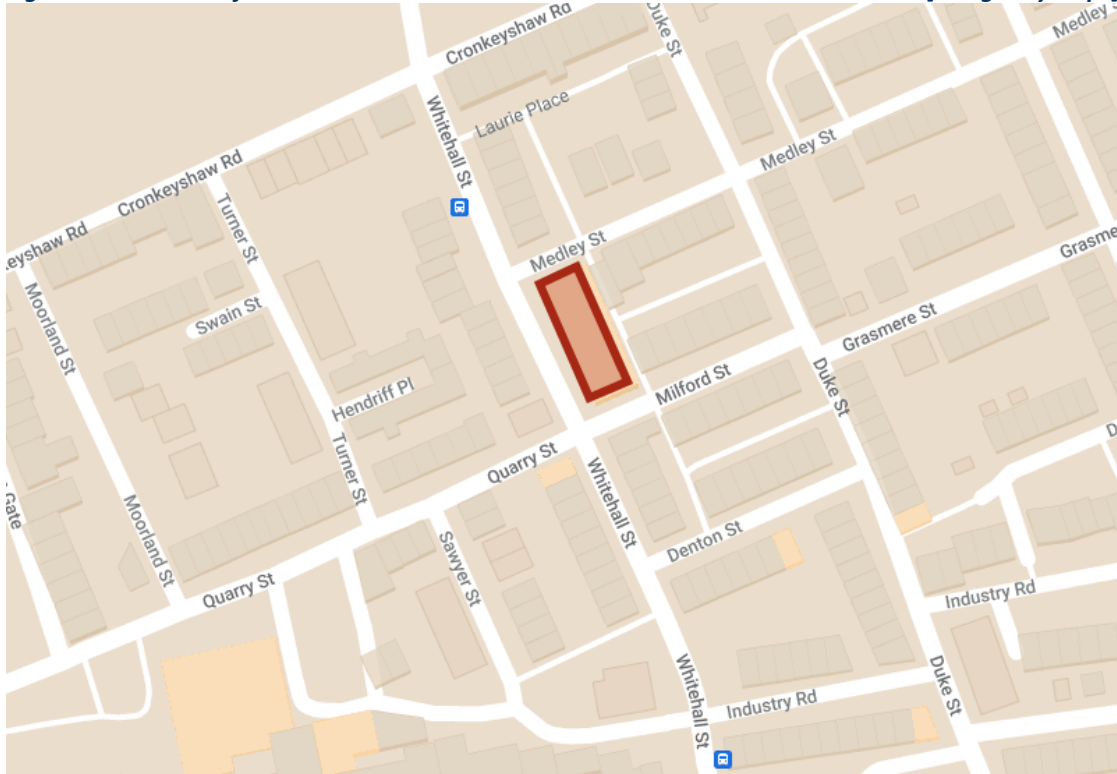
TRICS Output Report

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Dawn Jackson to provide highway consultancy services for the conversion of an existing dance school with associated attached dwelling to provide six apartments with no off street parking spaces. The location of the site in relation to the wider area is shown in **Figure 1**.

Figure 1 – Location of Site

[GoogleMyMaps]



- 1.2 Pre-application advice has been sought from Rochdale Borough Council (ref: PREAPP/00062/020) (attached at **Appendix A**) and the following comments were made by the Highways Authority:

"I have some concerns about the scale of the proposals.

Whilst it is within the character of the area for on street parking to occur, I would not want a new development to rely entirely upon on street parking. If the applicant wishes to pursue this, I would ask they provide written justification for the lack of parking provision.

My concern is that on street parking at this location could exacerbate the existing situation. I should like to see this situation properly addressed should any application come forward."

- 1.3 This Transport Statement has been prepared to support the current application and to address the comments made by the Highways Authority. This Transport Statements has been written in accordance with Planning Practice Guidance: 'Transport evidence bases in plan making and decision taking,' which considers the following key aspects:

- The local highway network;
- The existing use of the site, planning history, highway network and accidents;

- The proposed development and its operational characteristics;
- Access arrangements including parking and servicing;
- Accessibility of the site by sustainable modes;
- Impact of the proposed development traffic; and,
- A summary and conclusion.

2. Planning Policy Context

2.1 National Planning Policy

2.1.1 The latest National Planning Policy Framework (NPPF) was published in July 2021, and sets out the Government's planning policies for England and how these are expected to be applied.

2.1.2 At NPPF paragraph 38, it is stated that;

'Decision-makers at every level should seek to approve applications for sustainable development where possible.'

2.1.3 Paragraph 111 goes on to say;

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.1.4 Paragraph 112 further states:

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2 Local Planning Policies

Rochdale Adopted Core Strategy (October 2016)

2.2.1 The Rochdale Adopted Core Strategy sets out the long-term spatial strategy for future developments in Rochdale and what kind of place Rochdale will be in 2028.

2.2.2 Chapter 11: Improving accessibility and delivering sustainable transport includes two key policies which are relevant to this development.

→ **T1 – Delivering Sustainable Transport**

This programme of sustainable transport proposals will ensure accessibility for all users (prioritising low and non-carbon modes of travel in line with our Accessibility Hierarchy) focusing particularly on town centres, economic growth corridors and regeneration areas. It will also meet borough responsibilities to reduce pollution (NO_x and PM₁₀) and climate change (CO₂) emissions from traffic to meet GM and national targets.

→ **T2 – Improving Accessibility**

We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities. Transport improvements will focus access to priority regeneration areas, e.g. town centres, housing regeneration areas and economic growth corridors. We will do this by:

- a) Requiring development and infrastructure proposals to satisfy the Council’s accessibility hierarchy. This requires transport user needs to be considered and addressed in the following priority order:
 - i) People with impaired mobility and pedestrians;
 - ii) Cyclists;
 - iii) Public transport (Bus, Heavy and Light Rail) and “clean fuelled” vehicles;
 - iv) Taxi, private hire vehicles;
 - v) Powered two wheeled vehicles
 - vi) Commercial traffic for local access;
 - vii) Shopping, visitors/ tourist and off peak traffic; and,
 - viii) Long stay and peak time commuter traffic.

- 2.3 Additionally, **Policy DM 1: General Development Requirements** is included within the comments received as part of the pre-application advice.

→ **DM1 – General Development Requirements**

All development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they:

- a) Are of high quality design and take the opportunity to enhance the quality of the area;
- b) Are compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users;
- c) Do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy;
- d) . Mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary;

- e) Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location;
- f) Do not have an adverse impact on health, through its impact or the effect of existing problems e.g. land contamination, or poor air quality;
- g) Provide, or demonstrate the availability of, the service and community infrastructure necessary to meet local needs e.g. local shops, community, leisure and sport facilities and provision of open space;
- h) Minimise opportunities for crime against people or property;
- i) Take account of ground conditions including unstable or contaminated land - where a potential risk exists, a survey should be carried out and any necessary remedial measures identified and carried out;
- j) Incorporate, where appropriate, high quality landscape schemes;
- k) Have assessed whether the development may be affected by ground instability;
- l) Have considered the availability of water and wastewater infrastructure, and any need for additional capacity; and
- m) Do not lead to impacts detrimental to the conservation interests of European Protected Sites.

Rochdale Borough Transport Strategy (2014 Refresh)

- 2.3.1 The vision of this strategy is to by 2026, Rochdale Borough will have an affordable, sustainable, reliable, accessible and integrated transport network that offers travel choices for all.

2.4 The Development in Planning Policy Context

- 2.4.1 This Transport Statement demonstrates that the development is sustainable and the residual cumulative traffic impact is not severe. The development is therefore in accordance with the transport principles set out in NPPF.
- 2.4.2 It is also demonstrated that the development complies with the requirements of the Rochdale Adopted Core Strategy and the Rochdale Borough Transport Strategy.

3. Existing Situation

3.1 Site and Surrounding Area

- 3.1.1 The existing site is currently a dance and martial arts school, which is located off of Whitehall road in Rochdale. The site boundary is shown in **Figure 2**.

Figure 2 – Site Boundary

[GoogleMyMaps]



- 3.1.2 The site is currently bounded by the following:

- North: Medley Street and residential properties
- East: Gated back street and residential properties
- South: Whitehall Street and Milford Street and residential properties
- West: Whitehall Street and residential properties.

- 3.1.3 The site operated Mon-Fri 4pm – 11pm and Sat-Sun 9am – 4pm. It also hosted functions and these would take place on Saturdays from the afternoon up to 11pm.

- 3.1.4 It has approx. 800 regular members and a typical class would cater for around 30 users, the building also has a license for up to 240 users.

3.2 Local Highway Network

- 3.2.1 Whitehall Road is a single carriageway road, approximately 6.2m in width and is subject to a 30mph speed limit. There are footways and street lighting present on both sides of the carriageway. On street parking, with vehicles parking on the kerb is common place, as shown from the latest images (April 2023) shown on Google Map ©.

3.2.2 To the east of the site, approximately 0.2km from the site, is the residential distributor road, Whitworth Road, which to the south connects to the A58. To the north, Whitworth Road connects to various different residential estates.

3.3 Accident History

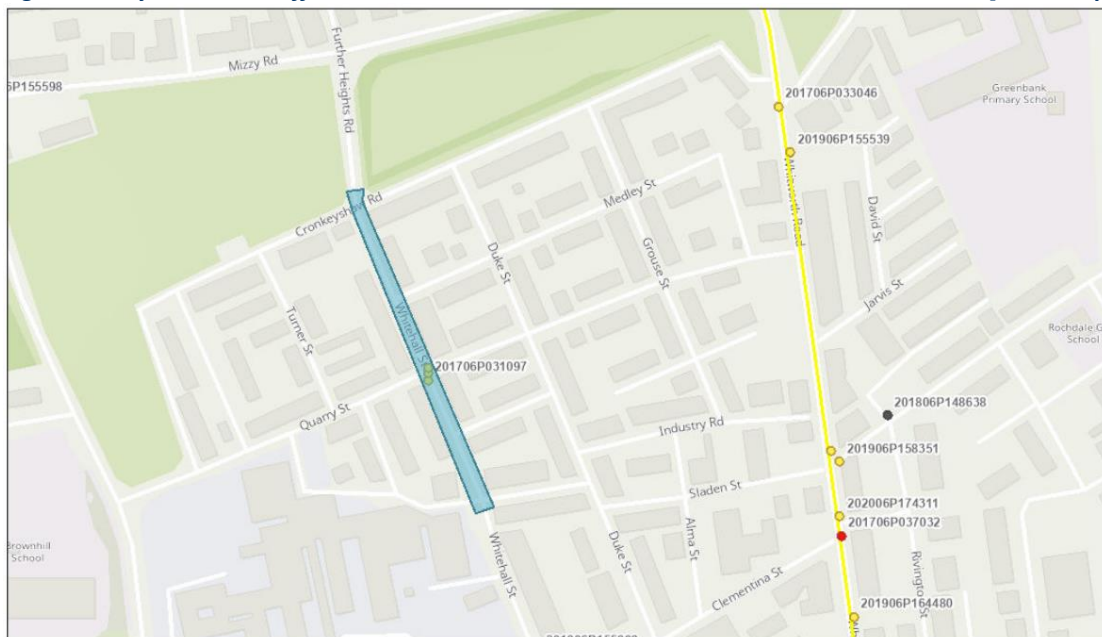
3.3.1 National guidance states that Transport Statements should include, “an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.”

3.3.2 Whilst the local network is not considered to be a ‘high accident area,’ in order to provide a robust assessment, the most recent 5-year period has been considered.

3.3.3 Road traffic collision data has been obtained from the Crashmap database for the most recent five year period available (January 2017 – December 2021). The incident plot diagram within the vicinity of the site is shown in **Figure 3**.

Figure 3 – 5-year Road Traffic Collision Record

[Crashmap]



3.3.4 From the incident plot diagram, three accidents, all slight in severity, have occurred in the assessment area. The full report can be viewed at **Appendix A**, and a summary of the incidents is as follows:

- Incident Reference: 201706P026108 – occurred Wednesday 25 January 2017 at 12:43PM in dry conditions. This was a side-impact collision between two cars. One of the drivers sustained slight injuries.
- Incident Reference: 201706P027268 – occurred Thursday 17 February, 2018 at 4:15PM in dry conditions. This was a head-on collision between two cars. The driver and passenger of the second car sustained slight injuries.

→ Incident Reference: 201706P031097 – occurred Tuesday 16 May, 2017 at 8:25AM in dry conditions. A car was proceeding normally along the carriageway, and struck a pedestrian who was crossing from the driver's nearside, masked by a parked or stationary vehicle. The pedestrian received slight injuries.

3.3.5 The accident history assessment has not highlighted any highway safety concerns within the vicinity of the site. The accidents which have occurred are as a result of driver error, rather than deficiencies in the highway network. Therefore, it is considered that the injury accidents would not be exacerbated by the proposed development.

4. Accessibility by Sustainable Modes

4.1 Overview

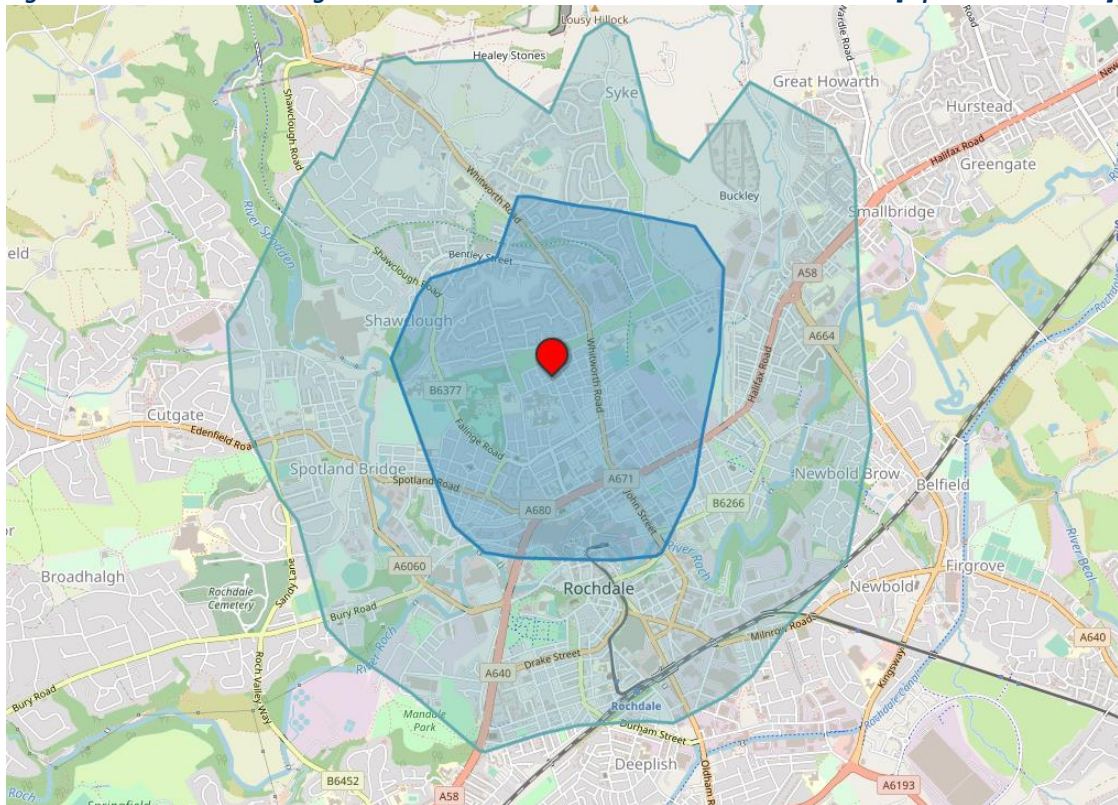
- 4.1.1 This section of the report considered the accessibility of the development by sustainable modes of travel (walking, cycling and public transport).

4.2 Active Travel: Walking and Cycling

- 4.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that “Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”
- 4.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication “Providing for Journeys on Foot,” (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (24-minute walk).
- 4.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:
- “Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”*
- 4.2.4 **Figure 4** identifies the 1000m and 2000m walking isochrone from the site which indicates areas where destinations lie and the general extent to which the local area can be accessed on foot.

Figure 4 – Indicative Walking Isochrone

[OpenRouteService]



4.2.5 **Figure 4** illustrates that a variety of different services and amenities can be reached within an acceptable (1km) walking distance. These services include:

- Whitehall Newsstand and ATM
- Bus Stops of Whitehall Street and Whitworth Road
- Rochdale Infirmary
- Brownhill School
- Falange Park High School
- Spotland Primary School
- Greenbank Primary School
- St. Patrick's Roman Catholic Primary School
- Various takeaway and restaurants located on Whitworth Road

4.2.6 Within the indicative walking isochrones Rochdale Town Centre is able to be reached, providing access to a comprehensive public transport offering and retail provision.

4.2.7 In terms of pedestrian infrastructure which is available in the vicinity of the site, footways are present on both sides of Whitehall street and street lighting is present. Dropped kerbs and tactile paving is provided at the 4-way interchange at the south side of the proposed development.

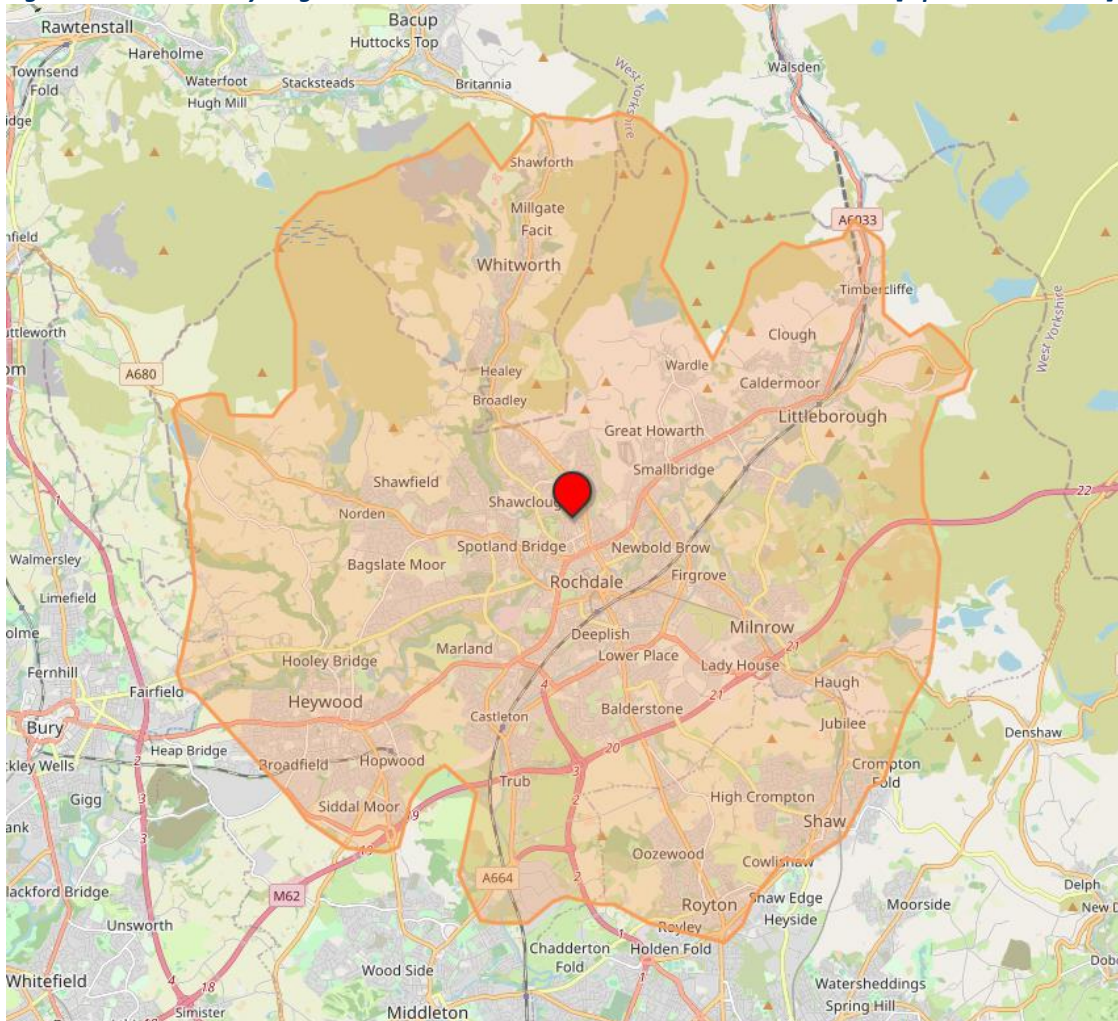
4.2.8 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

4.2.9 **Figure 5** illustrates an 8km (5 miles) cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle and to the extent of designated cycle routes available.

Figure 5 – Indicative Cycling Isochrone

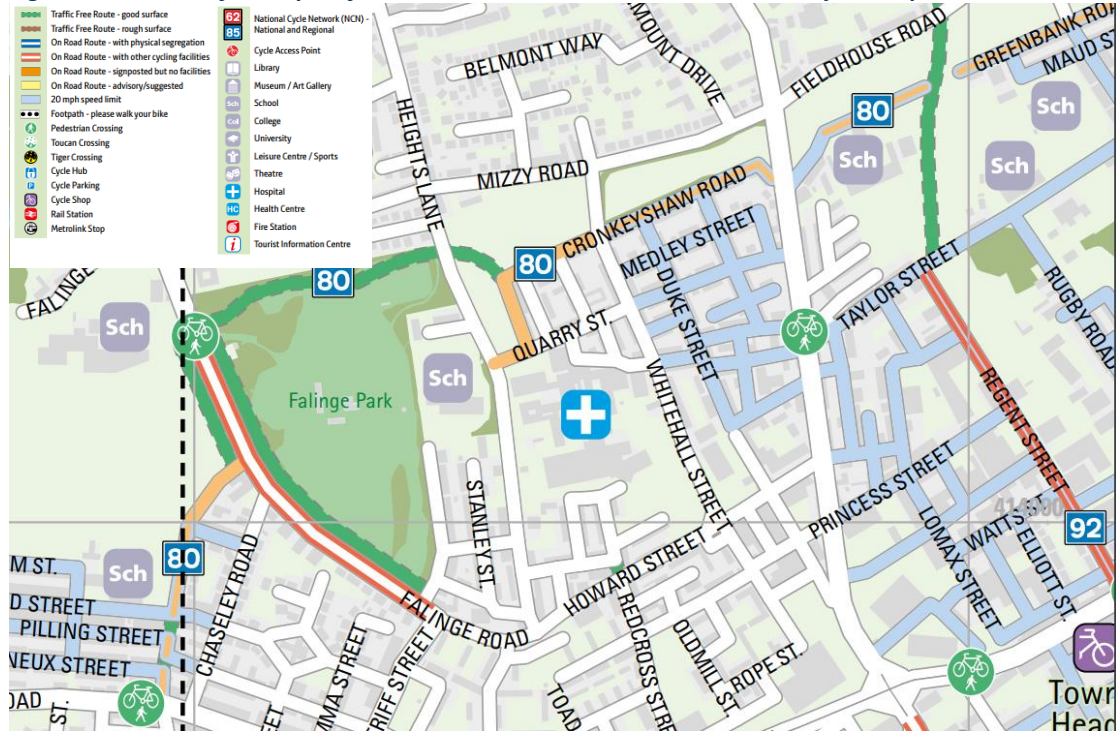
[OpenRouteService]



4.2.10 **Figure 5** demonstrates that a number of surrounding towns are located within a reasonable cycling distance, including Rochdale, Littleborough, Milnrow, Whitworth, and Heywood.

4.2.11 However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility. **Figure 6** shows an extract of the Transport for Greater Manchester Rochdale district cycle map, with the site location shown by the red star.

Figure 6 – Extract of Transport for Greater Manchester Rochdale District Cycle Map



4.2.12 The surrounding cycle network is relatively good, with many surrounding streets being recommended as cycle routes due to be 20mph. At Falinge Park, to the west of the site there are Traffic Free Routes with a good surface as well as an on-road route. To the north, there is a On Road Route, signposted with no facilities.

4.3 Public Transport – Bus, Tram and Rail

4.3.1 CIHT's 'Buses in Urban Developments' (Jan 2018) document offers the following guidance on walking distances to bus stops:

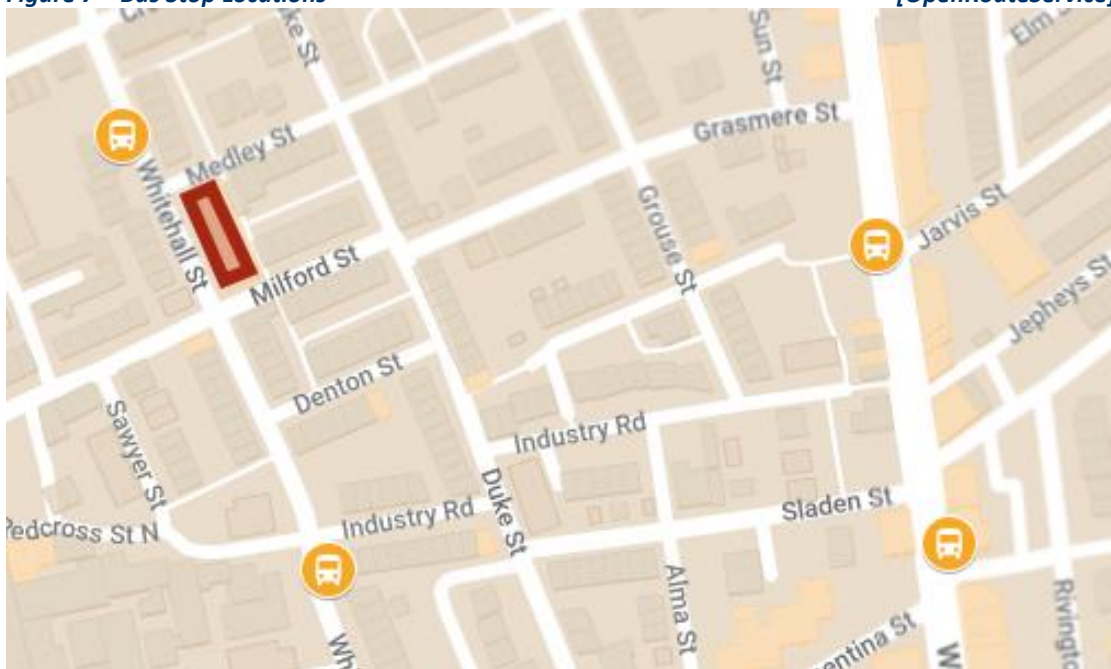
Table 4: Recommended maximum walking distances to bus stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

4.3.2 The nearest bus stops to the site are located on Whitehall Road, approximately 50m to north of the site frontage. Additional stops are available on Whitworth Road, as shown In **Figure 7**.

Figure 7 – Bus Stop Locations

[OpenRouteService]



4.3.3 The following services are available from these stops:

Table 1 – Bus Service Information

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
464	Accrington – Rochdale	15 minutes	30 minutes	30 minutes
999	Fieldhouse – Bacup Grammar School	1AM/ 1PM	No Service	No Service
R1 Rochdale Runner	Rochdale – Syke	60 minutes	60 minutes	60 minutes
R3 Rochdale Runner	Rochdale – Wallbank	60 minutes	60 minutes	60 minutes

4.3.4 **Table 1** demonstrates that there is a frequent bus service available throughout the day and the 464 providing a half hourly service on Sundays. All non-school bus services connect to Rochdale Interchange which allows for further onward connections to be made.

4.3.5 The nearest tram stop is located approximately 1.3km south from the site and can be accessed by either walking (14 minutes), cycling (4 minutes) or using public transport (10 minutes).

4.3.6 This tram stop is the terminus for the Pink line which operates to East Didsbury. The tram service provides direct access to Manchester City Centre. The trams run every 12 minutes and operate between 06:00 and 00:00 Monday to Saturday and 07:00 and 00:00 on Sundays.

4.3.7 The nearest train station is located approximately 2.00km from the site and is therefore just within the preferred maximum walking distance. Residents can also ride their bike or use the tram service to access the train station.

4.3.8 The station has secure bicycle parking with CCTV, has step free access across the station and staffing available throughout the day. The station is managed by Northern and sees six trains per hour to Manchester Victoria, three to Leeds and one to Blackburn via Burnley.

4.4 *Accessibility Summary*

4.4.1 The site can be considered to be accessible by both active travel and public transport modes. As such, residents will have a choice of sustainable travel options which will reduce the need to travel by car, and subsequently reduce the parking stress in the surrounding on-street car parking spaces.

5. Proposed Development

- 5.1 The application proposed is for the conversion of the existing dance and martial arts school into six apartments (5 No. 2-bed and 1 No. 1-bed) with no off street parking spaces. A copy of the proposed layouts is attached at **Appendix B**.
- 5.2 The main pedestrian accesses will be from the existing pedestrian access on Whitehall Road, but additional access points will be from the back street between the site and residential properties to the east and the existing access to the south, off of Milford Street.
- 5.3 The parking standards for Rochdale are contained within the Rochdale Unitary Development Plan (UDP), which was revised and adopted in June 2006. The development proposes no off-street car parking spaces and will rely on the current parking provision on the surrounding highway network.
- 5.4 As noted within the pre-application comments, the site falls within the defined urban area, as set out under saved Policy G/D/1 of the UDP and therefore the following parking standards should be applied to the site:

Table 2 – Parking Standards

Use Class	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Parking Provision	Minimum Standard for Motorcycle Parking Provision
C3 Single bed dwellings and flat/ apartments in town centres	1.25 per dwelling	Flats and apartments – 1 secure locker per 5 dwellings – minimum of 2 spaces	Individual Consideration

- 5.5 According to the parking standards, this would equate to a maximum number of eight spaces for the proposed development. However, according to **A/10 New Development – Provision of Parking** states that the new development can provide less than the maximum standard if:
- The location of the development and the appropriateness and feasibility of providing parking provision within that location;
 - Access to other transport modes;
 - The availability of other convenient and safe off-street parking;
 - The availability of unutilised on-street parking capacity and the ability to accommodate parking without harm to visual amenity or pedestrian/ road safety; and,
 - The willingness of a developer to fund traffic Order to establish controls on on-street parking or other measures to mitigate the impact, including securing modal shift away from vehicle traffic and other management issues.
- 5.6 To investigate the suspected car ownership for this Middle Super Output Area, the Census 2011 dataset, 'KS404W – Car or van availability' was interrogated. The following results were obtained:

Table 3 – Car or Van Availability for Rochdale 010

[Nomis]

Number of cars or vans in household	Number of households	Number of vehicles
0	2,890	0
1	1,724	1,724
2	467	934
3	76	228
4 or more	24	96
Total	5,181	2,982

- 5.7 This shown an average of 0.58 vehicles per household. Applying this ratio to the proposed development would suggest 3 parking spaces could potential be required as oppose to 8 spaces when applying the Council parking standards.
- 5.8 As detailed in Section 4, the location of the site is accessible by sustainable modes and furthermore bus stops are located within 250m of the site and these offer a frequent level of service, with an average of 6 buses per hour during peak daytime periods. The bus services runs directly to and from Rochdale Bus Station and the journey takes approximately 5 minutes.
- 5.9 To encourage residents of the development to travel to and from the site via alternative means other than the car, a Travel Information Pack can be prepared so that residents are made aware of the sustainable transport alternatives that are available.
- 5.10 Release of this information in the sales particulars of each plot prior to occupation will ensure that all purchasers will be aware of the availability and benefits of sustainable transport at the point of occupation.
- 5.11 It should also be noted that the previous lawful use of the building was licensed for up to 240 people, which is drastically more than what is expected to be accommodated on the proposed development and would have expected to generate a higher demand for parking, based on the residential proposal.
- 5.12 When the existing use was at its peak of operations, they would typically have 40 deliveries per week and refuse collection was undertaken by a private waste collection company. The bin store is located to the rear of the site and it is proposed to again use a private waste collection company for the proposals.

6. Trip Generation Assessment

6.1 Overview

6.1.1 In order to determine the generations for the proposed development, the TRICS v7.10.1 database has been used to derive average trip rates. The search parameters are set out in **Table 4** and the full outputs for multimodal and vehicular reports are included at **Appendix C**.

Table 4 – Proposed Development Search Parameters

Land Use	Trip Rate Selection Criteria
Residential	→ Land Use Category: 'Residential – Flats Privately Owned'; → Multimodal trip rate surveys; → Number of dwellings: 6 – 30; → Greater London, Northern Ireland and Ireland were excluded; → Saturday and Sunday surveys were excluded; and, → Edge of Town Centre and Free Standing sites excluded.

6.2 Multimodal Trip Generations

6.2.1 **Table 5** provides details of the multimodal two-way trip rates along with the corresponding modal percentage split and generated trips for the proposed development. The data is split between weekday AM (08:00-09:00), PM (17:00-18:00) peaks and the daily generations.

Table 5 – Multimodal Trips for Proposed Development (6 apartments)

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.167	30.3%	1
	Cyclists	0.025	4.5%	0
	Public Transport Users	0.056	10.1%	0
	Vehicle Occupants	0.304	55.1%	2
	Total People Trips	0.552	100.0%	3
PM Peak 17:00-18:00	Pedestrians	0.198	26.3%	1
	Cyclists	0.031	4.1%	0
	Public Transport Users	0.049	6.5%	0
	Vehicle Occupants	0.472	62.8%	3
	Total People Trips	0.752	100.0%	4
Daily	Pedestrians	1.651	28.2%	10
	Cyclists	0.128	2.2%	1
	Public Transport Users	0.371	6.3%	2
	Vehicle Occupants	3.688	63.1%	22
	Total People Trips	5.846	100.0%	35

6.2.2 From the table above, it is considered that the predicted demand for walking, cycling and public transport use in the network peak hours is minimal and the existing infrastructure would not be affected.

6.3 Vehicle Trip Generations

- 6.3.1 **Table 6** provides details of the vehicular trip rates, along with the corresponding generated trips for the proposed development. The data has been split between weekday AM (08:00-09:00), PM (17:00-18:00) peaks and daily generations.

Table 6 – Vehicle Trip Rates from Proposed Development

Time Period	Trip Rates		Generations (6 dwellings)		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.081	0.186	0	1	1
PM Peak 17:00-18:00	0.242	0.137	1	1	2
Daily	1.409	1.477	8	9	17

- 6.3.2 Based on the above generations the proposed development would result in 1 vehicle movements (two way) in the AM peak and 2 vehicle movements (two way) in the PM peak. Which equates to one vehicle approximately every 60 minutes in the AM peak and one vehicle approximately every 30 minutes in the PM peak.
- 6.3.3 It is acknowledged that the existing use would not generate any traffic in the AM peak, however, given the number of user that are permitted and the number of users that could attend classes it is consider that in the PM peak and in turn overall throughout the day the proposals would result in a significant reduce in vehicle moments.
- 6.3.4 It is therefore considered that the predicted number of vehicles would not be discernible amongst daily fluctuations in traffic on the surrounding roads and would not have a notable impact on the highway network. The predicted level of traffic generation is unlikely to result in any material adverse impacts on the operation of the site access or any specific junctions on the local highway network.
- 6.3.5 The reduction in the number of vehicles will also help to reduce any on-street parking stress and will help to reduce the use of vehicles on the highway network, reducing congestion and pollution.

7. Summary and Conclusions

- 7.1 Sanderson Associates Consulting Engineers has been appointed by Dawn Jackson to provide highway consultancy services for the conversion of an existing dance school with associated attached dwelling to provide six apartments with no off street parking spaces.
- 7.2 An investigation into road traffic accidents gives no indication of any recurring accident issues that would likely be exacerbated by the proposed development.
- 7.3 Following an investigation into accessibility by sustainable modes, it is considered that the site is accessible by both active travel and public transport.
- 7.4 Due to the change of use of the site, it is acknowledged that the existing use would not generate any traffic in the AM peak period, however, given the number of permitted uses of the site and the number of users that could be expected to attend classes, it is considered that in the PM peak and in-turn, overall, throughout the day, the proposals would result in a significant reduction in vehicle movements.
- 7.5 To address the comments raised by the Highways Officer, the proposed development is expected to create less parking demand compared to the existing use of the site. Furthermore, an analysis of the Census data 'Car or van availability' for the MSOA of Rochdale 010, three parking spaces would be required for the site, rather than the proposed six outlined in the Parking Standards.
- 7.6 This Transport statement demonstrates that the development would not have an unacceptable impact on highway safety and the residual cumulative traffic impact would not be severe. The development is therefore in accordance with the transport principles set out in NPPF.
- 7.7 As such, the development should be supported on transportation grounds.



Appendix A

Pre-application Advice (PREAPP/00062/020)

Dawn Jackson
180 Whitehall Street,
Rochdale,
OL12 0RZ,**Enquiries to:** Ryan Killeen
Web: www.rochdale.gov.uk
Email: ryan.killeen@rochdale.gov.uk
Direct Line: 01706 925964**BY EMAIL ONLY****Reference:** PREAPP/00062/20
Date: 25/05/2022

Dear Dawn,

Reference No:	PREAPP/00062/20
Proposal:	Conversion of existing dance school with associated attached dwelling into 11 Apartments
Location:	Former JD Dance Club, 180 Whitehall Street, Rochdale, OL12 0RZ

I write in reference to your request for pre-application planning advice for the conversion of dance hall into 11no. flats.

The plans / documents reviewed are:

Drawing/Document Title	Drawing no.
Location Plan	(-9)A002
Existing Plans and Front Elevation	(-9)A001
Proposed Plans and Front Elevation	(20)A001
Supporting Statement	-

Development Plan

The Development Plan for Rochdale consists of the Rochdale Core Strategy (CS), adopted 2016, and saved Unitary Development Plan (UDP) policies. A list of the relevant policies contained within the Development Plan is appended to this letter.

Other material considerations include, amongst other things, Supplementary Planning Documents (SPDs), Development Plan Documents (DPDs), the Greater Manchester Joint Minerals Plan, the National Planning Policy Framework (NPPF), the National Planning Practice Guidance (NPPG) and the draft Places for Everyone (PFE).

Review of the Proposal – Principle of Development

The site falls within the defined urban area, as set out under saved Policy G/D/1 of the UDP, which seeks to concentrate development in urban areas to safeguard the countryside. Core Strategy Policy C8 seeks to improve community, sport, leisure and cultural facilities, which would include the existing dance hall use. Whilst Policy C8 seeks to support the delivery of such facilities, this policy does not afford protection to existing uses, and as such, in a strictly planning sense, the loss of this community facility would not be objected to subject to an assessment of other development management requirements, such as the impact on highways and neighbouring land uses. Further to this, it is considered that the site is sustainably located, within walking distance to Rochdale town centre and its comprehensive public transport offering and retail provision, in addition to a number of other amenities which are sited more locally.

Character, Appearance and Heritage Assets

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities

Paragraphs 126 and 130 of the National Planning Policy Framework (NPPF) state that good design is a key aspect of sustainable development and that planning policies and decisions should ensure that developments function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, which is largely reflected within Policies DM1 and P3 of the Council's adopted Core Strategy, which requires development proposals to demonstrate high quality design. Policy P2 seeks to protect and enhance the borough's heritage by utilising heritage assets of local interest, including promoting their sensitive restoration in addition to using heritage assets positively and intelligently to strengthen identity.

The revisions to the NPPF in July 2021 are clear that development that is not well designed should be refused, and conversely, significant weight should be given to development which reflects local design policies and government guidance on design. In support of this, the Government have produced a suite of guidance documents which would inform elements of good and bad design. Any future application should be accompanied by a comprehensive design and access statement which takes account of the [National Design Guide](#), the [National Model Design Code](#) and [Building for a Healthy Life](#). Further to this, the Local Authority have a [Residential Design Guide](#) Supplementary Planning Document which would form a material consideration in the determination of a planning application. Within the National Design Guide it is set out that development should have regard to the significance and setting of heritage assets and any other specific features that merit conserving and enhancing.

180 Whitehall Street is recorded as being a Non-Designated Heritage Asset due to its architectural value, being a landmark building in addition to its communal value where



it was first used as a Mission Church. In respect of Non-Designated Heritage Assets, paragraph 203 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Being recognised as a Non-Designated Heritage Asset, any future application will require the submission of a Heritage Statement, which should describe the significance of the heritage asset, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.

Conversion Works

As I had mentioned at our meeting on site, I do welcome the initiative to introduce a mezzanine level to the flats in the northern section of the building where it would preserve the side facing windows. We also picked up on the enhancements which would be provided where the bricking-up of windows had taken place.

The internal layout of the building has been substantially altered from how the building may have first been constructed, and the alterations to the layout would likely result in a neutral impact to the significance of the building.

The proposals seek to introduce a number of rooflights to each roof slope. Given the recognition that the building comprises a non-designated heritage asset, such measures should be undertaken sensitively, and the placement of rooflights to the street (west) facing roof slope may be difficult to justify, particularly in such quantities. Where roof lights are necessary, they will be required to be conservation style and placed flush with the roofslope in order to minimise their visual impact and harm to the significance of the heritage asset.

The proposals would likely require the replacement of the existing windows. The existing timber framed fenestration, whilst generally inappropriate for residential use due to their security wire and single-glazing, do contribute to the character and appearance of the building, and any replacement should have regard to this.

Impact to Amenity

Policy DM1 of the Core Strategy requires that proposals do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy. Also, impacts including noise, air, dust, light and odour pollution are required to be mitigated where necessary.

Policy G9 of the Core Strategy sets out that the Council will require that development does not have impacts that lead to an unacceptable increase in air, water, noise, light



or other pollution. Paragraph 185 of the NPPF sets out that planning decisions seek to ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment.

To aid the assessment of these matters, the Council's [Guidelines and Standards for Residential Development Supplementary Planning Document](#) provides guidance which all new residential developments should accord with in order to provide a satisfactory standard of amenity for existing and future occupiers in respect of light, outlook and privacy.

Development proposals must demonstrate how the building can be converted to fulfil future occupiers with a suitable standard of amenity, this includes achieving necessary levels of light and outlook from habitable rooms.

Section 4.1 of the SPD sets out separation distances which new residential development within the borough should adhere to. In respect of occupier amenity, paragraphs (ii) and (iii) are of particular relevance:

- (i) 21m between directly facing principal windows of habitable rooms, at an upper floor level AND 10.5m between a principal window at an upper floor level and a directly facing boundary of the curtilage;
- (ii) **14m between a principal window and any directly facing two storey elevation which does not contain a principal window to a habitable room;**
- (iii) **10m between a principal window and any directly facing single storey elevation which does not contain a principal window to a habitable room**

The majority of the proposed units would achieve the above distances, although I do hold some concern that unit 4 to the north east corner of the building, would only be provided with an unsatisfactory standard of outlook where it would look onto the gable end of no.41 Medley Street at a distance of only 3.5m.

There may be scope to set unit 4 against the north gable end of the building, reinstating the bricked-up openings on this elevation to provide the necessary outlook, and potentially provide a new opening of an appropriately high standard of design, whilst setting the bike store further south, between units 4 and 5, or relocating the internal staircase.

Occupier Amenity

The application site is set against Whitehall Road, in a dense residential area close to the town centre, which throughout the day and into the evening, sees a continuous stream of vehicular traffic typically associated with the Infirmary. As such, any new dwelling must appropriately demonstrate that future occupiers can be safeguarded from undue noise and disturbance, and the submission of a Noise Impact Assessment



which evaluates the acoustic conditions surrounding the site, and makes recommendations to prevent adverse noise impacts, will need to be submitted with any future application.

The [Nationally Described Space Standards](#) is a technical standards document produced by the Government to ensure internal space within new dwellings is suitable for application across all tenures. The supporting statement does provide details on the floor area of each unit, which would broadly achieve the necessary internal floor area.

Highways and Refuse Storage/Collection

Policy T2 of the adopted Core Strategy seeks to improve accessibility by locating development where good access to public transport is available or can be provided and in all circumstances, prioritises the safety, accessibility and amenity of those who live or have business in the area. Policy DM1 also states that all development proposals should provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location. Paragraph 111 of the National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 112 (d) of the NPPF states that application for development should allow for the efficient delivery of goods, and access by service and emergency vehicles. The *Guidelines and Standards for Residential Development* SPD states that bin storage areas that require excessive movements from the storage area to the street should be avoided and any bin storage areas and access arrangements, including access routes for collection vehicles, should be provided in accordance with all relevant legislation and guidance, such as any relevant local planning documents, Building Regulations and Highways requirements.

Refuse containers will need to be sited sensitively, and will require a bespoke solution to their storage and obscuration from general view, where their appearance may be harmful to the significance of the building. A waste collection method statement should be provided with any future application.

The comments of the Highways Authority on the scheme are as follows:

I have some concerns about the scale of the proposals.

Whilst it is within the character of the area for on street parking to occur I would not want a new development to rely entirely upon on street parking. If the applicant wishes to pursue this I would ask they provide written justification for the lack of parking provision.

My concern is that on street parking at this location could exacerbate the existing situation. I should like to see this situation properly addressed should any application come forward.



Any future application should considers these points.

My preference would be a scheme of smaller scale were proposed with dedicated off street parking.

It is appreciated that the building does not benefit from any off-street parking provisions, and the lawful use of the building, where we discussed that the building was licensed for up to 240 people, should be highlighted in any justification.

Notwithstanding, the proposals do set out an intensive use for the building, particularly in providing a HMO within the roof space, which we discussed would preferably be removed. It may also be advised to increase the proportion of two-bedroom properties which would also assist in reducing the overall quantity of units.

Ecology and Landscaping

Paragraph 131 of the NPPF states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Paragraph 174 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity, providing net gains where possible, and contributing to the Government's commitment to halt decline. Policy G6 of the adopted Core Strategy expects development proposals affecting green infrastructure to avoid the loss of existing features such as trees unless suitable alternative provision is made or they have limited value. Core Strategy policy G7 requires that no development should result in a net loss of biodiversity and geodiversity.

Any submission should include proposals in respect of gains for biodiversity via species enhancement as guided by the NPPF (July 2021, paragraph 174d and 179 b)) to achieve demonstrable net gain for biodiversity. The Environment Bill has now received Royal Assent (November 2021) and enabling legislation is in formulation. This signals a purposeful direction of travel with respect to the adoption of Biodiversity Net Gain. The planning authority will require any new proposals to deliver Biodiversity Net Gain and it is recommended that a successful development demonstrate that a net gain of 10% can be delivered. The Greater Manchester Combined Authority ([GMCA](#)) has adopted [guidance](#) on the format of the submission of information in relation to Biodiversity Net Gain.

Bats are afforded statutory protection under the Wildlife and Countryside Act (1981), under which, it is a criminal offence to capture, injure or kill a bat, deliberately disturb a bat, or damage or destroy a bat roost. Planning consent does not provide a defence against prosecution under this act. Given the age of the building, a bat survey will need to be provided as part of the full planning submission, and if the presence of bats is confirmed, then prior to development commencing, it will be necessary to make contact with Natural England to obtain a license pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead or a statement in writing form the relevant licensing



body to the effect that it does not consider that the specified development or works will require a license.

Similarly, the building may also hold potential for nesting birds. Under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Any survey work should also consider nesting birds in order to discount their presence or set out the necessary steps where they are found.

Mitigation may need to be provided in the form of bat boxes, bird boxes, hibernaculum etc. It may be accepted that such features may need to be attached to the fabric of the building, but any proposals of this sort should be sensitively placed in order to preserve the significance of the building.

Energy Demand/Climate Change Adaptation

Core Strategy Policy G1 sets out measures to address climate change and emissions concerns, whilst Policy G2 requires that new development adhere to the energy hierarchy. The development should be designed in order to meet the requirements of these policies and an Energy Statement should be submitted with the application setting out the detail of how the development complies with the policy base.

Planning Obligations

The Core Strategy requires, for proposals of this scale, development contributions in relation to Public Open Space (POS), formal sports provision and affordable housing. Draft S106 Agreement Heads of Terms should be submitted with the application.

Please note that reducing the number of units below the relevant threshold would mitigate the need for such contributions.

Public Open Space/Formal Sports

The Council's Public Open Space requirements are set out in the *Provision of Recreational Open Space in New Housing* SPD. In the case of developments of less than 100 bedrooms in total it is normally expected that there would be a commuted sum payment towards off-site POS provision; this would be calculated in accordance with the Council's standard of 1.0 hectares per 1,000 population.

A contribution towards off-site formal sports provision, calculated in accordance with the Council's standard of 1.1 hectares per 1,000 population, is expected. This would be spent on improvements to outdoor sports provision of direct benefit to the residents of the new development, likely at the relevant township hub.

POS and outdoor sports contributions are calculated in accordance with the latest table of charges, as published on the Council's website. On the basis of the draft proposals, the total contribution would be £19,917.93

Viability

The Council is mindful of the need to ensure that planning obligations do not undermine the viability and deliverability of any scheme, having regard to site specific requirements, whilst ensuring that the impacts of the development are adequately



mitigated. In the event that the development is considered not to be viable in light of contribution requirements, the developer should provide a viability appraisal (which meets the requirements set out in the National Planning Practice Guidance) at application stage. The Council requires an independent review of viability appraisals, with the cost to be met by the applicant – if you require further information on this process or a fee quote please let me know.

Public and Stakeholder Consultation

The Council has an adopted Statement of Community Involvement. We encourage that developers seeks to engage with surrounding residents and, where appropriate, undertake consultation with ward councillors - the site lies within Central Rochdale ward.

The method of consultation undertaken, detail of where any consultation event was held and details of how the development has been presented to the local community should be outlined within a Statement of Community Involvement to be submitted with the application – this can be incorporated within the Planning Statement. This statement should also include details of the feedback received, including if any amendments have been made as a result of comments received.

Summary and Making an Application

The proposed change of use would be acceptable in principle. Given the building comprises a Non-Designated Heritage Asset, there are a number of considerations to have to ensure that the conversion is not unduly harmful to the significance of the building.

The internal layout of the building may require alteration in order to achieve the necessary space standards. Further justification will be required in respect of highways and parking.

Validation Requirements

The Council has adopted a Local Validation List which sets out the expectations of what supporting information should be submitted with a planning application. In respect of the proposed development, the following supporting information should be provided, at a minimum:

- Location Plan to scale 1:1250 showing the direction of north, with the application site clearly edged in red,
- Existing and Proposed site plans to scale 1:200/1:500;
- Existing and Proposed Elevations in full to scale 1:100/1:50;
- Existing and Proposed Floor Plans in full to scale 1:100/1:50;
- Existing and Proposed Street Scene Drawings to scale 1:100/1:50;
- Compliance with National Information Requirements;
- Planning/Design & Access Statement;
- Heritage Statement;
- Transport Statement;



- Schedule of Repairs;
- Bat and Nesting Bird Survey;
- Crime Impact Statement (if 10+ units);
- Energy Statement (if 10+ units);
- Community Involvement Statement (integrated to Planning Statement);
- S106 Heads of Terms/Draft S106 (if over 10 units);

Please note that any advice provided above is an informal opinion only and is made without prejudice to any formal determination which may be given in the event of an application being submitted. In particular, it does not constitute a formal decision of the Council with regard to any future planning applications, which will be subject to wider consultation and publicity, and provides no guarantee of a future decision.

I hope this is of assistance. However, if you have any questions or wish to discuss more detailed proposals prior to formal submission of an application then please do not hesitate to contact me using the details contained at the top of this letter.

Yours Sincerely,



Ryan Killeen
Senior Planning Officer





Appendix B

Crashmap Report



Crash Report

Area of Interest (AOI) Information

Area : 1,787.42 m²

Jun 26 2023 15:56:56 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	3	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	May 16, 2017	2017	1	1	389563
2	None	Slight	No officer attended crash scene	February 16, 2017	2017	2	2	389563
3	None	Slight	Police officer attended crash scene	January 25, 2017	2017	2	1	389563

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	414274	Rochdale	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	414278	Rochdale	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
3	414281	Rochdale	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Crossroads	No physical crossing facility within 50 metres	0	0	1	1	0	0
2	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0

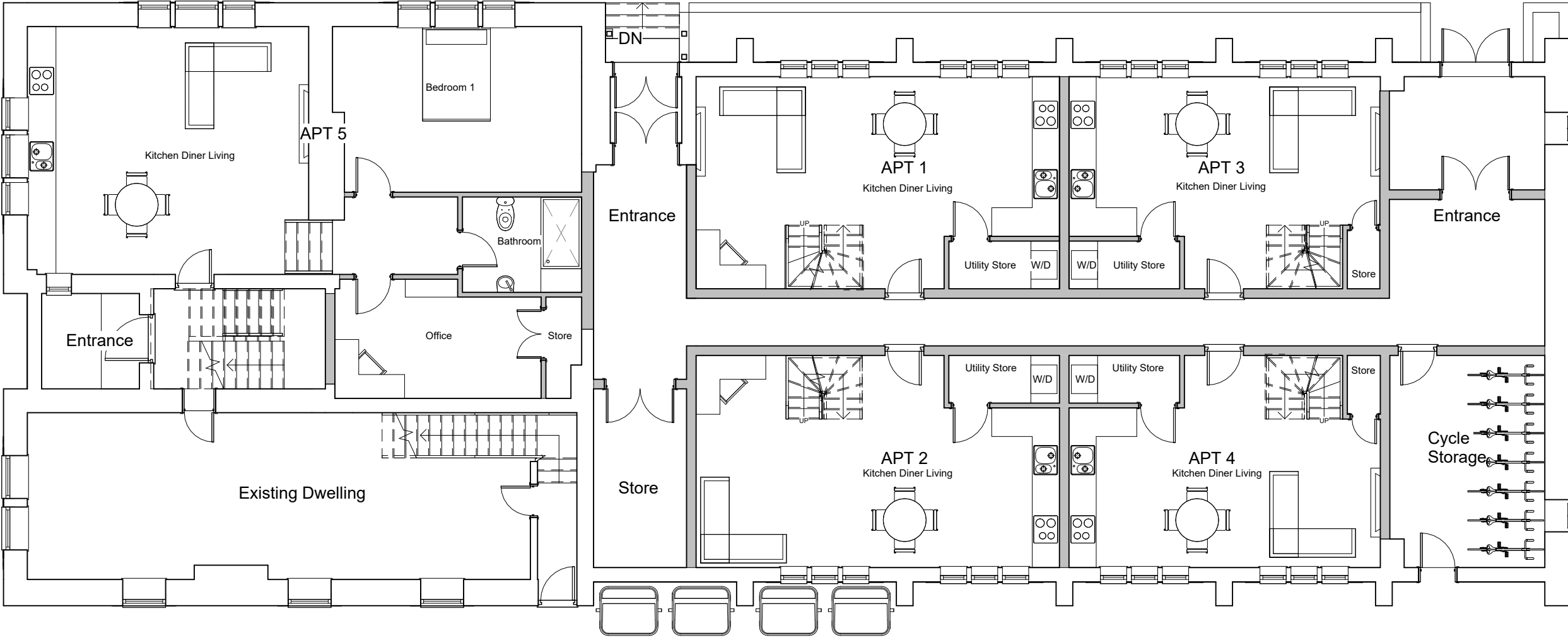
#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201706P031097	1
2	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201706P027268	1
3	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201706P026108	1

Report produced from CrashMap Pro

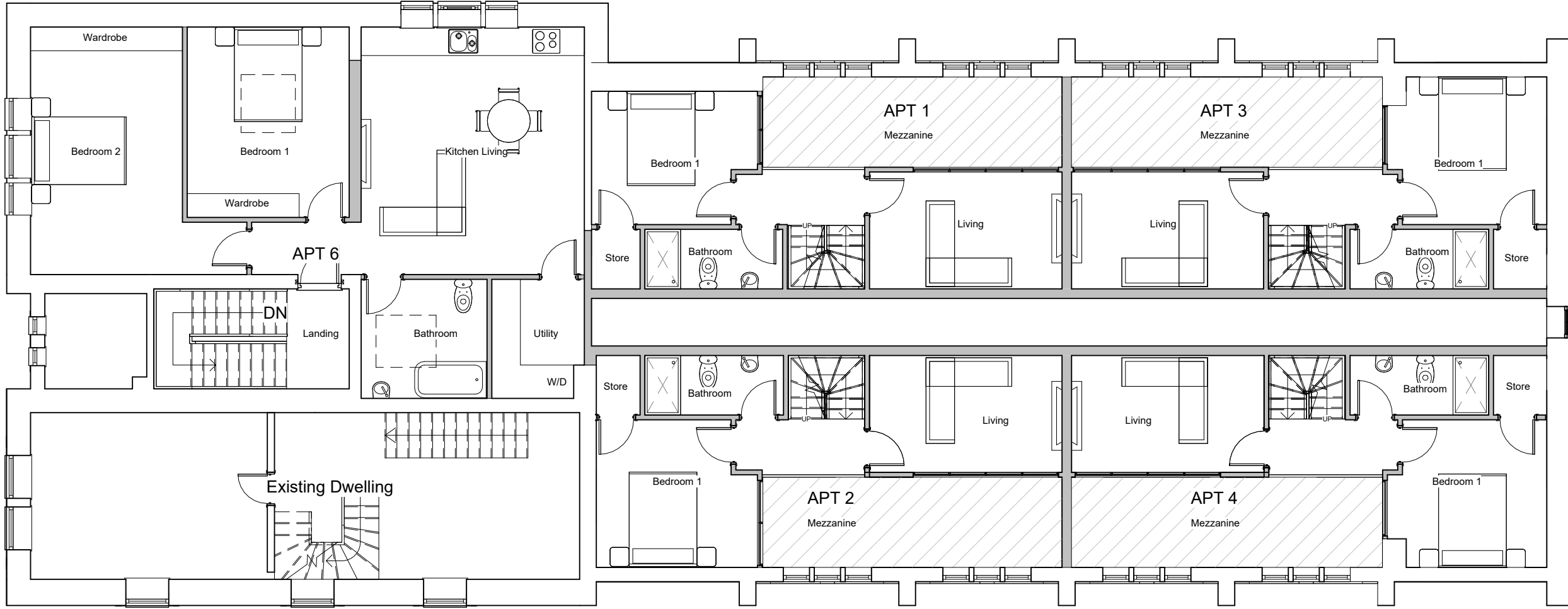


Appendix C

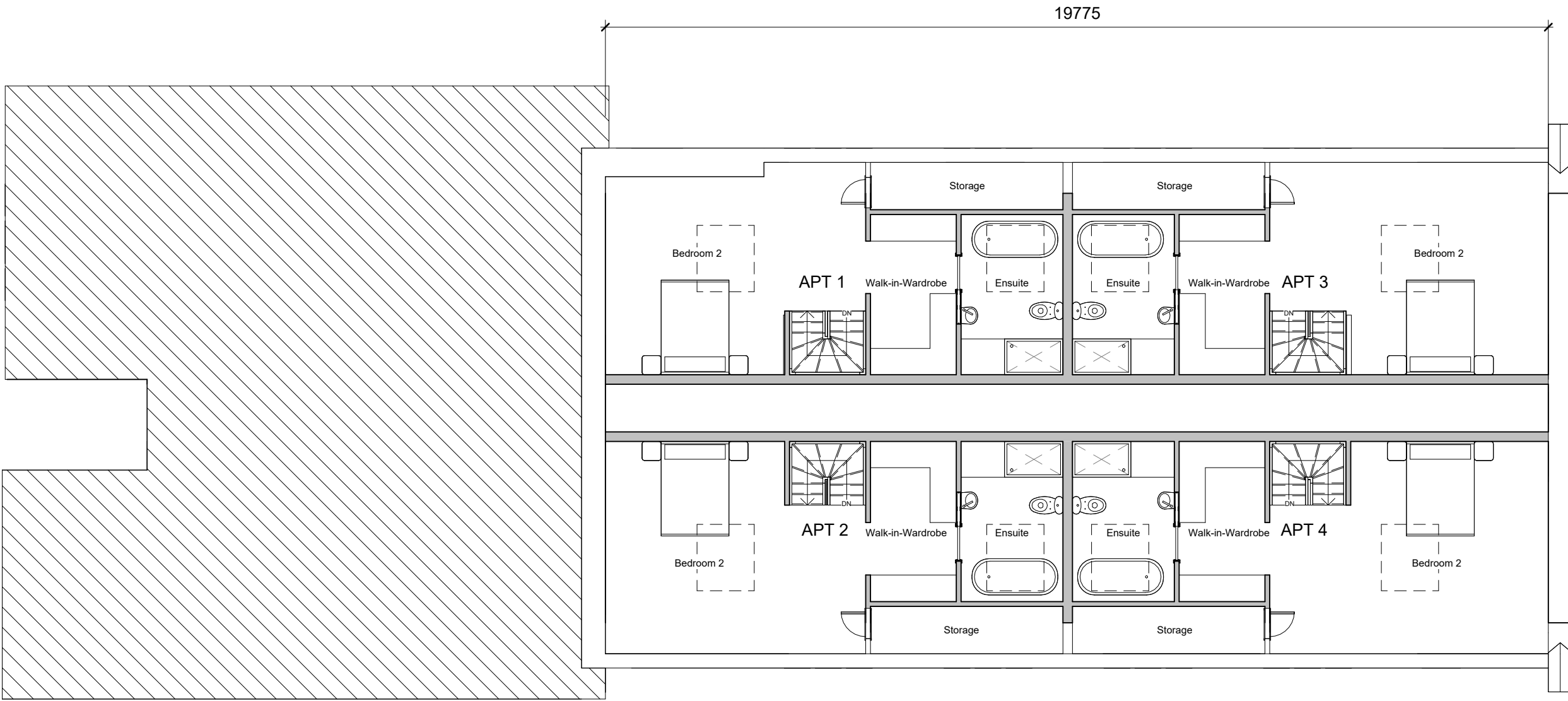
Proposed Site Layout



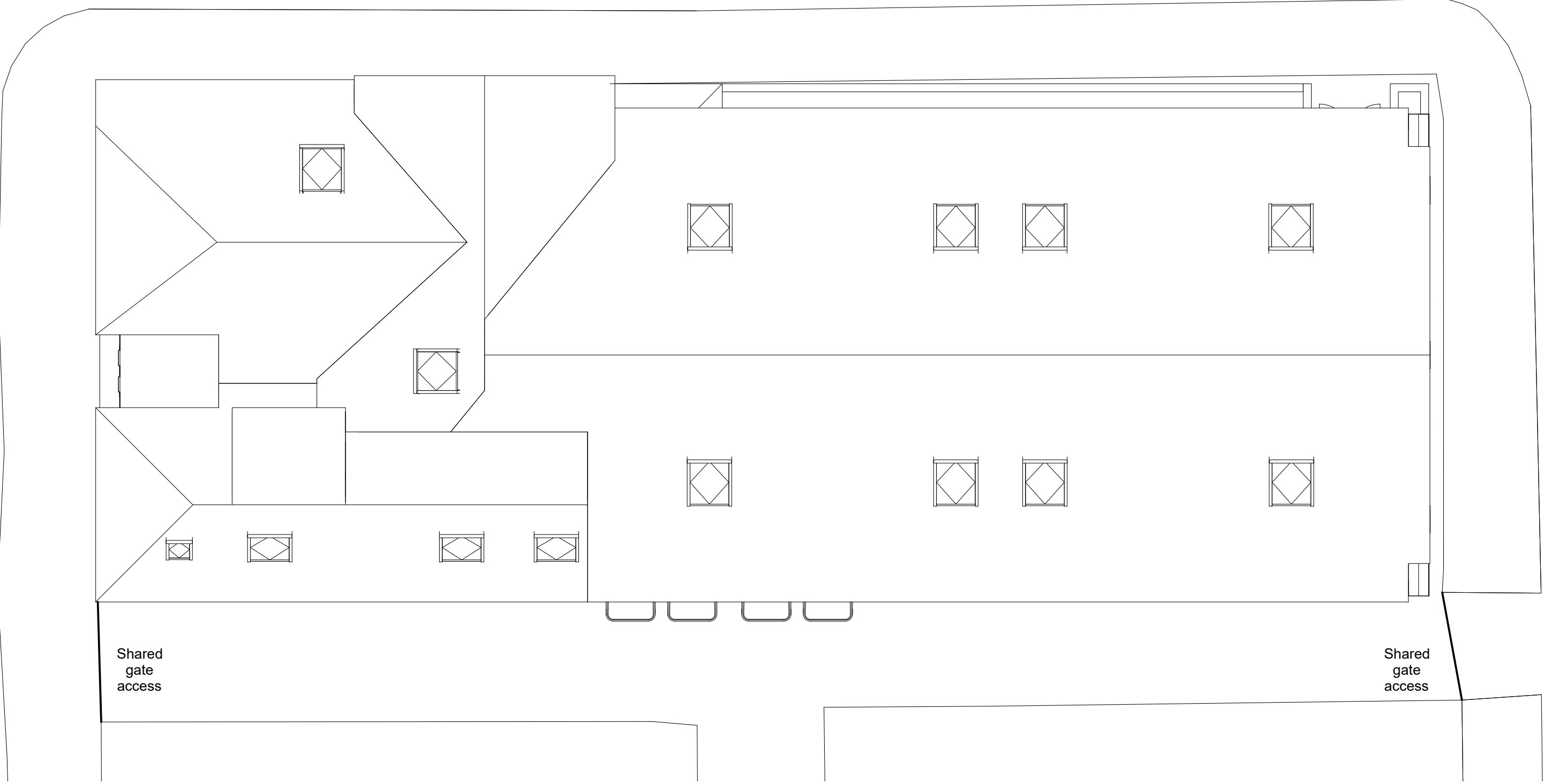
Ground Floor



First Floor



Attic



Roof Plan

Rev	Description	Date	IMPORTANT NOTE: 1. ALL DIMENSIONS ARE IN MILLIMETRES. 2. DO NOT SCALE FROM THIS DRAWING. 3. ALL MEASUREMENTS ARE DEEMED TO BE FOR DESIGN PURPOSES ONLY, ANY ANOMOLIES MUST BE REPORTED TO ALL PARTIES PRIOR TO ANY CONSTRUCTION WORKS. 4. THE CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS ON SITE, PRIOR TO COMMENCEMENT OF CONSTRUCTION WORKS. 5. ALL INFORMATION HEREON IN IS THE COPYRIGHT OF PROQUANT ESTIMATING LTD. COPYING IN FULL OR IN PART IS FORBIDDEN WITHOUT WRITTEN PERMISSION FROM PROQUANT ESTIMATING LTD.	Notes:	HONEYMAN DEVELOPMENTS	Project Address:	Client:	
				INTERNAL AREA:			Mrs D Jackson	
				APT 1: 103m ² APT 2: 103m ² APT 3: 101m ² APT 4: 101m ² APT 5: 66m ² APT 6: 64m ²				
							180 Whitehall Road, Rochdale, OL12 0RZ	Drawn by: B.Coates
								Date: 15-02-23
							Title: Proposed Floor Plans & Roof Plan	Scale: 1:50 1:100 @ A1
						Drawing Number: 57714		



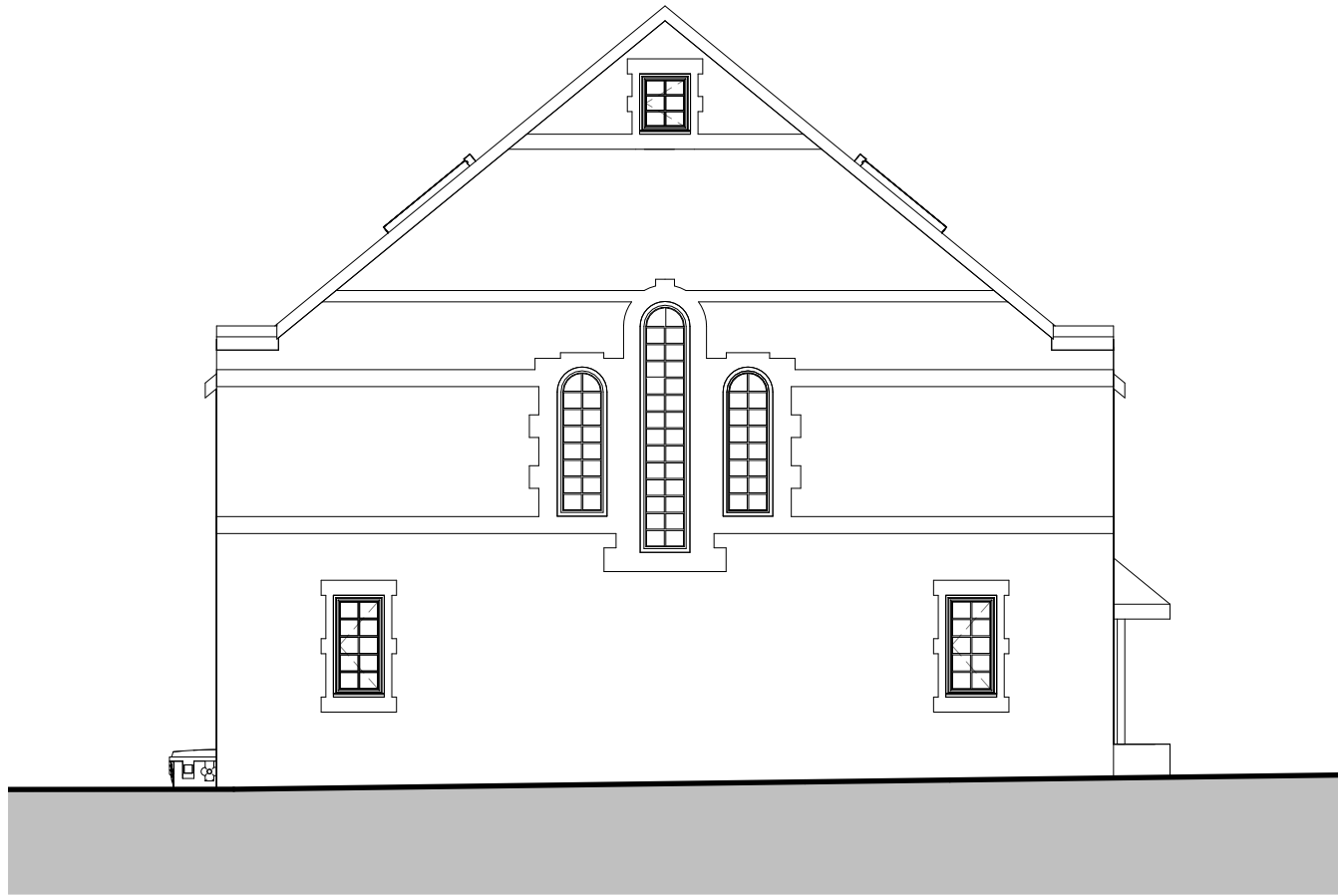
West



South



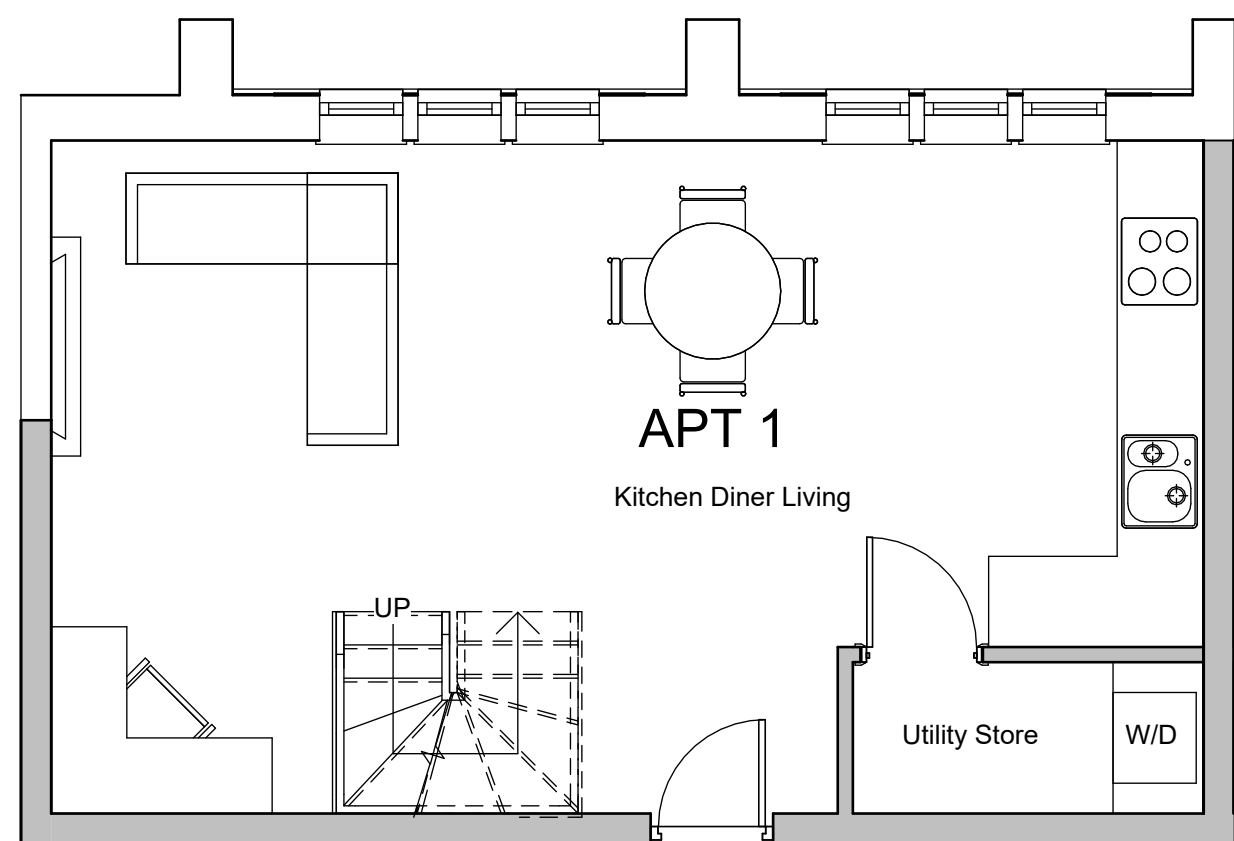
East



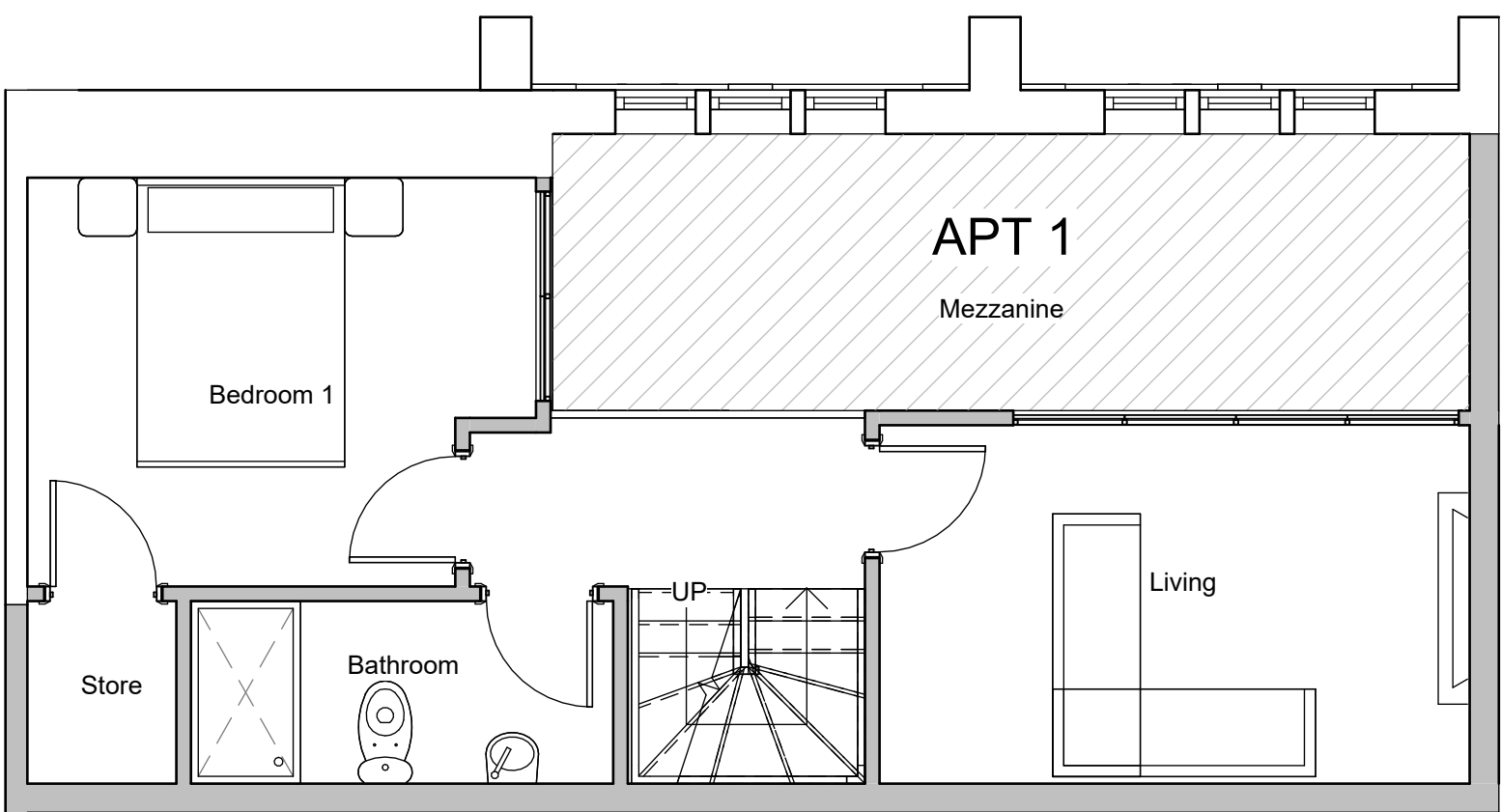
North

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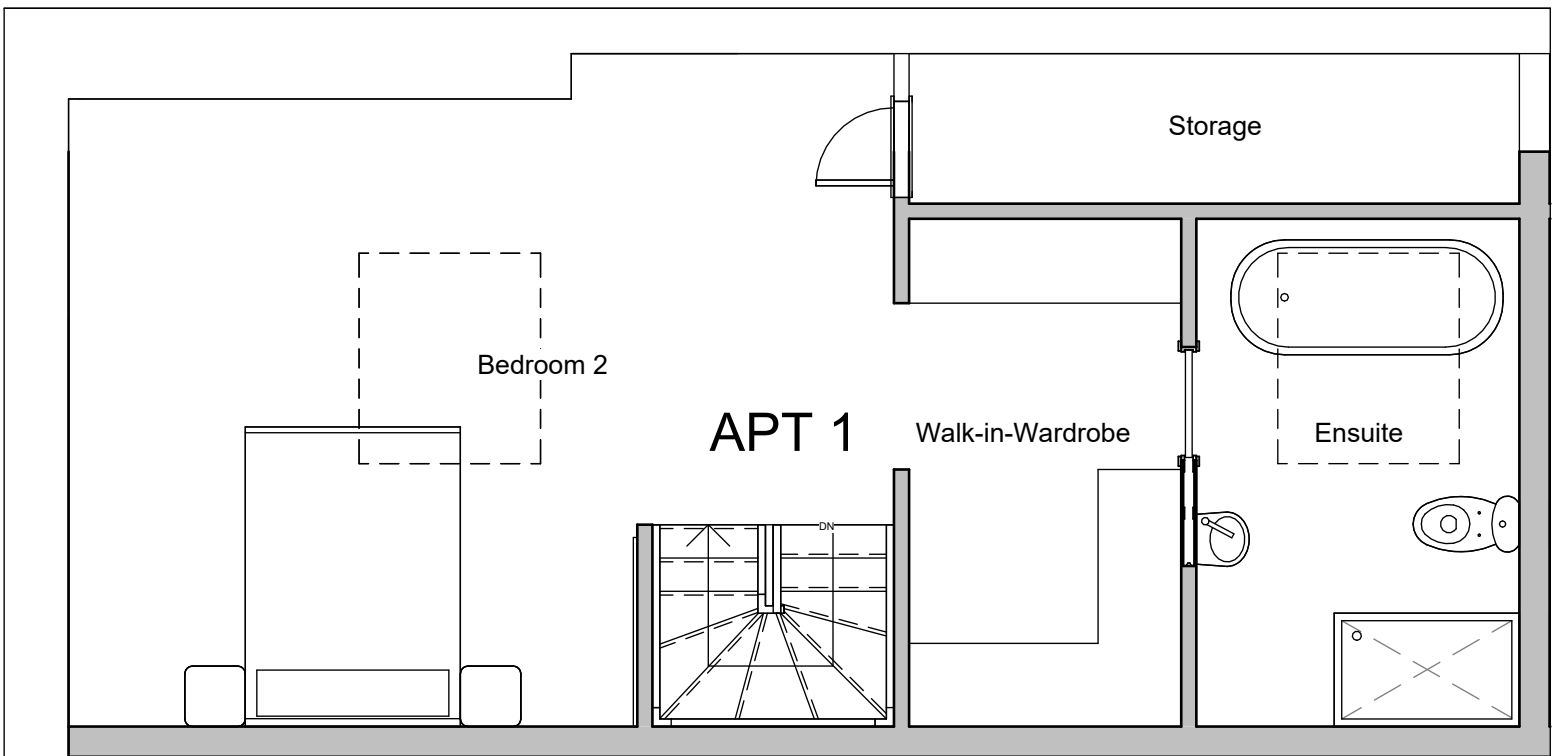
Apartment 1



Ground Floor

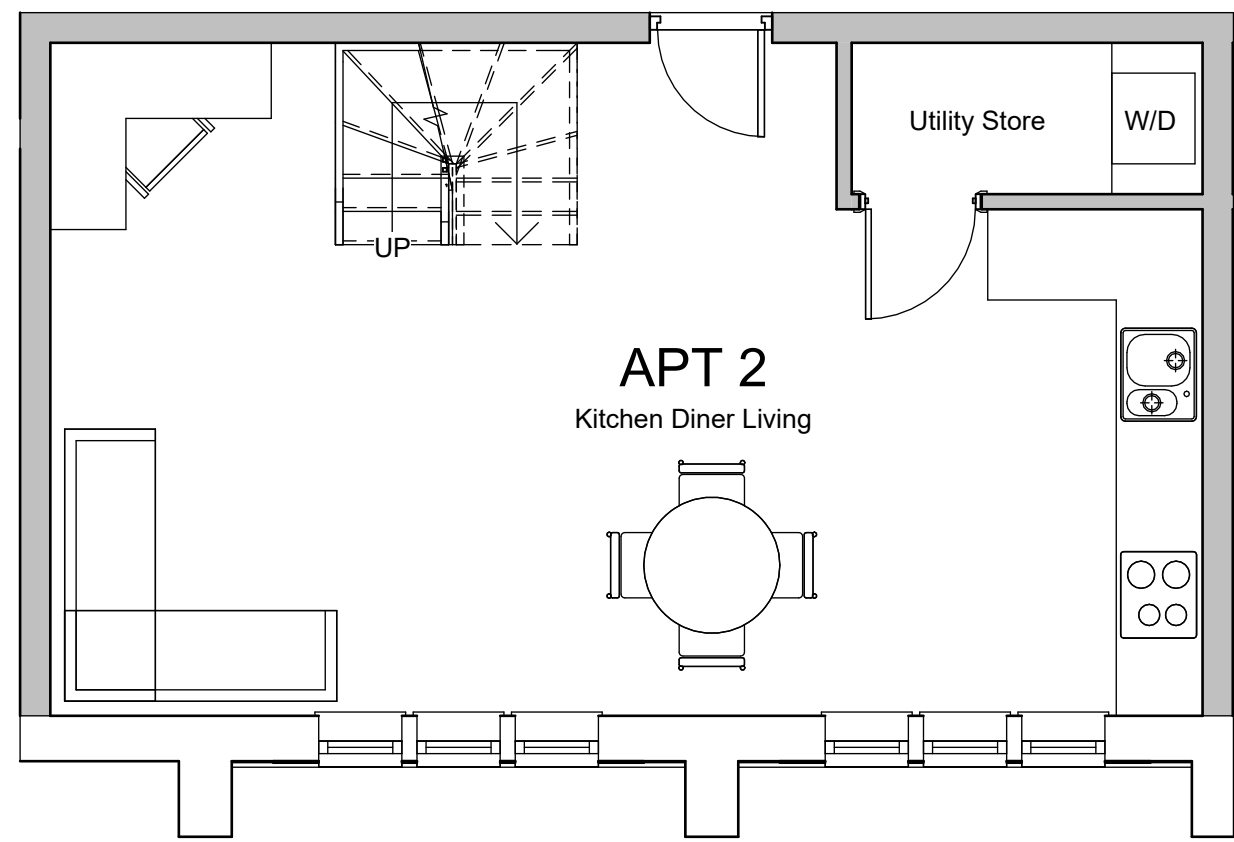


First Floor

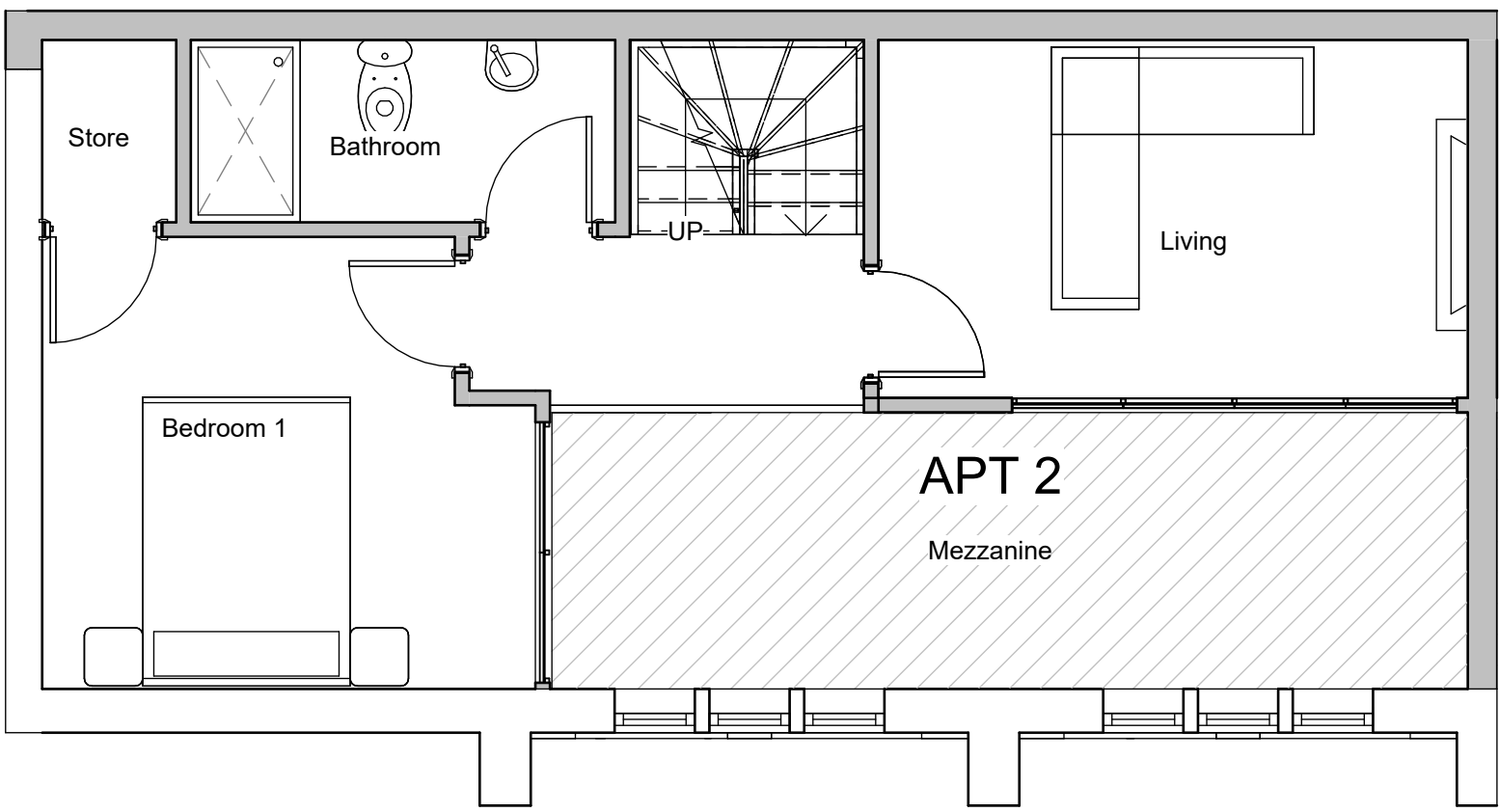


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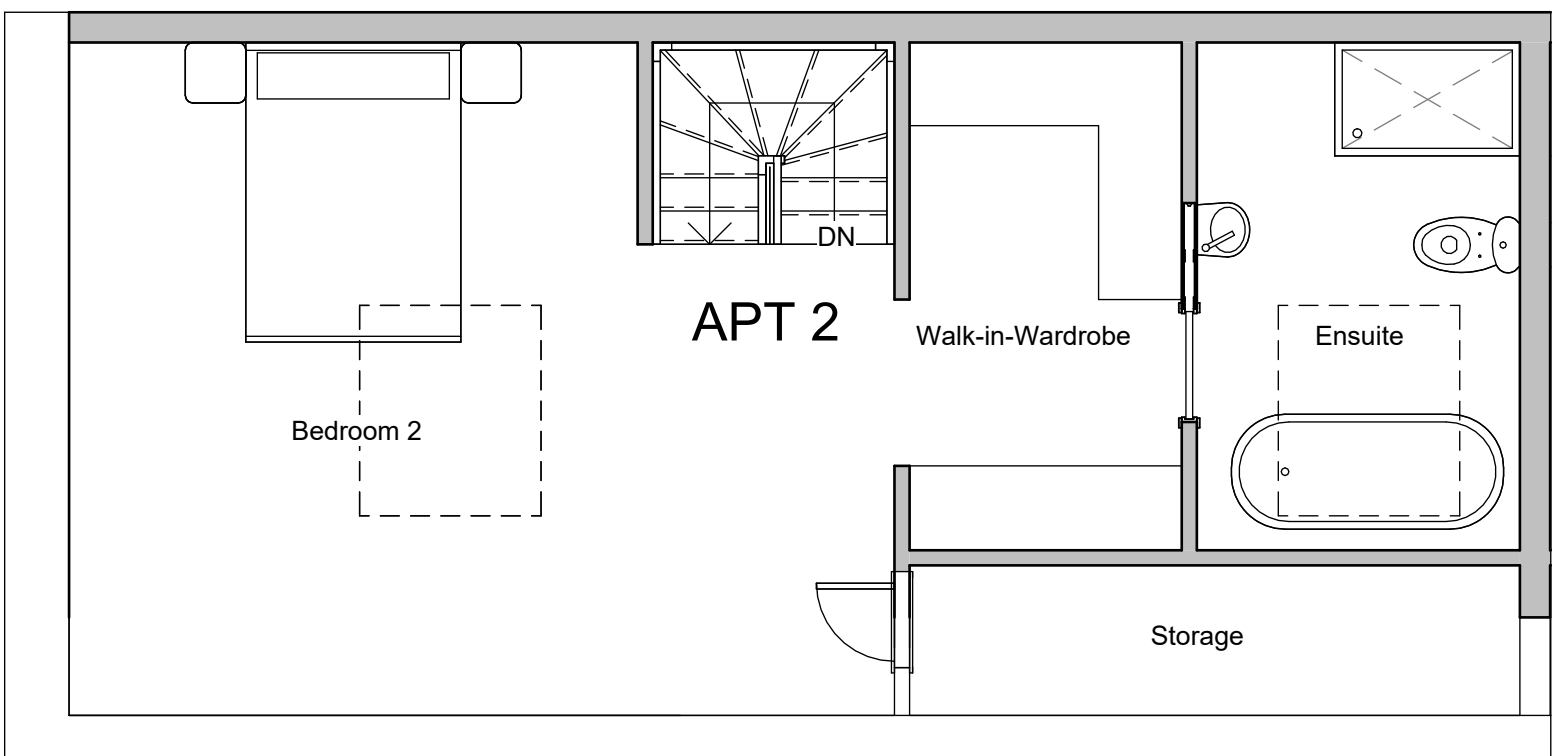
Apartment 2



Ground Floor



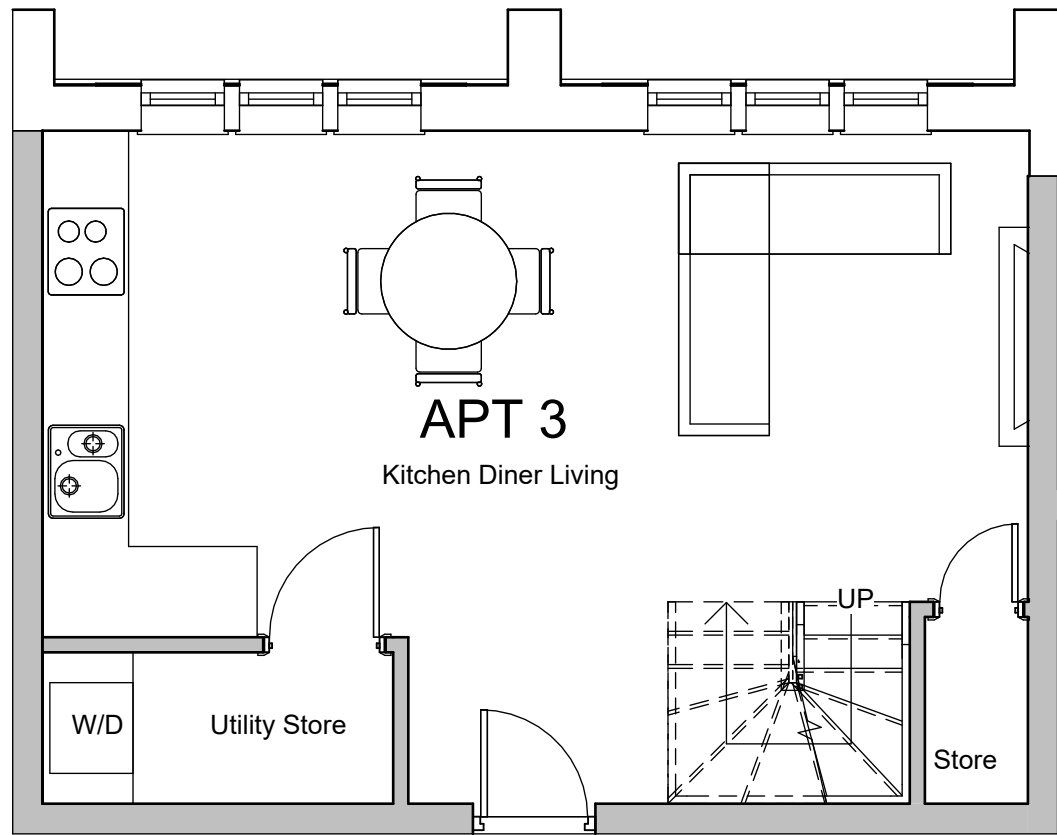
First Floor



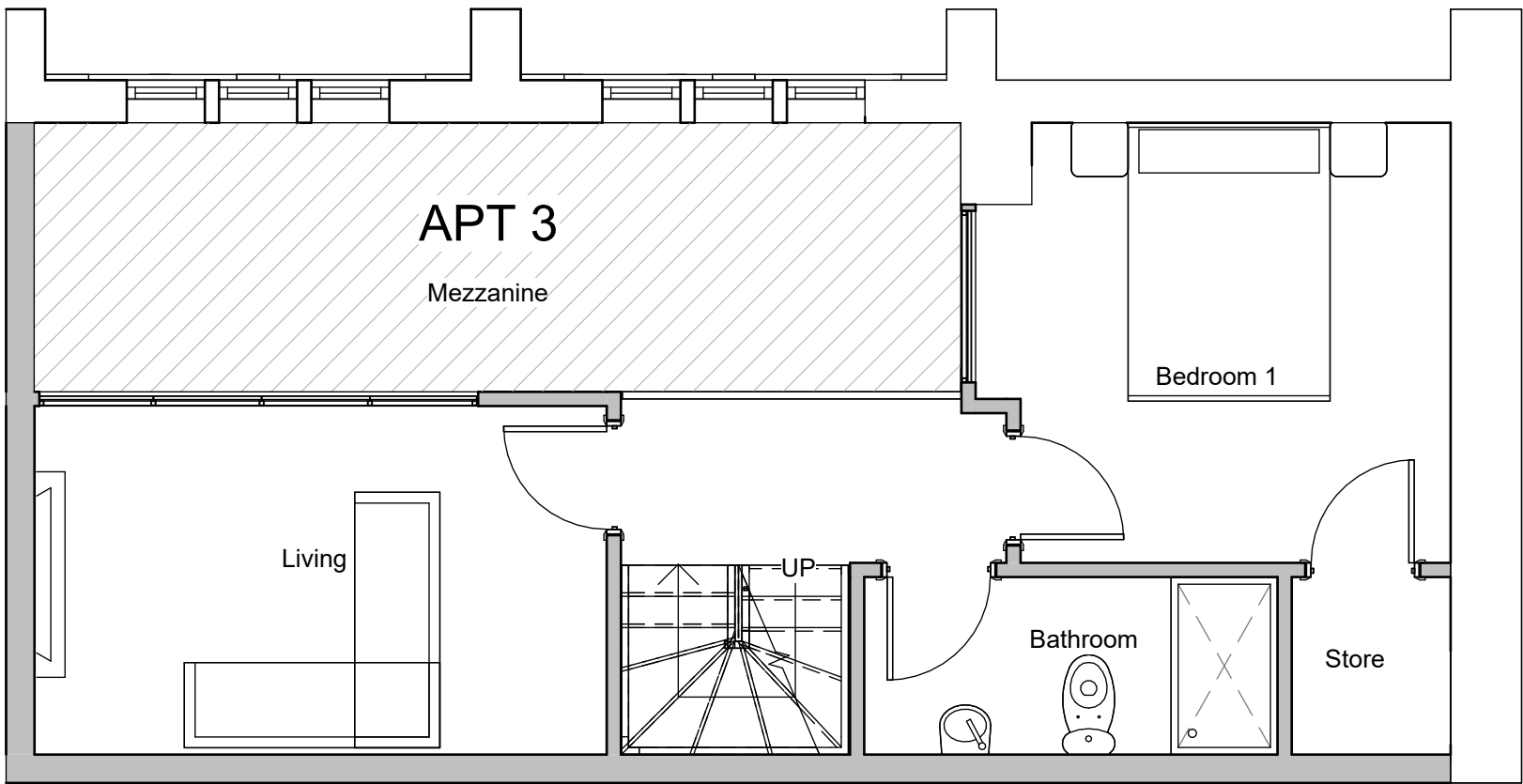
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Rev	Description	Date	IMPORTANT NOTE: 1. ALL DIMENSIONS ARE IN MILLIMETRES. 2. DO NOT SCALE FROM THIS DRAWING. 3. ALL MEASUREMENTS ARE DEEMED TO BE FOR DESIGN PURPOSES ONLY. ANY ANOMOLIES MUST BE REPORTED TO ALL PARTIES PRIOR TO ANY CONSTRUCTION WORKS. 4. THE CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS ON SITE, PRIOR TO COMMENCEMENT OF CONSTRUCTION WORKS. 5. ALL INFORMATION HEREON IN IS THE COPYRIGHT OF PROQUANT ESTIMATING LTD. COPYING IN FULL OR IN PART IS FORBIDDEN WITHOUT WRITTEN PERMISSION FROM PROQUANT ESTIMATING LTD. Notes: INTERNAL AREA: APT 1: 103m² APT 2: 103m² APT 3: 101m² APT 4: 101m² APT 5: 66m² APT 6: 64m² HONEYMAN DEVELOPMENTS Project Address: 180 Whitehall Road, Rochdale, OL12 0RZ Title: Proposed Floor Plans Client: Mrs D Jackson Drawn by: B.Coates Date: 15-02-23 Scale: 1:50 1:100 @ A1 Drawing Number: 57714

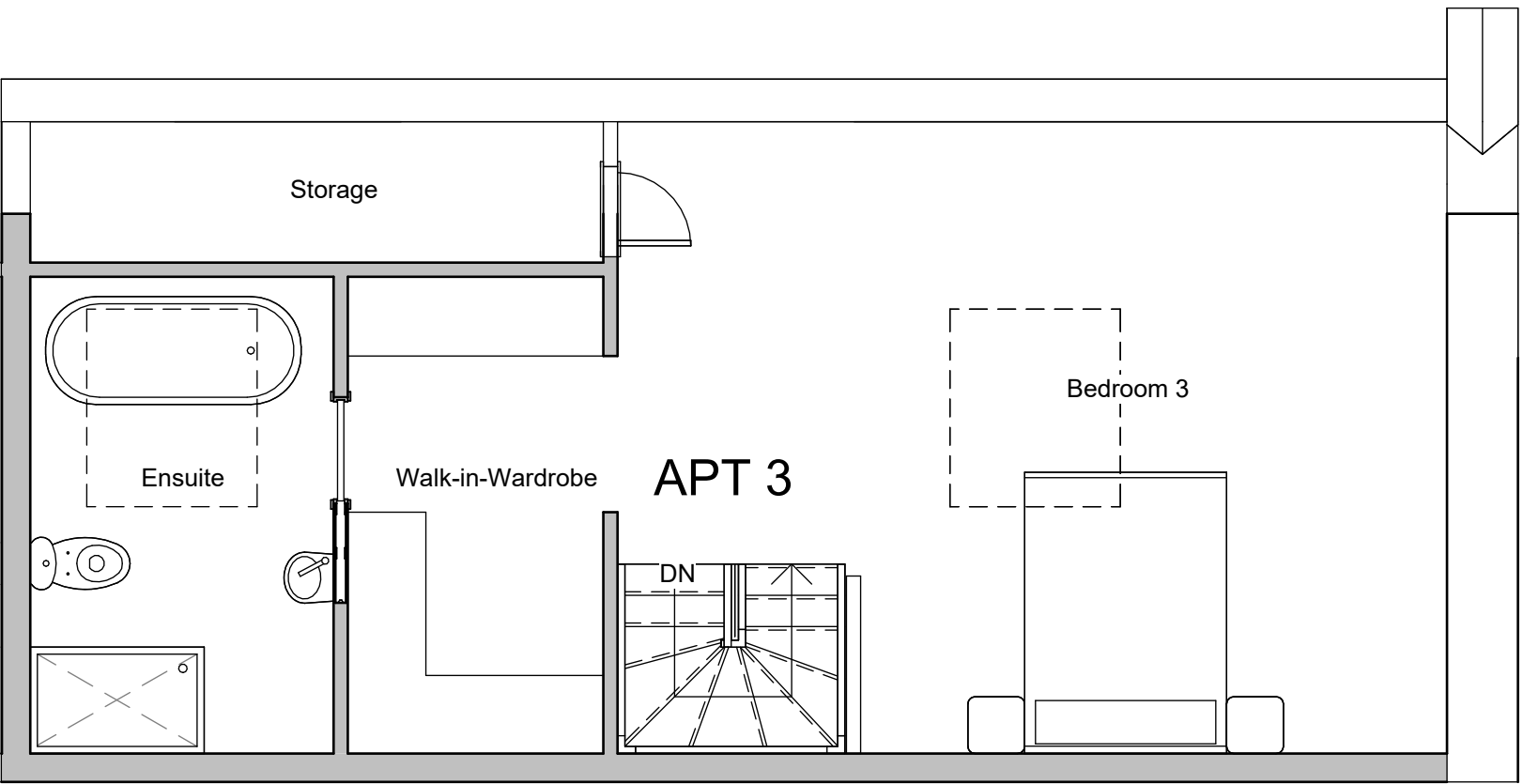
Apartment 3



Ground Floor

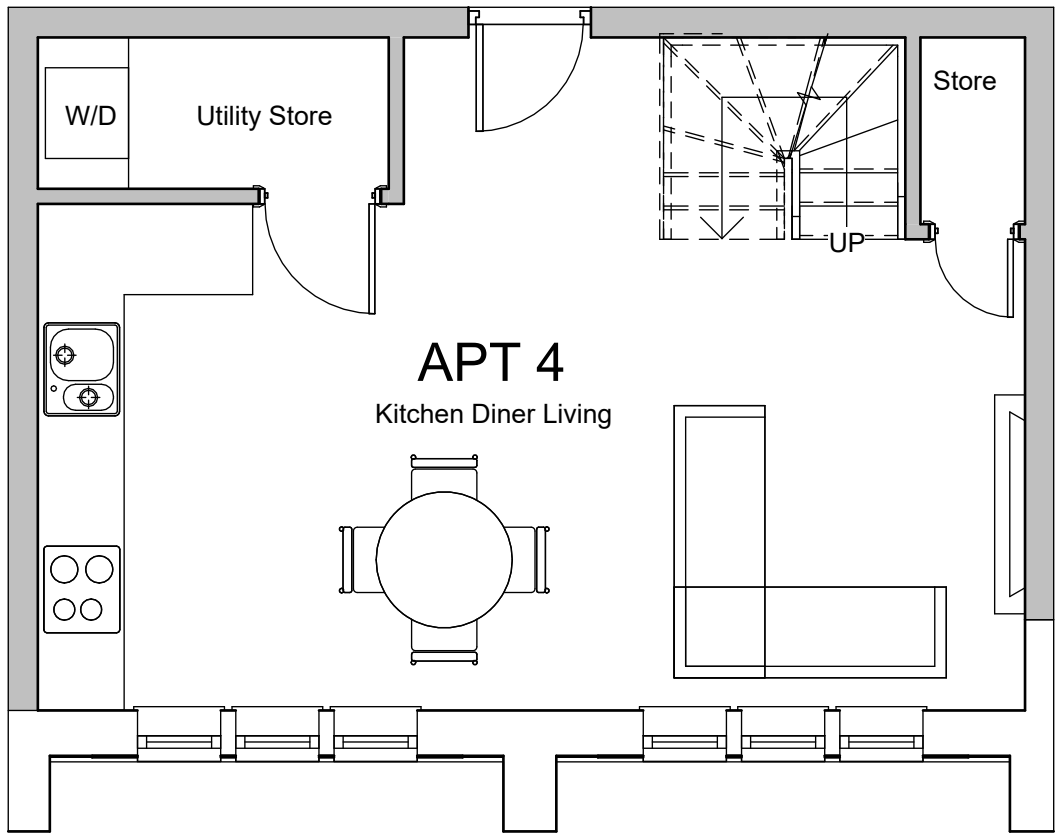


First Floor

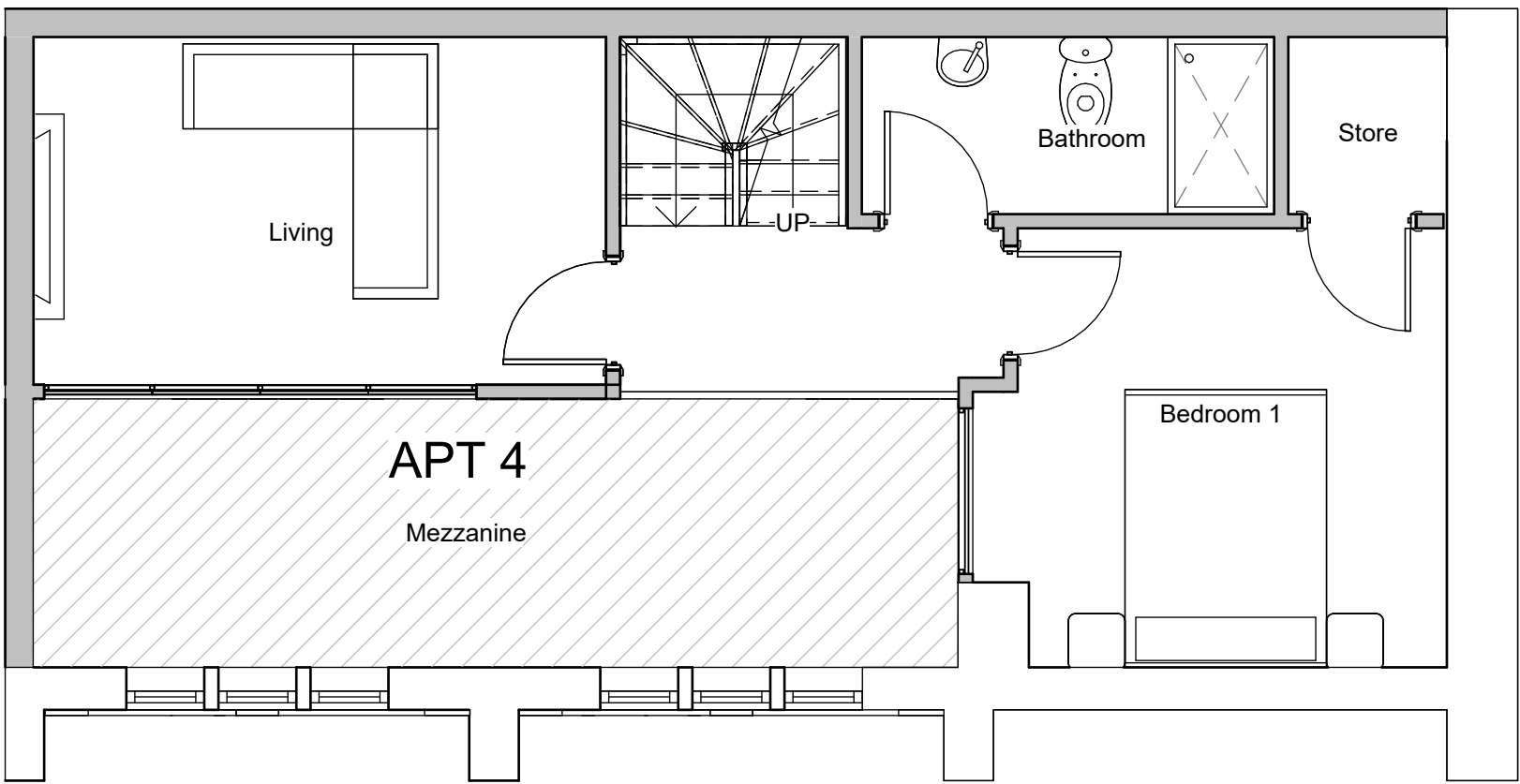


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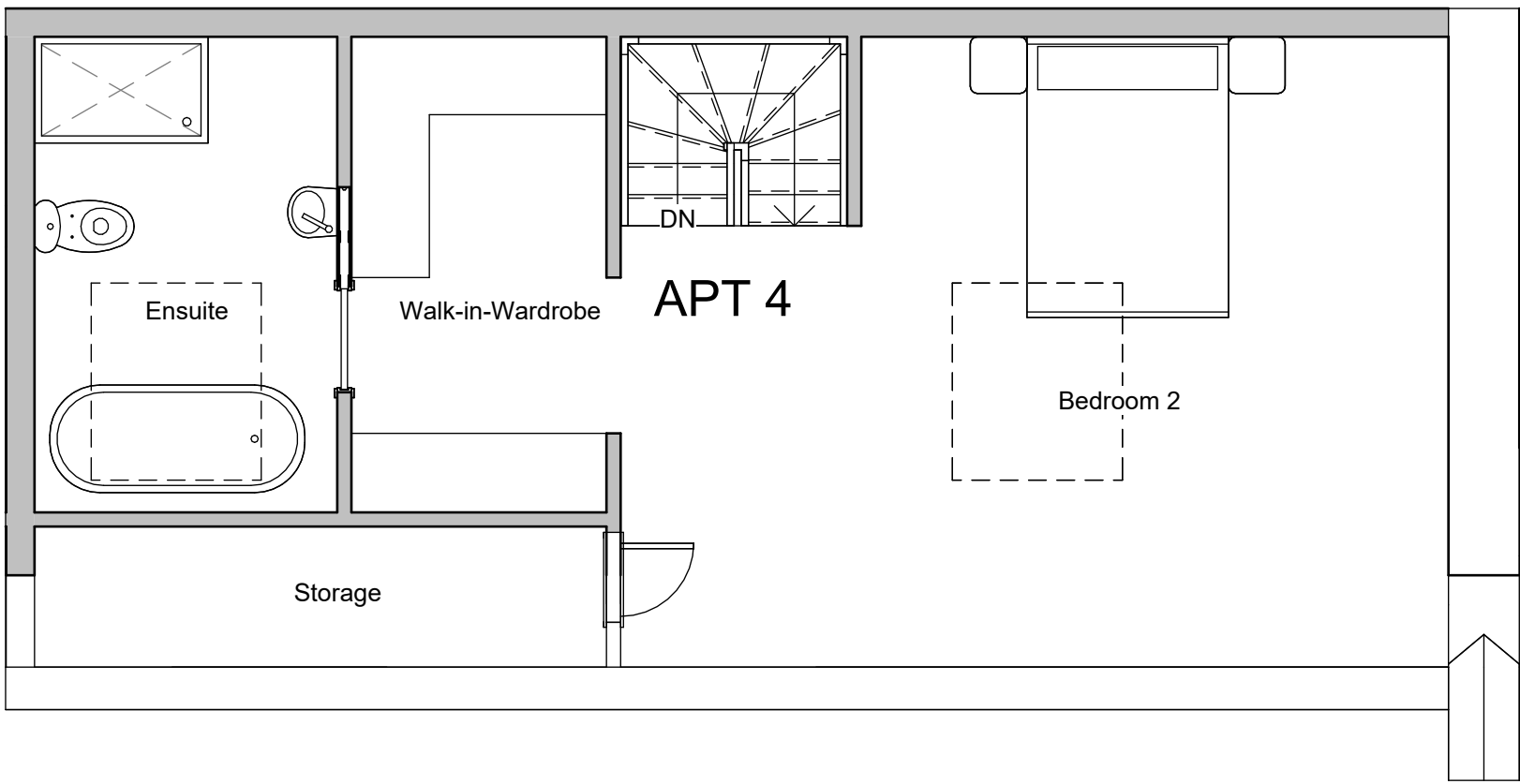
Apartment 4



Ground Floor



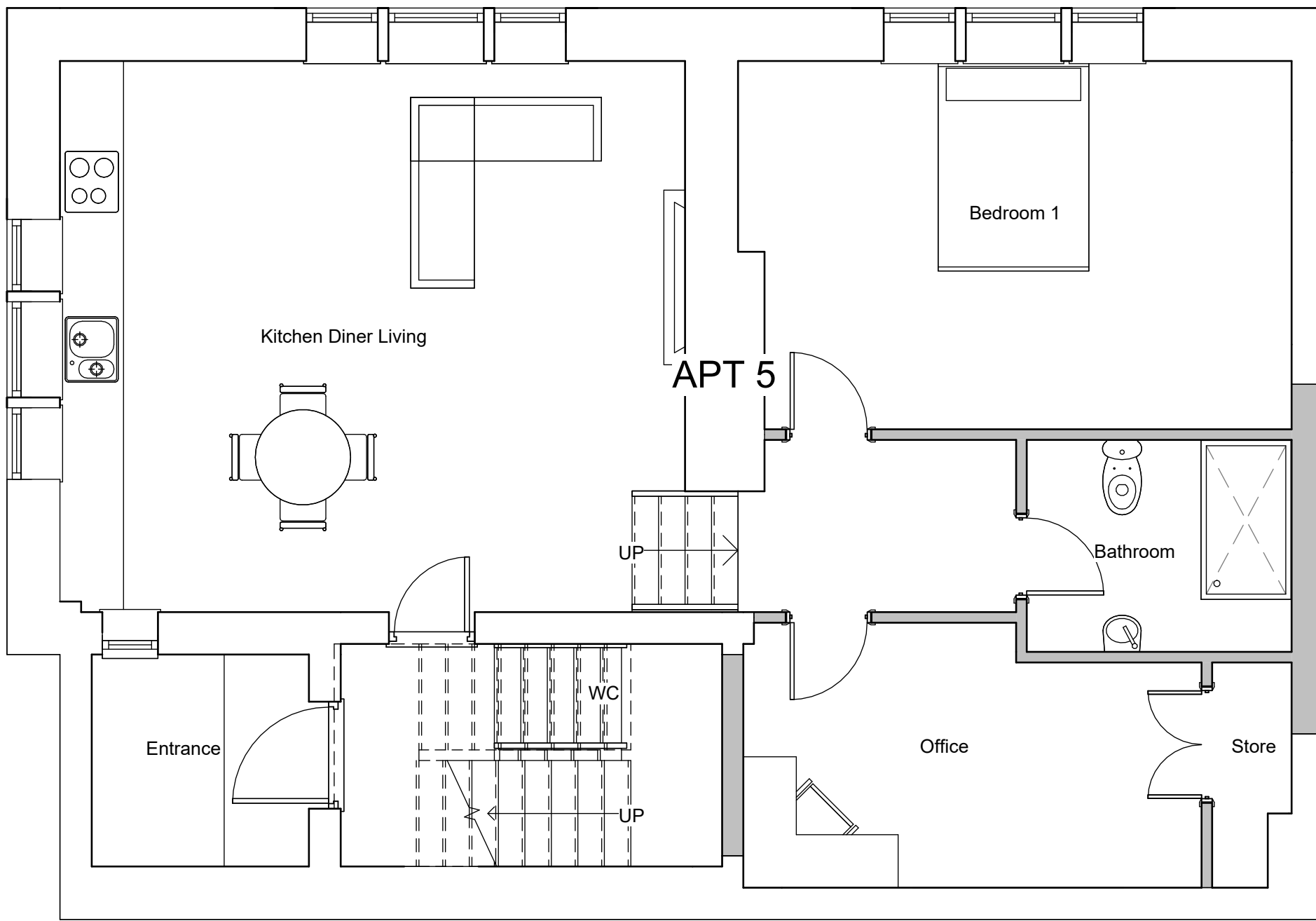
First Floor



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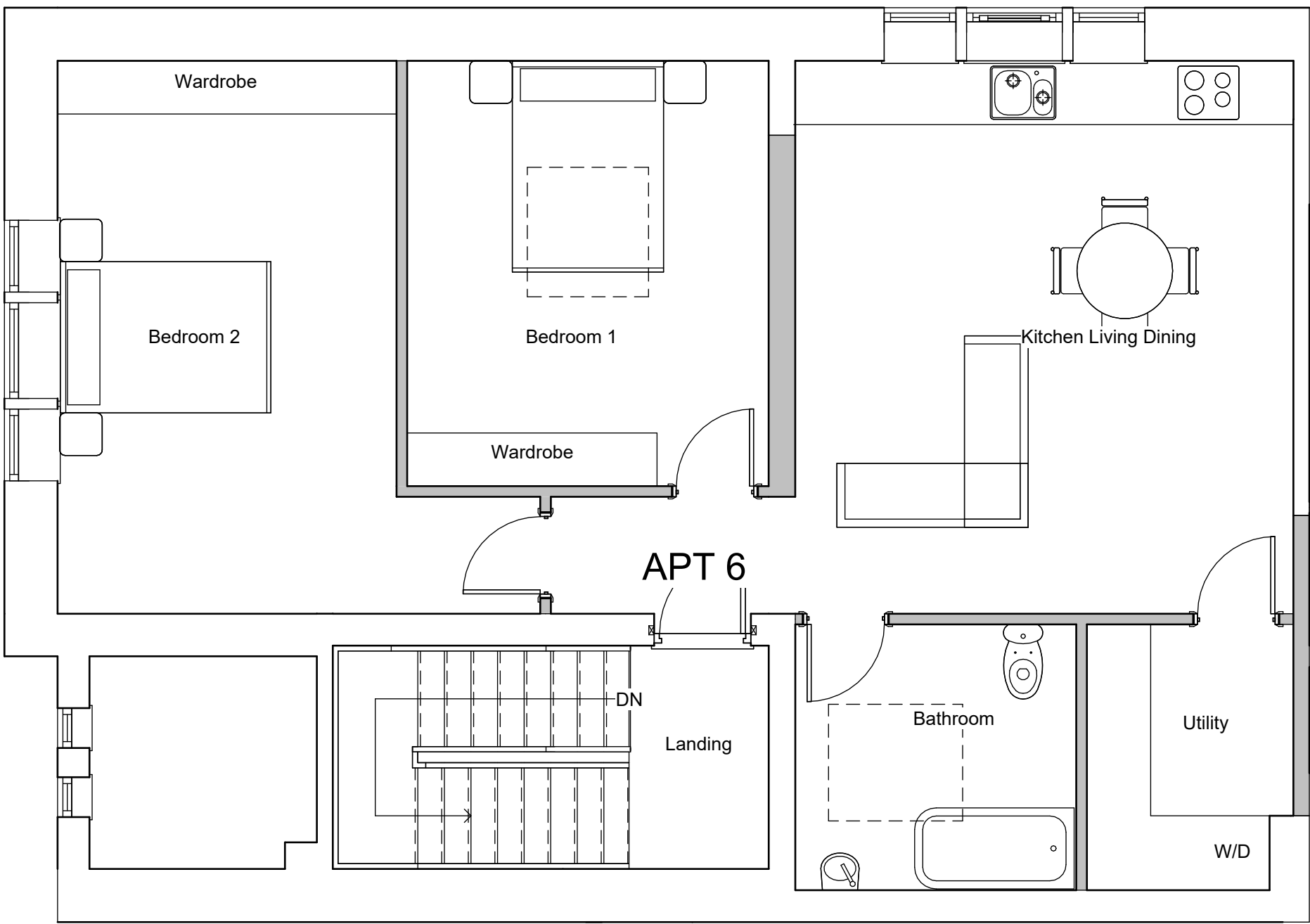
Rev	Description	Date	IMPORTANT NOTE: 1. ALL DIMENSIONS ARE IN MILLIMETRES. 2. DO NOT SCALE FROM THIS DRAWING. 3. ALL MEASUREMENTS ARE DEEMED TO BE FOR DESIGN PURPOSES ONLY. ANY ANOMOLIES MUST BE REPORTED TO ALL PARTIES PRIOR TO ANY CONSTRUCTION WORKS. 4. THE CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS ON SITE, PRIOR TO COMMENCEMENT OF CONSTRUCTION WORKS. 5. ALL INFORMATION HEREON IN IS THE COPYRIGHT OF PROQUANT ESTIMATING LTD. COPYING IN FULL OR IN PART IS FORBIDDEN WITHOUT WRITTEN PERMISSION FROM PROQUANT ESTIMATING LTD.	Notes: INTERNAL AREA: APT 1: 103m² APT 2: 103m² APT 3: 101m² APT 4: 101m² APT 5: 66m² APT 6: 64m²	HONEYMAN DEVELOPMENTS	Project Address: 180 Whitehall Road, Rochdale, OL12 0RZ		Client: Mrs D Jackson
						Drawn by: B.Coates		
						Date: 15-02-23		
						Title: Proposed Floor Plans		
						Scale: 1:50 1:100 @ A1		
						Drawing Number: 57714		

Apartment 5



Ground Floor

Apartment 6



First Floor

Rev	Description	Date	IMPORTANT NOTE: 1. ALL DIMENSIONS ARE IN MILLIMETRES. 2. DO NOT SCALE FROM THIS DRAWING. 3. ALL MEASUREMENTS ARE DEEMED TO BE FOR DESIGN PURPOSES ONLY. ANY ANOMOLIES MUST BE REPORTED TO ALL PARTIES PRIOR TO ANY CONSTRUCTION WORKS. 4. THE CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS ON SITE, PRIOR TO COMMENCEMENT OF CONSTRUCTION WORKS. 5. ALL INFORMATION HEREON IN IS THE COPYRIGHT OF PROQUANT ESTIMATING LTD. COPYING IN FULL OR IN PART IS FORBIDDEN WITHOUT WRITTEN PERMISSION FROM PROQUANT ESTIMATING LTD.	Notes: INTERNAL AREA: APT 1: 103m ² APT 2: 103m ² APT 3: 101m ² APT 4: 101m ² APT 5: 66m ² APT 6: 64m ²	HONEYMAN DEVELOPMENTS	Project Address: 180 Whitehall Road, Rochdale, OL12 0RZ		Client: Mrs D Jackson
				Drawn by: B.Coates				
				Date: 15-02-23				
				Title: Proposed Floor Plans		Scale: 1:50 1:100 @ A1		
						Drawing Number: 57714		



Appendix D

TRICS Output Report

Calculation Reference: AUDIT-109307-230628-0651

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	2 days
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 30 (units:)
Range Selected by User: 6 to 30 (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: 01/01/03 to 11/05/22

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	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	8 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:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	1

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:

Development Zone	1
Residential Zone	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days
----	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	4 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Travel Plan:

No	8 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
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: FRIDAY	FLATS IN BLOCKS 14 28/03/14	DORSET Survey Type: MANUAL
2	DY-03-C-01 DRAGE STREET DERBY LITTLE CHESTER Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: Survey date: THURSDAY	BLOCK OF FLATS 8 25/06/09	DERBY Survey Type: MANUAL
3	DY-03-C-03 CAESAR STREET DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 30 25/09/19	DERBY Survey Type: MANUAL
4	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: Survey date: TUESDAY	BLOCK OF FLATS 9 13/11/18	MERSEYSIDE Survey Type: MANUAL
5	NN-03-C-01 ROCKINGHAM ROAD CORBY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: FRIDAY	BLOCK OF FLATS 20 21/11/08	NORTH NORTHAMPTONSHIRE Survey Type: MANUAL
6	NY-03-C-01 BOROUGHBRIDGE ROAD NORTHALLERTON ROMANBY Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: Survey date: MONDAY	BLOCKS OF FLATS 30 22/09/03	NORTH YORKSHIRE Survey Type: MANUAL
7	RI-03-C-01 465 PRIORY ROAD HULL Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	FLATS 20 13/05/14	EAST RIDING OF YORKSHIRE Survey Type: MANUAL
8	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 30 03/12/14	SUFFOLK 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
HC-03-C-02	Runs too late
HF-03-C-01	Covid-19
HF-03-C-05	Covid-19
OX-03-C-01	Runs too late

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 11 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.02

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	20	0.081	0.888	8	20	0.155	1.708	8	20	0.236	2.596
08:00 - 09:00	8	20	0.081	0.888	8	20	0.186	2.050	8	20	0.267	2.938
09:00 - 10:00	8	20	0.118	1.298	8	20	0.137	1.503	8	20	0.255	2.801
10:00 - 11:00	8	20	0.068	0.752	8	20	0.093	1.025	8	20	0.161	1.777
11:00 - 12:00	8	20	0.093	1.025	8	20	0.099	1.093	8	20	0.192	2.118
12:00 - 13:00	8	20	0.099	1.093	8	20	0.124	1.366	8	20	0.223	2.459
13:00 - 14:00	8	20	0.106	1.161	8	20	0.087	0.957	8	20	0.193	2.118
14:00 - 15:00	8	20	0.118	1.298	8	20	0.106	1.161	8	20	0.224	2.459
15:00 - 16:00	8	20	0.124	1.366	8	20	0.099	1.093	8	20	0.223	2.459
16:00 - 17:00	8	20	0.130	1.435	8	20	0.124	1.366	8	20	0.254	2.801
17:00 - 18:00	8	20	0.242	2.665	8	20	0.137	1.503	8	20	0.379	4.168
18:00 - 19:00	8	20	0.149	1.640	8	20	0.130	1.435	8	20	0.279	3.075
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.409	15.509			1.477	16.260			2.886	31.769

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: 8 - 30 (units:)
 Survey date range: 01/01/03 - 11/05/22
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 4

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 11 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	20	0.006	0.068	8	20	0.012	0.137	8	20	0.018	0.205
08:00 - 09:00	8	20	0.006	0.068	8	20	0.019	0.205	8	20	0.025	0.273
09:00 - 10:00	8	20	0.000	0.000	8	20	0.000	0.000	8	20	0.000	0.000
10:00 - 11:00	8	20	0.000	0.000	8	20	0.000	0.000	8	20	0.000	0.000
11:00 - 12:00	8	20	0.000	0.000	8	20	0.006	0.068	8	20	0.006	0.068
12:00 - 13:00	8	20	0.006	0.068	8	20	0.006	0.068	8	20	0.012	0.136
13:00 - 14:00	8	20	0.000	0.000	8	20	0.012	0.137	8	20	0.012	0.137
14:00 - 15:00	8	20	0.000	0.000	8	20	0.000	0.000	8	20	0.000	0.000
15:00 - 16:00	8	20	0.000	0.000	8	20	0.000	0.000	8	20	0.000	0.000
16:00 - 17:00	8	20	0.000	0.000	8	20	0.000	0.000	8	20	0.000	0.000
17:00 - 18:00	8	20	0.025	0.273	8	20	0.006	0.068	8	20	0.031	0.341
18:00 - 19:00	8	20	0.012	0.137	8	20	0.012	0.137	8	20	0.024	0.274
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.055	0.614			0.073	0.820			0.128	1.434

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 11 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	20	0.093	1.025	8	20	0.186	2.050	8	20	0.279	3.075
08:00 - 09:00	8	20	0.087	0.957	8	20	0.217	2.391	8	20	0.304	3.348
09:00 - 10:00	8	20	0.205	2.255	8	20	0.168	1.845	8	20	0.373	4.100
10:00 - 11:00	8	20	0.087	0.957	8	20	0.130	1.435	8	20	0.217	2.392
11:00 - 12:00	8	20	0.130	1.435	8	20	0.130	1.435	8	20	0.260	2.870
12:00 - 13:00	8	20	0.118	1.298	8	20	0.149	1.640	8	20	0.267	2.938
13:00 - 14:00	8	20	0.118	1.298	8	20	0.093	1.025	8	20	0.211	2.323
14:00 - 15:00	8	20	0.137	1.503	8	20	0.174	1.913	8	20	0.311	3.416
15:00 - 16:00	8	20	0.137	1.503	8	20	0.118	1.298	8	20	0.255	2.801
16:00 - 17:00	8	20	0.168	1.845	8	20	0.161	1.776	8	20	0.329	3.621
17:00 - 18:00	8	20	0.292	3.211	8	20	0.180	1.981	8	20	0.472	5.192
18:00 - 19:00	8	20	0.199	2.186	8	20	0.211	2.323	8	20	0.410	4.509
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.771	19.473			1.917	21.112			3.688	40.585

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.*

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield

Licence No: 109307

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 11 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	20	0.037	0.410	8	20	0.106	1.161	8	20	0.143	1.571
08:00 - 09:00	8	20	0.037	0.410	8	20	0.130	1.435	8	20	0.167	1.845
09:00 - 10:00	8	20	0.056	0.615	8	20	0.081	0.888	8	20	0.137	1.503
10:00 - 11:00	8	20	0.056	0.615	8	20	0.068	0.752	8	20	0.124	1.367
11:00 - 12:00	8	20	0.056	0.615	8	20	0.043	0.478	8	20	0.099	1.093
12:00 - 13:00	8	20	0.056	0.615	8	20	0.031	0.342	8	20	0.087	0.957
13:00 - 14:00	8	20	0.081	0.888	8	20	0.099	1.093	8	20	0.180	1.981
14:00 - 15:00	8	20	0.050	0.547	8	20	0.050	0.547	8	20	0.100	1.094
15:00 - 16:00	8	20	0.093	1.025	8	20	0.056	0.615	8	20	0.149	1.640
16:00 - 17:00	8	20	0.075	0.820	8	20	0.043	0.478	8	20	0.118	1.298
17:00 - 18:00	8	20	0.130	1.435	8	20	0.068	0.752	8	20	0.198	2.187
18:00 - 19:00	8	20	0.087	0.957	8	20	0.062	0.683	8	20	0.149	1.640
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.814	8.952			0.837	9.224			1.651	18.176

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 11 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	20	0.000	0.000	8	20	0.062	0.683	8	20	0.062	0.683
08:00 - 09:00	8	20	0.000	0.000	8	20	0.056	0.615	8	20	0.056	0.615
09:00 - 10:00	8	20	0.006	0.068	8	20	0.019	0.205	8	20	0.025	0.273
10:00 - 11:00	8	20	0.006	0.068	8	20	0.000	0.000	8	20	0.006	0.068
11:00 - 12:00	8	20	0.006	0.068	8	20	0.019	0.205	8	20	0.025	0.273
12:00 - 13:00	8	20	0.006	0.068	8	20	0.006	0.068	8	20	0.012	0.136
13:00 - 14:00	8	20	0.000	0.000	8	20	0.000	0.000	8	20	0.000	0.000
14:00 - 15:00	8	20	0.019	0.205	8	20	0.012	0.137	8	20	0.031	0.342
15:00 - 16:00	8	20	0.025	0.273	8	20	0.006	0.068	8	20	0.031	0.341
16:00 - 17:00	8	20	0.043	0.478	8	20	0.006	0.068	8	20	0.049	0.546
17:00 - 18:00	8	20	0.043	0.478	8	20	0.006	0.068	8	20	0.049	0.546
18:00 - 19:00	8	20	0.025	0.273	8	20	0.000	0.000	8	20	0.025	0.273
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.179	1.979			0.192	2.117			0.371	4.096

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 11 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.02

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	20	0.137	1.503	8	20	0.366	4.031	8	20	0.503	5.534
08:00 - 09:00	8	20	0.130	1.435	8	20	0.422	4.646	8	20	0.552	6.081
09:00 - 10:00	8	20	0.267	2.938	8	20	0.267	2.938	8	20	0.534	5.876
10:00 - 11:00	8	20	0.149	1.640	8	20	0.199	2.186	8	20	0.348	3.826
11:00 - 12:00	8	20	0.193	2.118	8	20	0.199	2.186	8	20	0.392	4.304
12:00 - 13:00	8	20	0.186	2.050	8	20	0.193	2.118	8	20	0.379	4.168
13:00 - 14:00	8	20	0.199	2.186	8	20	0.205	2.255	8	20	0.404	4.441
14:00 - 15:00	8	20	0.205	2.255	8	20	0.236	2.596	8	20	0.441	4.851
15:00 - 16:00	8	20	0.255	2.801	8	20	0.180	1.981	8	20	0.435	4.782
16:00 - 17:00	8	20	0.286	3.143	8	20	0.211	2.323	8	20	0.497	5.466
17:00 - 18:00	8	20	0.491	5.398	8	20	0.261	2.870	8	20	0.752	8.268
18:00 - 19:00	8	20	0.323	3.553	8	20	0.286	3.143	8	20	0.609	6.696
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.821	31.020			3.025	33.273			5.846	64.293

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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