

Fairway Building & Remedial Contractors Ltd

**Proposed Residential Development
Land South of Ginnell Farm Avenue,
Rochdale**

Highway Access Appraisal

April 2025

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Fairway Building & Remedial Contractors Ltd

Proposed Residential Development Land South of Ginnell Farm Avenue, Rochdale Highway Access Appraisal

April 2025

Client Commission

Client:	Fairway Building & Remedial Contractors Ltd	Date Commissioned:	September 2024
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LTP Quality Control

Job No:	LTP/24/6116	File Ref:	Ginnell Farm Rochdale HAA Final Issue 1A		
Issue	Revision	Description	Author	Checked	Date
1	A	Minor amendments	KM	MR	24/04/2025
1	-	Final issue	KM	MR	23/04/2025
Authorised for Issue:				SW	

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Steven Windass	Technical Director	BSc(Hons) MSc(Eng) CEng FIHE MCIHT
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PROPOSED RESIDENTIAL DEVELOPMENT LAND SOUTH OF GINNELL FARM AVENUE, ROCHDALE HIGHWAY ACCESS APPRAISAL

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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Highway Access Appraisal (HAA) to investigate the feasibility of providing a suitable highway access to serve a residential development on land located to the south of Ginnell Farm Avenue in Rochdale, Greater Manchester. This report considers the key highway matters for the scheme, particularly the suitability of the access arrangements.
- 1.1.2 The local planning and highway authority for the site is Rochdale Borough Council (RBC).
- 1.1.3 This report has been prepared in accordance with the above scope and reference has been made to the following documents where appropriate:
- National Planning Policy Framework (MHCLG, 2024);
 - Rochdale Core Strategy (RBC, 2016);
 - Rochdale Borough Transport Strategy (RBC, 2014);
 - Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
 - Guidance on Transport Assessment (DfT, 2007a);
 - Manual for Streets (DfT, 2007b); and
 - Residential Design Guide Supplementary Planning Document (RBC, 2007).

2. SITE BACKGROUND

2.1 Site Location, Existing Use & Planning History

- 2.1.1 The site is situated on land to the south of Ginnell Farm Avenue in Rochdale and currently accommodates an existing dwelling accessed via Broad Lane on the eastern boundary. The site is bound by Ginnell Farm Avenue to the north, Broad Lane (B6194) to the east, the M62 to the south, and existing residential properties served via Ginnell Farm Avenue to the west. The approximate location and boundary of the site is shown below in Figure 1.

Figure 1: Site Location



Map Data: Google © 2025

- 2.1.2 It is understood that there have been no recent pertinent planning applications relating to the development site.

2.2 Development Proposals & Access Arrangements

- 2.2.1 This report is based upon the proposals outlined on the site layout plan attached as Appendix 1. It is understood that the scheme will involve the demolition of the existing residential property to accommodate nine dwellings, comprising a mix of dwelling types.
- 2.2.2 Vehicular access to the site is expected to be provided via Broad Lane on the eastern site boundary, utilising the existing access which will be widened slightly to accommodate refuse vehicle movements and will directly serve six dwellings. Vehicular access to the properties fronting Ginnell Farm Avenue on the northern boundary is expected to be provided via dedicated driveways. An assessment of the achievable visibility plays at the access on Broad Lane is presented in Section 5 of this report.

Figure 2: Existing Access on Broad Lane

Map Data: Google © 2025

2.3 Local Highway Network

- 2.3.1 Broad Lane is a two-way single carriageway that measures approximately 7.2m in width within the vicinity of the site and is subject to a 30mph speed limit. The road forms part of the B6194 and becomes Rochdale Road approximately 780m to the south-east of the site access. Approximately 25m to the north of the existing access, Broad Lane forms New Broad Lane at the mini-roundabout with Ginnell Farm Avenue. The existing access junction features dropped kerbs and tactile paving. There are not any existing parking/waiting restrictions on Broad Lane along the site frontage.

Figure 3: Broad Lane

Map Data: Google © 2025

- 2.3.2 There is a footway on the western side of Broad Lane and a segregated foot/cycleway on the eastern side of Broad Lane which forms a shared-use facility on the western side of New Broad Lane to the north of the Ginnell Farm Avenue mini-roundabout.
- 2.3.3 Ginnell Farm Avenue is a two-way single carriageway measuring approximately 5.8m in the vicinity of the mini-roundabout and is subject to a 20mph speed limit with traffic calming features in the form of speed humps at regular intervals. The road is not subject to any existing parking/waiting restrictions and provides direct driveway access to numerous properties. Ginnell Farm Avenue provides access to Dairy House Close and forms a cul-de-sac at its western end.
- 2.3.4 New Broad Lane is a two-way single carriageway measuring approximately 6.8m in width and is subject to a speed limit of 30mph. The road becomes Broad Lane again approximately 580m to the north of the Ginnell Farm Avenue mini-roundabout, providing access to the A671. There are No Waiting At Any Time (NWAAT) restrictions in place within the extents of the New Broad Lane/Apple Tree Way priority junction.
- 2.3.5 Approximately 800m north of the existing access, Broad Lane forms a mini-roundabout with Turf Hill Road. Turf Hill Road is a two-way single carriageway measuring approximately 8m in width and is subject to a speed limit of 20mph speed limit with traffic calming measures in the form of speed humps at regular intervals. Approximately 800m north of the Broad Lane mini-roundabout, the road connects with the A664 (Rochdale Bypass).

3. ROAD COLLISION APPRAISAL

- 3.1.1 Personal Injury Collision (PIC) data for the highway network local to the site for the most recent available five-year study period (01/01/2019 to 31/12/2023) was obtained via a search of the Department for Transport's (DfT) road safety data (DfT, 2024).
- 3.1.2 A total of three collisions occurred within the study area, which includes sections of Broad Lane, Ginnell Farm Avenue and several junctions. The study area extents and the locations of the collisions are indicated on the plan attached as Appendix 2. Table 1 below outlines the collision history of the study area:

Table 1: Collision Summary

Factor	Collision Data		
Date	9 th May 2019 (Thursday)	5 th November 2019 (Saturday)	10 th April 2021 (Saturday)
Time	06:00	12:25	03:57
Lighting	Daylight	Daylight	Darkness (lights lit)
Weather	Fine (no high winds)	Fine (no high winds)	Fine (no high winds)
Road Surface	Wet or Damp	Dry	Dry
Casualty	Slight - Car Driver (26-35 years)	Slight - Car Driver (46-55 years)	Slight - Car Driver (16-20 years) Slight - Car Passenger (16-20 years) Serious - Car Passenger (16-20 years)
Location	Broad Lane (in the vicinity of a private access)	Broad Lane/Waddington Fold junction	Broad Lane/Waddington Fold junction

- 3.1.3 It should be noted that no collisions occurred within the vicinity of the site on Broad Lane or Ginnell Farm Avenue respectively.

3.2 Road Safety Impact

- 3.2.1 A total of three collisions, resulting in five casualties, have occurred within the study area during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collisions issues associated with the movements of the proposed development. Therefore, it is considered that there are no existing road safety issues pertinent to the development of the site.
- 3.2.2 If the access amendments and internal road are designed with due consideration to road safety, with appropriate road design features incorporated into the detailed design, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.

4. TRIP GENERATION PROJECTIONS

4.1 Proposed Traffic Generation

4.1.1 The TRICS database is an industry-standard collection of traffic counts and trip generation statistics for calculating trip rates at development sites. The TRICS database has been interrogated to find suitable data to assist in projecting the trip generation of the proposed residential development.

4.1.2 In order to derive reflective trip rates, vehicle trip generation statistics within the 'Residential – Privately Owned Houses' category (03-A) of the TRICS database have been interrogated. To ensure that only trip generation statistics for comparable sites were used in calculations, the TRICS sites were filtered to the following criteria:

- Database version: 7.11.3;
- Survey type: All survey types;
- Size: Up to 40 dwellings;
- Parking Spaces per Dwelling: Up to 3 parking spaces per dwelling;
- TRICS location type: 'Edge of Town', 'Suburban Area', Neighbourhood Centre;
- Regions: England, Scotland and Wales only, excluding Greater London and Ireland sites;
- Weekday survey data only (exclusion of Saturday and Sunday surveys);
- Exclusion of any surveys undertaken during Covid-19 restriction have been manually removed; and
- Recent survey data only (exclusion of surveys undertaken prior to 01/01/2016).

4.1.3 As there were less than 20 comparable sites in the database after filtering (16 survey sites), mean trip rates (as weighted and calculated by the TRICS software) have been used to project the vehicle trip generation of the proposed development, in accordance with good practice guidelines (TCL, 2024). Details of the site selection and trip rates taken from the TRICS database are attached in full within Appendix 3, with the projected vehicle trip rates and generation shown in Table 2.

Table 2: Projected Vehicle Trip Generation

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
Houses Privately Owned (03-A)	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rates (per dwelling)	0.175	0.371	0.267	0.137	2.061	2.184
Development Vehicle Trips (9 dwellings)	2	3	2	1	17	18

*Total may not represent sum of its parts due to rounding.

- 4.1.4 The trip generation projections shown in Table 2 indicate that the proposed development could be expected to generate up to 5 two-way vehicle movements during the AM peak hour (08:00-09:00), 3 during the PM peak hour (17:00-18:00) and 35 two-way daily vehicle movements (07:00-19:00).

4.2 Traffic Impact

- 4.2.1 The DfT has previously issued guidance that transport assessment of development impacts could be based on a threshold of *“30 two-way peak hour vehicle trips”* (DfT, 2007a). This guidance acknowledged that this threshold was not to be applied rigidly, but rather that it provided *“a useful point of reference from which to commence discussions”*.
- 4.2.2 This national DfT guidance has now been superseded and replaced with the NPPF (MHCLG, 2024) and its accompanying *‘Planning Practice Guidance’* (PPG) (MHCLG, 2014). NPPF and PPG require that transport assessment be undertaken for *“developments that generate significant amounts of movement,”* although this is not defined. It is therefore acknowledged that there is no set threshold for assessment within the current national planning policy, so the proposals have been tested with reference to the previous and current guidance.
- 4.2.3 As detailed in Section 4.1, the residential development could be expected to generate up to 5 two-way vehicle movements during the AM peak hour (08:00-09:00), 3 during the PM peak hour (17:00-18:00) and 35 two-way daily vehicle movements (07:00-19:00).
- 4.2.4 Therefore, as the impact of the residential development is not expected to be severe, the proposals are considered to be in accordance with the NPPF (MHCLG, 2024), which 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, following mitigation, would be severe, taking into account all reasonable future scenarios”* (MHCLG, 2024).

5. HIGHWAY ACCESS APPRAISAL

5.1 Highway Design Guidance

- 5.1.1 There are currently two key documents that provide guidance relating to highway design requirements; *'Manual for Streets'* (MfS) (DfT, 2007) and/or *'Design Manual for Roads and Bridges'* (DMRB), depending on the highway environment and the specific design parameter under consideration. MfS is also supplemented by additional guidance to apply the design principles across a greater variety of highway environments, as contained within *'Manual for Streets 2: Wider Application of the Principles'* (MfS2) (CIHT, 2010). MfS and MfS2 is guidance available for non-trunk roads, generally more applicable to predominantly urban, lower speed environments such as the application site which is bound by Broad Lane to the east which is subject to a 30mph speed limit and Ginnell Farm Avenue to the north which is subject to a 20mph speed limit.

5.2 Proposed Access/Junction Form

- 5.2.1 MfS notes that *"Highway authorities have... tended to only adopt streets that serve more than a particular number of individual dwellings or more than one commercial premises. Five dwellings is often set as the lower limit, but some authorities have set figures above or below this"* and goes on to state that *"[t]here is no statutory basis for the lower limit on the number of dwellings justifying adoption"* (DfT, 2007a). Therefore, as the access would serve circa six dwellings, it is considered that the access would need to be designed to adoptable standards.
- 5.2.2 Although there are no up-to-date detailed local highway design standards, RBC's adopted *'Residential Design Guide'* (RBC, 2007) suggests a road width of no less than 4.1m and a maximum width for a residential road of 5.5m. The access road is expected to be at least 4.1m in width and is able to accommodate car and refuse vehicle movements, with the exception of some refuse vehicle body overhang across the visitor parking bay, footway and verge, as shown within the drawing attached as Appendix 4. The minor overhang is not expected to represent a significant road safety risk due to the frequency of refuse vehicle movements (1-2 per week) and the low level of pedestrian and vehicle movements expected to be generated by the proposed development. A car parked in the visitor bay would not be expected to be impacted by a refuse vehicle reversing into the turning head.
- 5.2.3 The direct driveways associated with the three plots on the northern boundary of the site are consistent with the existing properties served via Ginnell Farm Avenue. The nearest driveway to the Broad Lane mini-roundabout is located approximately 11m to the west and is therefore consistent with the spacing between the nearest driveway on Apple Tree Way and its junction with Broad Lane.

5.3 Access Junction Visibility Splays

- 5.3.1 The visibility splay criteria at the existing access with Broad Lane would need to accord with guidance contained within MfS (DfT, 2007b), given that the posted speed limit is 30mph. As stated in MfS, an *“X distance of 2.4m should normally be used in most built-up situations”* and that the ‘Y’ distance visibility splay requirement *“is calculated from the speed of the vehicle, the time required for a driver to identify a hazard and then begin to brake (the perception-reaction time), and the vehicle’s rate of deceleration”*.
- 5.3.2 Based on the requirements of MfS, the existing access requires visibility splays of 2.4m x 43m. A desktop visibility splay assessment has been undertaken and demonstrates that a visibility splay in excess of 43m from a 2.4m setback is achievable to the right of the access on Broad Lane, as shown on the drawing attached as Appendix 5.
- 5.3.3 The visibility to the left of the access on Broad Lane extends to the mini-roundabout which is located approximately 32m to the north of the site and therefore within the 43m visibility envelope, although a vehicle waiting at the access is expected to be able to see vehicles approaching from Ginnell Farm Avenue which is approximately 43m from the access and also from Broad Lane which is in excess of 50m. Furthermore, vehicles are expected to be travelling at speeds less than 30mph on the approach to the mini-roundabout. It is therefore considered that the available visibility splay to the left of the access is acceptable.

6. SUMMARY

- 6.1.1 This HAA investigates the feasibility of providing a suitable highway access to serve a residential development on land to the south of Ginnell Farm Avenue in Rochdale, Greater Manchester.
- 6.1.2 It is understood that the scheme will involve the demolition of the existing residential property to accommodate nine dwellings, comprising a mix of dwelling types.
- 6.1.3 Vehicular access to the site is expected to be provided via Broad Lane on the eastern site boundary, utilising the existing access which will be widened slightly to accommodate refuse vehicle movements and will directly serve six dwellings. Vehicular access to the properties fronting Ginnell Farm Avenue on the northern boundary is expected to be provided via dedicated driveways.
- 6.1.4 A total of three collisions, resulting in five casualties, have occurred within the study area during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collisions issues associated with the movements of the proposed development. Therefore, it is considered that there are no existing road safety issues pertinent to the development of the site. If the minor access widening and internal road is designed with due consideration to road safety, with appropriate road design features incorporated into the detailed design, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.
- 6.1.5 The residential development could be expected to generate up to 5 two-way vehicle movements during the AM peak hour (08:00-09:00), 3 during the PM peak hour (17:00-18:00) and 35 two-way daily vehicle movements (07:00-19:00).
- 6.1.6 Although there are no up-to-date detailed local highway design standards, the currently adopted '*Residential Design Guide*' (RBC, 2007) suggests a road width of no less than 4.1m and a maximum width for a residential road of 5.5m. The access road is expected to be at least 4.1m in width and is able to accommodate car and refuse vehicle movements, with the exception of some refuse vehicle body overhang across the visitor parking bay, footway and verge. The minor overhang is not expected to represent a significant road safety risk due to the frequency of refuse vehicle movements (1-2 per week) and the low level of pedestrian and vehicle movements expected to be generated by the proposed development. A car parked in the visitor bay would not be expected to be impacted by a refuse vehicle reversing into the turning head.
- 6.1.7 The direct driveways associated with the three plots on the northern boundary of the site are consistent with the existing properties served via Ginnell Farm Avenue. The nearest driveway to the Broad Lane mini-roundabout is located approximately 11m to the west and is therefore consistent with the spacing between the nearest driveway on Apple Tree Way and its junction with Broad Lane.

- 6.1.8 Based on the requirements of MfS, the site access would require visibility splays of 2.4m x 43m. A desktop visibility splay assessment has been undertaken and demonstrates that a visibility splay in excess of 43m from a 2.4m setback is achievable to the right of the access on Broad Lane. The visibility to the left of the access on Broad Lane extends to the mini-roundabout which is located approximately 32m to the north of the site and therefore within the 43m visibility envelope, although a vehicle waiting at the access is expected to be able to see vehicles approaching from Ginnell Farm Avenue which is approximately 43m from the access and also from Broad Lane which is in excess of 50m. Furthermore, vehicles are expected to be travelling at speeds less than 30mph on the approach to the mini-roundabout. It is therefore considered that the available visibility splay to the left of the access is acceptable.
- 6.1.9 Based on the findings of this HAA, it is considered that the proposed access arrangements are suitable to serve the proposed residential development.

7. REFERENCES

- CIHT (Chartered Institution of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.
- DfT (Department for Transport), 2024. Road Safety Data [online: <http://data.gov.uk/dataset/road-accidents-safety-data>].
- DfT, 2007a. Guidance on Transport Assessment.
- DfT, 2007b. Manual for Streets.
- MHCLG (Ministry of Housing, Communities and Local Government), 2024. National Planning Policy Framework.
- MHCLG, 2014. Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014) [online: <http://planningguidance.planningportal.gov.uk>].
- RBC (Rochdale Borough Council), 2016. Rochdale Adopted Core Strategy.
- RBC, 2014. Rochdale Borough Transport Strategy.
- RBC, 2007. Residential Design Guide Supplementary Planning Document.
- TCL (TRICS Consortium Ltd), 2024. TRICS Good Practice Guide 2025.

Appendix I – Proposed Site Layout

- NOTES:
1. Do not scale from this drawing.
 2. All dimensions to be checked on site by the Contractor and such dimensions to be their responsibility.
 3. Report all drawing errors and omissions to the Architect.

CLIENT:
LPP Developments NW Ltd

PROJECT TITLE:
Ginnell Farm
Rochdale

DRAWING TITLE / LOCATION:
Proposed Site Layout
Plot Layouts and Boundaries

SCALE @ A1	DATE	
1:100	14/01/2025	
PROJECT #	DRAWN	CHECKED
A448	RH	CH

PROJECT	ORIGIN	PHASE	LEVEL	TYPE	ROLE	NO. #
A448	MAS	DD	XX	DR	A	102
STATUS	SUITABILITY DESCRIPTION					
S2	For Information					
REVISION						
P1						

REV	DESCRIPTION	BY	DATE
P1	Planning Issue	RH	10/04/25

SCALE 1:100 (m)

0 1 2 3 4 5



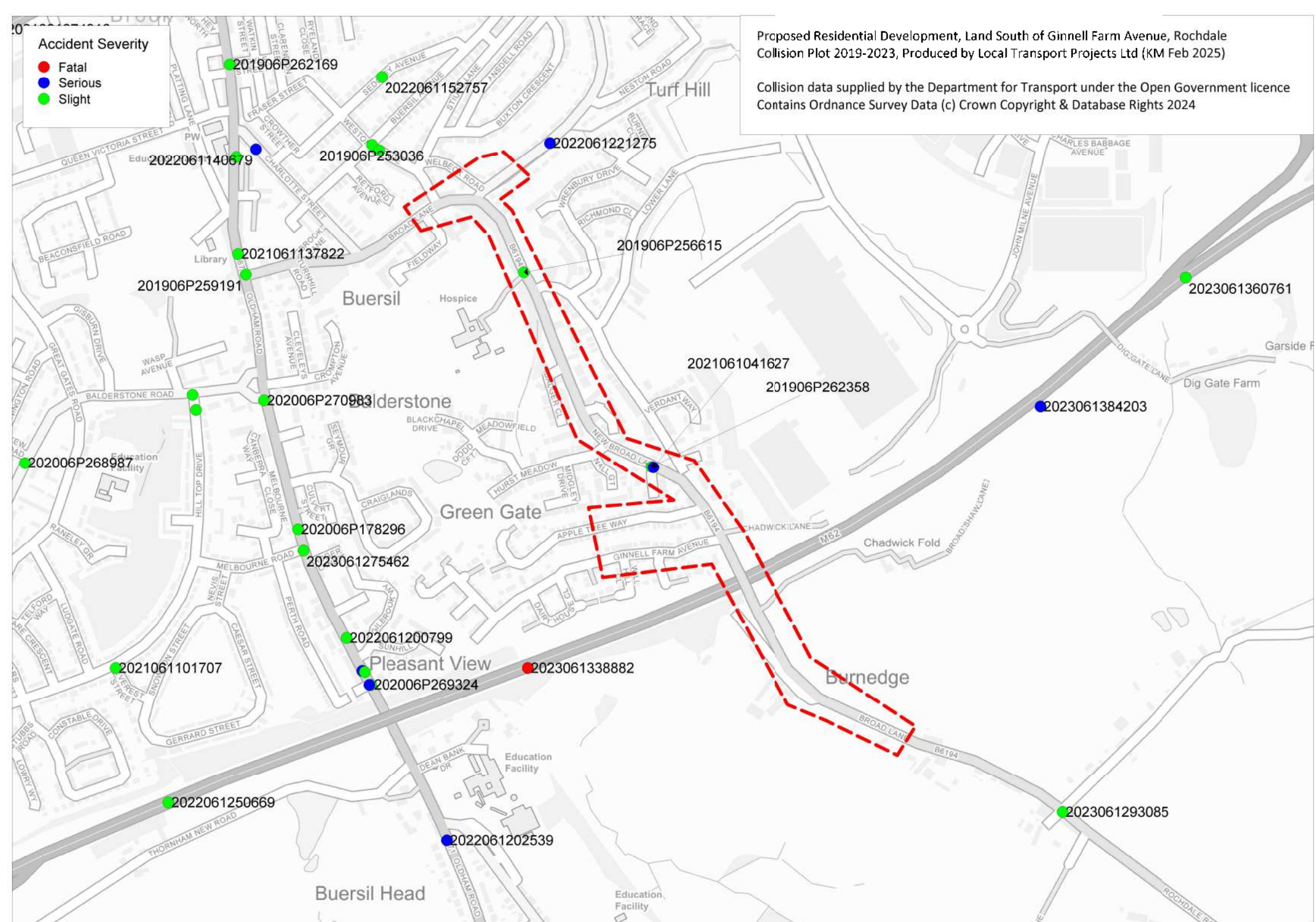
Appendix 2 – Collision Plot

Accident Severity

- Fatal
- Serious
- Slight

Proposed Residential Development, Land South of Ginnell Farm Avenue, Rochdale
Collision Plot 2019-2023, Produced by Local Transport Projects Ltd (KM Feb 2025)

Collision data supplied by the Department for Transport under the Open Government licence
Contains Ordnance Survey Data (c) Crown Copyright & Database Rights 2024



Appendix 3 – TRICS Output

Projected Vehicle Trip Generation

9

dwellings

Vehicle Trip Rates (per dwelling)

Time	IN	OUT	TOTAL
07:00-08:00	0.063	0.290	0.353
08:00-09:00	0.175	0.371	0.546
09:00-10:00	0.166	0.166	0.332
10:00-11:00	0.115	0.160	0.275
11:00-12:00	0.144	0.166	0.310
12:00-13:00	0.121	0.171	0.292
13:00-14:00	0.162	0.135	0.297
14:00-15:00	0.155	0.166	0.321
15:00-16:00	0.240	0.171	0.411
16:00-17:00	0.213	0.121	0.334
17:00-18:00	0.267	0.137	0.404
18:00-19:00	0.240	0.130	0.370

TOTAL	2.061	2.184	4.245
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TRICS v7.11.2 - MM, Mean 03-A, range- upto 30, England/Scotland/Wales excl. GL and Ireland, 'Edge of town', 'Neighbourhood Centre' & 'Suburban Area', exc. Sat/Sun, 2016+, parking spaces per dwelling up to 3, exc. COVID-19 (16 sites)

Vehicle Trips

IN	OUT	TOTAL
1	3	4
2	3	5
1	1	2
1	1	2
1	1	2
1	2	3
1	1	2
1	1	2
2	2	4
2	1	3
2	1	3

17	18	35
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AADT	24	24	47
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Projected Person Trip Generation

Person Trip Rates (per dwelling)

Time	IN	OUT	TOTAL
07:00-08:00	0.115	0.485	0.600
08:00-09:00	0.272	0.802	1.074
09:00-10:00	0.272	0.301	0.573
10:00-11:00	0.162	0.247	0.409
11:00-12:00	0.202	0.256	0.458
12:00-13:00	0.204	0.254	0.458
13:00-14:00	0.236	0.216	0.452
14:00-15:00	0.245	0.245	0.490
15:00-16:00	0.533	0.312	0.845
16:00-17:00	0.418	0.200	0.618
17:00-18:00	0.476	0.263	0.739
18:00-19:00	0.416	0.216	0.632

TOTAL	3.551	3.797	7.348
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Person Trips

Time	IN	OUT	TOTAL
07:00-08:00	1	4	5
08:00-09:00	2	7	9
09:00-10:00	2	3	5
10:00-11:00	1	2	3
11:00-12:00	2	2	4
12:00-13:00	2	2	4
13:00-14:00	2	2	4
14:00-15:00	2	2	4
15:00-16:00	5	3	8
16:00-17:00	4	2	6
17:00-18:00	4	2	6
18:00-19:00	4	2	6

TOTAL	31	33	64
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Projected Modal Split

Proportion of Vehicle Trips

Time	IN	OUT	TOTAL
07:00-08:00	54.8%	59.8%	58.8%
08:00-09:00	64.3%	46.3%	50.8%
09:00-10:00	61.0%	55.1%	57.9%
10:00-11:00	71.0%	64.8%	67.2%
11:00-12:00	71.3%	64.8%	67.7%
12:00-13:00	59.3%	67.3%	63.8%
13:00-14:00	68.6%	62.5%	65.7%
14:00-15:00	63.3%	67.8%	65.5%
15:00-16:00	45.0%	54.8%	48.6%
16:00-17:00	51.0%	60.5%	54.0%
17:00-18:00	56.1%	52.1%	54.7%
18:00-19:00	57.7%	60.2%	58.5%

TOTAL	58.0%	57.5%	57.8%
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Projected Modal Trip Generation

Mode	Split	12-Hour (07:00-19:00)		
		IN	OUT	TOTAL
Vehicle Drivers	57.8%	18	19	37
Vehicle Passengers	17.0%	5	6	11
Vehicle Occupants Sub-Total	74.8%	23	25	48
Pedestrian	17.6%	5	6	11
Pedal-cycle	2.3%	1	1	2
Public Transport	4.3%	1	1	2
	24.2%	8	8	16
Total Person Trips	100.0%	31	33	64

Calculation Reference: AUDIT-342901-241001-1009

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use
: 03 - RESIDENTIAL

Category
: A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	MW MEDWAY	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	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 40 (units:)
Range Selected by User: 6 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 0.83 to 3 Actual: 0.83 to 6.26

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 05/06/23

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

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

Selected survey types:

Manual count	16 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	4

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	13
Village	3

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	9 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

C3 16 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	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	5 days
1.1 to 1.5	10 days
1.6 to 2.0	1 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	8 days
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	16 days
-----------------	---------

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

Local Transport Projects Beverley East Yorkshire

Licence No: 342901

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET	Survey Type: MANUAL
3	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18	TERRACED & SEMI-DETACHED	HAMPSHIRE	Survey Type: MANUAL
4	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL
5	HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8 Survey date: MONDAY 05/06/23	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: MANUAL
6	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16	SEMI-DETACHED & TERRACED	HIGHLAND	Survey Type: MANUAL
7	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED	MEDWAY	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
9	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
10	NF-03-A-51	SEMI-DETACHED	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL
11	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD		
	HUCKNALL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
12	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
13	SC-03-A-10	MIXED HOUSES	SURREY
	GUILDFORD ROAD		
	ASH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
14	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD		
	KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
15	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL

16	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	COVID
CA-03-A-07	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.73

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	16	28	0.063	16	28	0.290	16	28	0.353
08:00 - 09:00	16	28	0.175	16	28	0.371	16	28	0.546
09:00 - 10:00	16	28	0.166	16	28	0.166	16	28	0.332
10:00 - 11:00	16	28	0.115	16	28	0.160	16	28	0.275
11:00 - 12:00	16	28	0.144	16	28	0.166	16	28	0.310
12:00 - 13:00	16	28	0.121	16	28	0.171	16	28	0.292
13:00 - 14:00	16	28	0.162	16	28	0.135	16	28	0.297
14:00 - 15:00	16	28	0.155	16	28	0.166	16	28	0.321
15:00 - 16:00	16	28	0.240	16	28	0.171	16	28	0.411
16:00 - 17:00	16	28	0.213	16	28	0.121	16	28	0.334
17:00 - 18:00	16	28	0.267	16	28	0.137	16	28	0.404
18:00 - 19:00	16	28	0.240	16	28	0.130	16	28	0.370
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.061			2.184			4.245

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 - 40 (units:)

Survey date date range:

01/01/16 - 05/06/23

Number of weekdays (Monday-Friday):

16

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

2

Surveys manually removed from selection:

2

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

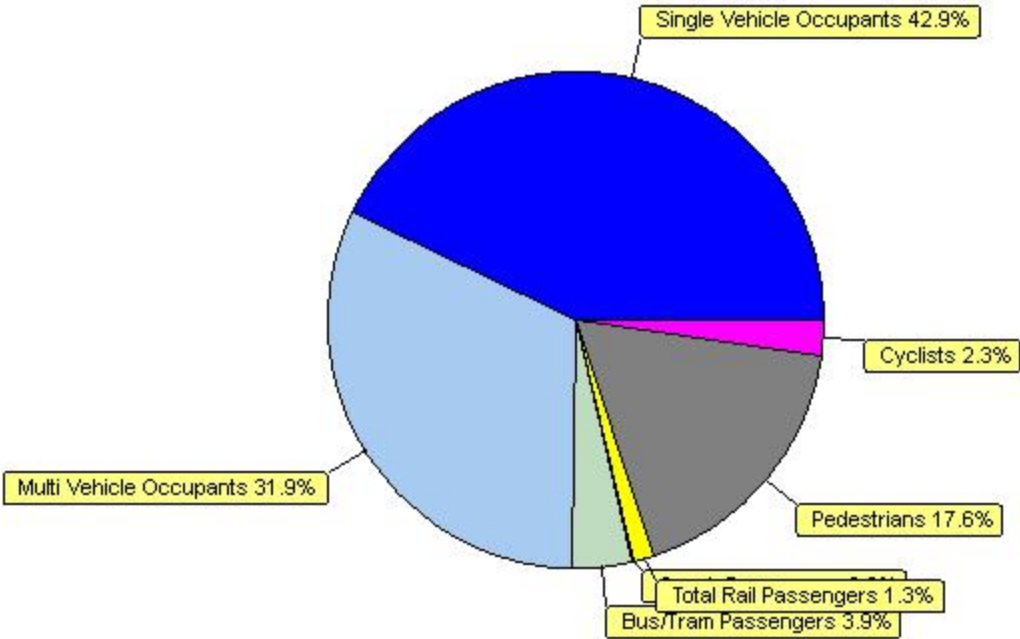
Total People to Total Vehicles ratio (all time periods and directions): 1.73

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	16	28	0.115	16	28	0.485	16	28	0.600
08:00 - 09:00	16	28	0.272	16	28	0.802	16	28	1.074
09:00 - 10:00	16	28	0.272	16	28	0.301	16	28	0.573
10:00 - 11:00	16	28	0.162	16	28	0.247	16	28	0.409
11:00 - 12:00	16	28	0.202	16	28	0.256	16	28	0.458
12:00 - 13:00	16	28	0.204	16	28	0.254	16	28	0.458
13:00 - 14:00	16	28	0.236	16	28	0.216	16	28	0.452
14:00 - 15:00	16	28	0.245	16	28	0.245	16	28	0.490
15:00 - 16:00	16	28	0.533	16	28	0.312	16	28	0.845
16:00 - 17:00	16	28	0.418	16	28	0.200	16	28	0.618
17:00 - 18:00	16	28	0.476	16	28	0.263	16	28	0.739
18:00 - 19:00	16	28	0.416	16	28	0.216	16	28	0.632
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.551			3.797			7.348

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.

Modal Split Percentages



Time Range/Peak Period Selection
Direction: Totals / Use All Times

Appendix 4 – Swept Path Analysis



Key:

Proposed Access Widening

Refuse Vehicle Exiting

10mm

A3

Key:-

Outer Wheel Track

Vehicle Swept Path

Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph

2. Actual vehicle dimensions and track may vary.

11000

1665

5250

Rochdale Refuse Vehicle

mm

Width : 2750

Track : 2750

Lock to Lock Time : 6.0

Steering Angle : 34.9

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ii. Reference should be made to the project's drawing register to ensure the latest drawing is being referred to.

iii. All dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Local Transport Projects Ltd.

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vi. Based on A448-MAS-SD-ZZ-DR-A-102-P1 - Proposed Site provided by the client.

B	24 04 25	JWH	MR	Minor amendments
A	22 04 25	JWH	MR	Updated Site Layout
Rev.	Date	By	Chk	Description

Client

Fairway Building & Remedial Contractors Ltd

Project

Proposed Residential Development
Land South of Ginnell Farm Avenue, Rochdale

Title

Refuse Vehicle Swept Path Analysis

local transport projects

traffic engineering and transport planning

ITPE

PROFESSIONAL INSTITUTE OF TRAFFIC ENGINEERS

25 000

Years of Experience

HAS

Health and Safety

Armstrong House,
The Flemington Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

01482 679 911

info@ltp.co.uk

www.local-transport-projects.co.uk

Registered No. 5295328

Drawn

JWH

Date

28 02 25

Scale

1 : 250

Checked

MR

Approved

SW

Status

SITE TESTING

Drawing number

Project

Job

Drawing

Sheet

Revision

LTP/6116/ T1 / 01 .01 B

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10mm

A3

Key:-

Outer Wheel Track

Vehicle Swept Path

Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph

2. Actual vehicle dimensions and track may vary.

4750

9002900

Car

Width

Track

Lock to Lock Time

Steering Angle

mm

: 1800

: 1800

: 6.0

: 30.2

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vi. Based on A448-MAS-SD-ZZ-DR-A-102-P1 - Proposed Site provided by the client.

A	22/04/25	JWH	MR	Updated Site Layout
Rev.	Date	By	Chk	Description

Client

Fairway Building & Remedial Contractors Ltd

Project

Proposed Residential Development
Land South of Ginnell Farm Avenue, Rochdale

Title

Large Car Swept Path Analysis

local transport projects

traffic engineering and transport planning

ITPE

PROFESSIONAL INSTITUTE OF TRAFFIC ENGINEERS

25 000

Years of Experience

HAS

Health and Safety

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The Flemingate Centre,
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Registered No. 5295328

Drawn

JWH

Date

28/02/25

Scale

1 : 250

Checked

MR

Approved

SW

Status

SITE TESTING

Drawing number

Project

Job

Drawing

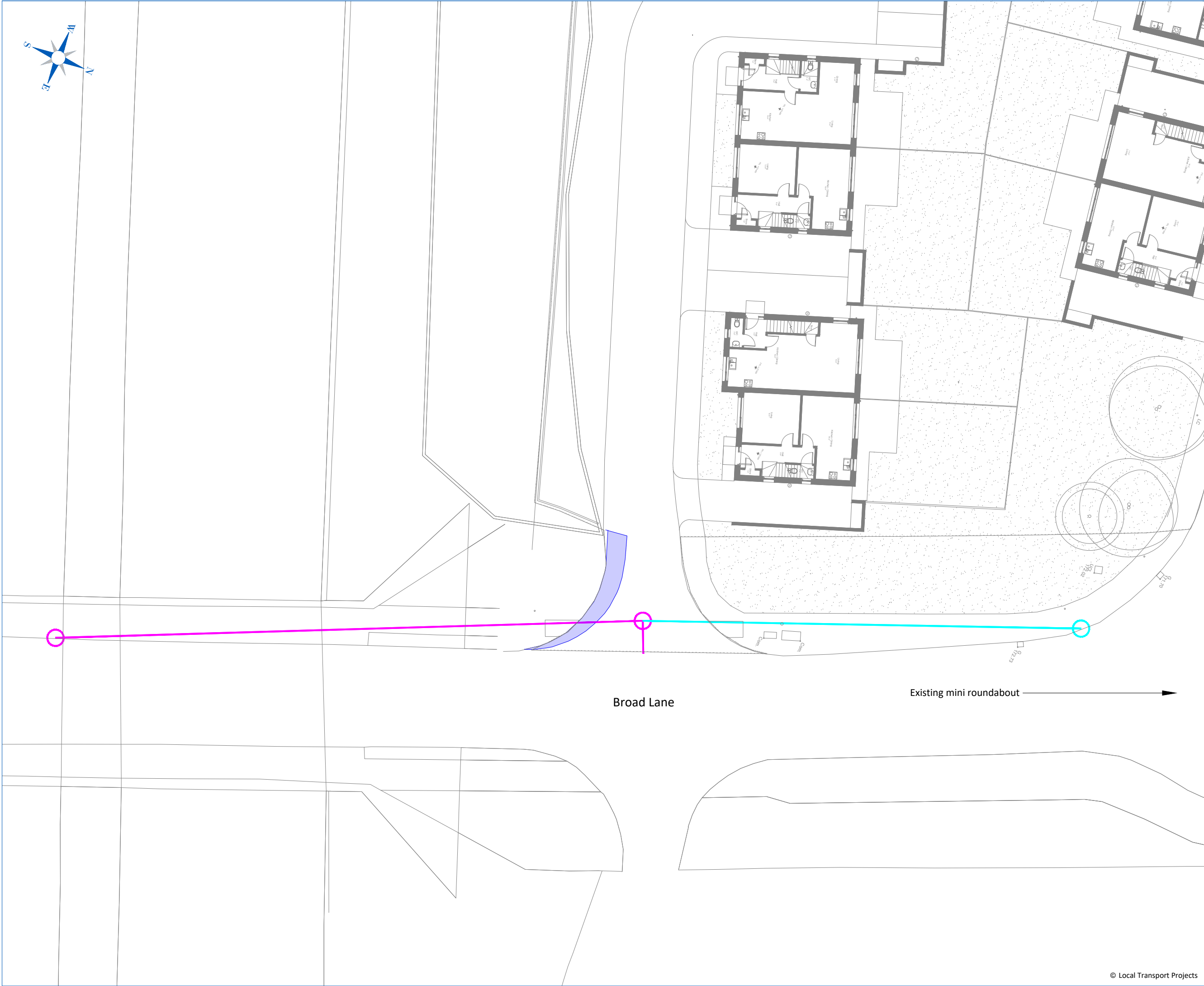
Sheet

Revision

LTP/6116/ T1 / 02 .01 A

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Appendix 5 – Visibility Splay Drawing



10mm

A3

Key:-

2.4m x 43m visibility splay to the right of the access based on Manual for Streets requirements for a 30mph speed limit

2.4m x 32m achievable visibility splay to the left of the access to nearside channel of the roundabout

Proposed Access Widening

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v. This drawing is produced to be printed and read in colour. Reproduction in black and white may prevent correct interpretation of some aspects.

vi. Based on A448-MAS-SD-ZZ-DR-A-102-P1 - Proposed Site provided by the client.

A	22 04 25	JWH	MR	Updated Site Layout
Rev.	Date	By	Chk	Description

Client

Fairway Building & Remedial Contractors Ltd

Project

Proposed Residential Development
Land South of Ginnell Farm Avenue, Rochdale

Title

Broad Lane Access Junction Visibility Splays

local transport projects

traffic engineering and transport planning

INE

25 000

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Registered No. 5295328

Drawn	JWH	Date	28 02 25		
Scale	1 : 250	Checked	MR	Approved	SW

Status

SITE TESTING

Drawing number

Project	Job	Drawing	Sheet	Revision
LTP/6116/V1	01	01	A	

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