

MANCHESTER OLD ROAD, MIDDLETON

TRANSPORT STATEMENT

PROJECT NO. 25-134 DOC NO. D001

DATE: FEBRUARY 2026

VERSION: 1.0

CLIENT: ZEST ECO LTD

Velocity Transport Planning Ltd

www.velocity-tp.com



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1 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Velocity Transport Planning (VTP) on behalf of Zest Eco Ltd (the 'Applicant') in support of a planning application for the development of seven residential units with associated parking.
- 1.1.2 The Site is located within the administrative boundary of Rochdale Borough Council (RBC) which is the Local Planning Authority and Local Highway Authority.

1.2 PLANNING BACKGROUND

- 1.2.1 A previous planning application (reference: 24/00573/FUL) was submitted for the erection of a food and beverage pod and bin store together with the installation of 20 EV charging bays and an ancillary enclosed electrical substation. It is noted that no residential units were included in this application. This planning application was refused for a number of reasons. The key reason relating to transport was the reduced parking availability for local residents.

1.3 REPORT PURPOSE AND STRUCTURE

- 1.3.1 This TS has been prepared to support the Proposed Development as part of the forthcoming planning application.
- 1.3.2 This TS reviews the proposals in terms of accessibility, parking, servicing and deliveries, traffic impact, and movement by sustainable modes of transport. The TS then determines the suitability of the proposal with regards to highways and transport.
- 1.3.3 The remainder of this TS is structured as follows:
- ⦿ **Section 2** – outlines the key national, regional and local planning policies which will be considered as part of the TS;
 - ⦿ **Section 3** – sets out the baseline conditions and accessibility of the Site;
 - ⦿ **Section 4** – details the development proposals and sets out the site access arrangements, parking requirements and servicing and delivery arrangements;
 - ⦿ **Section 5** – presents the methodology for deriving the anticipated vehicular trip generation of the site and the distribution / assignment on the local highway network;
 - ⦿ **Section 6** – provides the summary and conclusions to the TS along with next steps.



2 POLICY CONTEXT

2.1 INTRODUCTION

2.1.1 The following transport policy documents are considered as relevant to the Proposed Development:

- ⊙ National Planning Policy Framework (December 2024)
- ⊙ Rochdale Borough Transport Strategy (March 2014)
- ⊙ Rochdale Adopted Core Strategy (October 2016)

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2024)

2.2.1 The National Planning Policy Framework (NPPF) was revised in response to the proposed reforms to the NPPF and other changes to the Planning System consultation in December 2024. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared housing and other development plans can be produced. At its heart, the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

2.2.3 Chapter 9 of the revised NPPF sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations that can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger-scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education, and other activities.

2.2.4 In accordance with Paragraph 109 of the NPPF, *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed sustainable and popular places. This should involve:*

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; and

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects and for net environmental gains."



- 2.2.5 In order to achieve the objectives set out in paragraph 109, paragraph 110 states *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*
- 2.2.6 The NPPF does not set parking standards but notes in Paragraph 112 that *“if setting local parking standards for residential and non-residential development, policies should take into account:*
- a) the accessibility of the development;*
 - b) the type, mix and use of development;*
 - c) the availability of and opportunities for public transport;*
 - d) local car ownership levels; and*
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*
- 2.2.7 In Paragraph 115, the NPPF sets out that *“in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) sustainable development modes are prioritised, taking account of the vision for the site, the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach.”*
- 2.2.8 Paragraph 116 of the NPPF 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.”*
- 2.2.9 Within this context, paragraph 117 states that planning applications 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.”

- 2.2.10 Relating to travel planning, paragraph 118 of the NPPF requires *“all developments that will generate significant amounts of movement to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”*

2.3 ROCHDALE BOROUGH TRANSPORT STRATEGY

- 2.3.1 The Local Transport Plan (LTP) for RBC was adopted in March 2014. The document sets out the transport vision until 2026, the key transport outcomes that the County are seeking to achieve, and the principles that would guide future investment and decision making in relation to transport and travel.

- 2.3.2 The vision of LTP is that *“by 2026, Rochdale Borough will have a safe, affordable, sustainable, reliable, accessible and integrated transport network that offers travel choice for all, serves its communities, tackles air quality and climate change, enhances social inclusion, public health and supports the regeneration and economic growth of the local area”*.

- 2.3.3 The four guiding principles of the LTP are:

1. Support the Borough’s environmental/ sustainability and public health agenda tackling climate change
2. Support the Borough’s strategic land-use objectives which will better integrate with transport provision and support economic growth
3. Address concerns from the public, who, experience increasing delay, and congestion, reducing reliability into/ out of the Borough
4. Support regeneration

2.4 ROCHDALE ADOPTED CORE STRATEGY

- 2.4.1 The Rochdale Adopted Core Strategy was adopted in October 2016. It sets out the policies and plans to guide future development to 2028.

- 2.4.2 To deliver their vision for the Borough, five Strategic Objectives (SO) are set out in the core strategy:

- ⊙ To deliver a more prosperous economy
- ⊙ To create successful and healthy communities
- ⊙ To improve design, image and quality of place
- ⊙ To promote a greener environment
- ⊙ To improve accessibility and deliver sustainable transport

- 2.4.3 Relating to Transport Infrastructure, SO five states that *“improving accessibility and delivering sustainable transport is key to delivering our vision for the borough.”*

- 2.4.4 To do this Rochdale will focus on:



- ④ 1. Directing development to the most accessible locations or those that can be made more accessible by public transport;
- ④ 2. Improving strategic transport connections including links with Manchester city centre and key destinations in and beyond Greater Manchester;
- ④ 3. Improving access to the public transport network;
- ④ 4. Promoting transport improvements that enhance access to town and local centres and employment areas (existing and new) within and outside the borough; and
- ④ 5. Ensuring new development contributes to transport improvements and the use of public and other sustainable transport.



3 EXISTING CONDITIONS

3.1 INTRODUCTION

- 3.1.1 This section of the note briefly describes the Site in the context of the local area and highway network as well as its accessibility by a variety of modes to public transport infrastructure/services.

3.2 EXISTING SITE USE

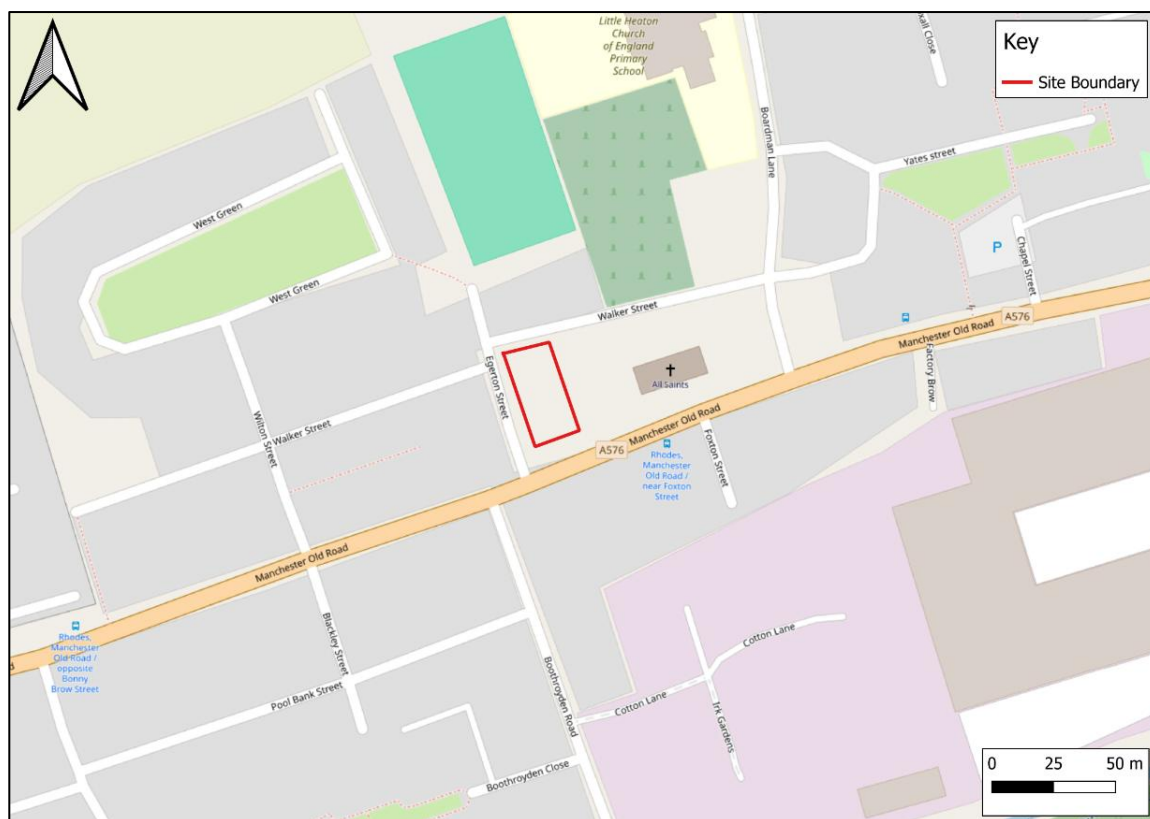
- 3.2.1 The development site is a cleared site which formerly accommodated a place of worship. It is understood that the site has been vacant for over 10 years following the demolition of the place of worship.

3.3 SITE LOCATION AND CONTEXT

- 3.3.1 The site is located off Manchester Old Road (A576) on Egerton Street in Rhodes, Middleton, on the outskirts of Rochdale. Rhodes is a suburb adjacent to Junction 19 of the M60, predominantly comprised of traditional terraced housing. Manchester Old Road, a key thoroughfare connecting Middleton to the M60 and the northern suburbs of Manchester, runs through its centre, accommodating various businesses, shops, public amenities, and Rhodes Business Park.
- 3.3.2 The proposed dwellings will be accessed via Egerton Street and Walker Street. The site benefits from an established access point from Egerton Street in the form of a crossover over the footway and dropped kerbs.
- 3.3.3 The Site's red line boundary in context with the local area and highway network is shown in **Figure 3-1**.



Figure 3-1: Site Location Plan

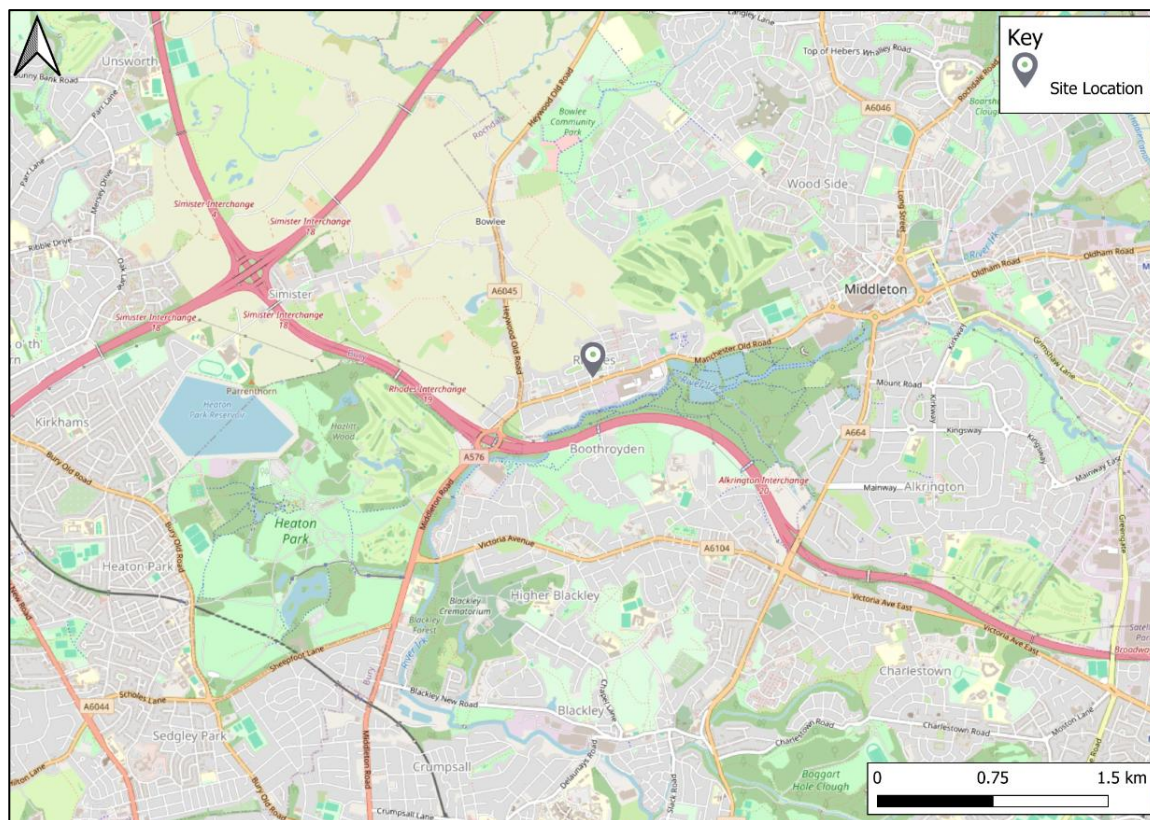


- 3.3.4 The neighbouring premises are residential units to the north, east and west of the Site. To the south of the Site on Middleton Road there is a local convenience store, and a food outlet integrated between residential units.

3.4 LOCAL HIGHWAY NETWORK

- 3.4.1 The parking bays associated with the dwellings will be accessed from Egerton Street. Egerton Street and Walker Street are both single carriageway roads with footways and street lighting provided on both sides. Egerton Street is 54m long, and leads from the A576, Manchester Old Road to Walker Street.
- 3.4.2 Walker Street can be accessed from Boardman Lane, which before becoming Ellis Lane and shortly meeting the A6045. Walker Street can also be accessed from Wilton and Egerton Street off Manchester Old Road. Manchester Old Road is a single carriageway road with footways and street lighting provided on both sides. Manchester Old Road is subject to a speed limit of 30mph and provides access to various employment units in Middleton.
- 3.4.3 To the west Manchester Old Road connects the Site to Junction 19 of the M60 which is only 0.8km from the Site. The M60 is an orbital motorway around Greater Manchester. The A576 crosses over the M60 and continues south towards Manchester City Centre. To the east, Manchester Old Road connects the Site to Middleton which is 2.7km from the Site.
- 3.4.4 A map of the local highway network is shown in **Figure 3-2**.

Figure 3-2: Local Highway Network



3.5 WALKING AND CYCLING ACCESSIBILITY

- 3.5.1 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available, there is significant potential to reduce the need for short journeys to be undertaken by private car, in turn minimising levels of vehicular traffic on the surrounding local highway network.
- 3.5.2 Footways are provided on both sides of Egerton Street and Walker Street. Footways are also provided along both sides of Manchester Old Road connecting the Site to nearby bus stops where services can be used to connect to local tram and rail stations. There are pedestrian guard rails on both sides of Manchester Old Road near the junction to Egerton Street.
- 3.5.3 A pedestrian crossing is located close to the entrance of Egerton Street, which allows pedestrians to safely cross Manchester Old Road. The pedestrian crossing has a dropped kerb and tactile paving allowing good access for those in wheelchairs and those who are visually impaired.

3.6 PUBLIC TRANSPORT

BUS SERVICES

- 3.6.1 The closest bus stops to the Site are located on Manchester Old Road. Travelling to the west, the bus stop is located 78 metres (approximately a one-minute walk) from the Site (Foxton Street) and can easily be accessed on foot via the pedestrian footways and by using the pedestrian crossing at the end of Egerton Street to cross Manchester Old Road.

- 3.6.2 The closest bus stop travelling east towards Middleton is located 183 metres from the Site (approximately a 3-minute walk) and can similarly be easily accessed via the pedestrian footway along Manchester Old Road.
- 3.6.3 Bus services 59, 125 and 156 operate from both of these stops. The bus services are operated by Bee Network.
- 3.6.4 The bus services are summarised in **Table 3-1** below.

Table 3-1: Local Bus Services

SERVICE	WEEKDAY	SATURDAY	SUNDAY
59 – Manchester City Centre – Chadderton – Oldham – Oldham Mumps	First Service: 05:36 Last Service: 23:44 Freq: Every 10 mins	First Service: 06:36 Last Service: 23:44 Freq: Every 10 mins	First Service: 07:14 Last Service: 23:14 Freq: Every 30 mins
59 – Oldham Mumps – Chadderton – Middleton – Piccadilly Gardens	First Service: 04:37 Last Service: 23:40 Freq: Every 10 mins	First Service: 05:14 Last Service: 23:40 Freq: Every 10 mins	First Service: 06:18 Last Service: 23:33 Freq: Every 20 mins
125 – Heywood – Hopwood – Birch – Hollins – Middleton - Rhodes	First Service: 07:31 Last Service: 15:21 Freq: Twice a day	Weekday service only	Weekday service only
125 – Rhodes – Middleton – Hollins – Birch – Hopwood - Heywood	First Service: 07:38 Last Service: 15:28 Freq: Twice a day	Weekday service only	Weekday service only
156 – Middleton – Rhodes – Higher Blackley – Shudehill	First Service: 06:07 Last Service: 23:06 Freq: Every 30 mins	First Service: 08:25 Last Service: 21:06 Freq: Every hour	First Service: 08:06 Last Service: 22:06 Freq: Every hour
156 – Shudehill – Higher Blackley – Rhodes - Middleton	First Service: 07:22 Last Service: 22:53 Freq: Every 30 mins	First Service: 08:05 Last Service: 22:53 Freq: Every 30 minutes	First Service: 07:53 Last Service: 22:53 Freq: Every hour

- 3.6.5 As shown in **Table 3-1**, bus service 59 provides an excellent level of frequency and runs throughout the day and late into the evening. This would encourage residents to travel to and from the Site by bus, reducing the need to travel by private car.

RAIL SERVICES

- 3.6.6 The closest station to the Site is Bowker Vale tram station which is located 1.8 miles south of the Site and is managed by Bee Network. This tram station is a 14-minute cycle from the Site or a forty-one minute walk. Bus route 59 from Foxton Street, which is just a one-minute walk from the Site, travels to Bowker Vale tram station every ten minutes, with the journey taking eleven minutes.
- 3.6.7 Two tram line routes (green and yellow) pass through this stop. To the east, trams travel to Manchester City Centre and to the west trams travel to Bury. Bowker Vale tram station benefits from 10 cycle parking spaces. The station has step-free access to all platforms and has mobility impaired boarding points.

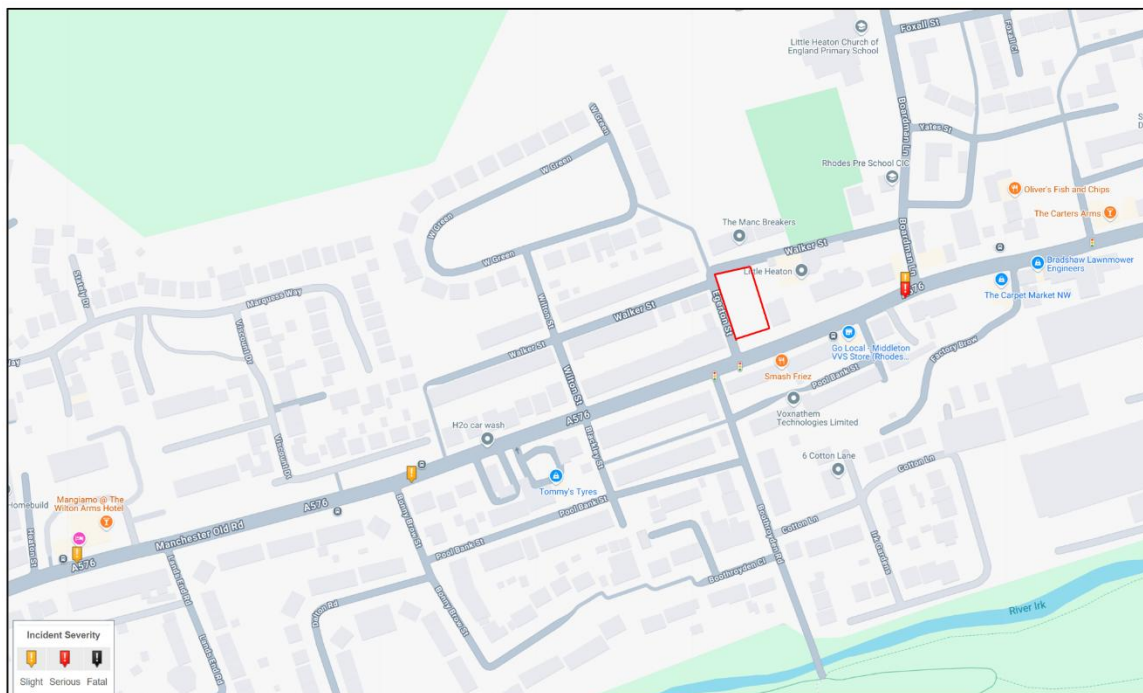
- 3.6.8 The closest rail station is Mills Hill which is located 2.5 miles from the Site. This rail station is a fourteen-minute cycle from the Site or a fifty-seven-minute walk. Bus Route 59 from Foxton Street, which is just a three-minute walk from the Site, travels to Mills Hill train station every ten minutes, taking eighteen minutes in total.
- 3.6.9 This station is managed by Northern Rail with onwards travel to Rochdale, Blackburn and Clitheroe. The station has ten bike parking spaces and thirty car parking spaces. The station has a degree of step-free access to the platform.

3.7 ACCIDENT DATA

- 3.7.1 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the Crash Map Road traffic accident database. This data has been used to understand if any pre-existing safety issues are present on the local highway network within the vicinity of the site which could be exacerbated by the development proposals.
- 3.7.2 Collisions are classed into three separate categories based on the severity of the accident: Slight, Serious and Fatal, the definitions of which are as follows:
- ⦿ **Slight:** Injuries of a minor nature, such as sprains, bruises or cuts (not judged to be severe), or slight shock requiring only roadside attention (medical treatment is not a pre-requisite for an injury to be defined as Slight);
 - ⦿ **Serious:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The Serious category, therefore, covers a very broad range of injuries; and
 - ⦿ **Fatal:** Injuries which cause death either immediately or any time up to 30 days after the collision.
- 3.7.3 The accident data analysis was carried out for the most recent five-year period available (1 January 2019 to 31 December 2023) for the area shown in **Figure 3-3** and **Table 3-2**.



Figure 3-3: Personal Injury Accident Data



3.7.4 The study area includes Manchester Old Road, Egerton Street and Walker Street and the junction of Boardman Lane / Manchester Old Road.

3.7.5 As shown in **Figure 3-3**, four accidents were recorded in the vicinity of the Proposed Development between 2019 and 2023. A summary of the data is provided in **Table 3-2**.

Table 3-2: Personal Injury Accident Summary (2019-2023)

YEAR	SEVERITY			
	SLIGHT	SERIOUS	FATAL	TOTAL
2019	0	0	0	0
2020	1	0	0	0
2021	0	0	0	0
2022	1	1	0	0
2023	1	0	0	0
TOTAL	3	1	0	0

3.7.6 During the five-year period, of the four collisions recorded, three were classed as slight severity and the remaining accident was recorded as serious. The serious accident took place on Manchester Old Road near the turning for Boardman Lane in 2022 and involved one vehicle.

3.7.7 Overall, it can be concluded that there is no pre-existing safety issues or concerns present on the highway network within the vicinity of the Site and these conditions will not be exacerbated as a result of the development proposals.



4 DEVELOPMENT PROPOSALS

4.1 INTRODUCTION

- 4.1.1 This section of the note describes the emerging residential development proposal including a consideration of the proposed access, parking, delivery/servicing, and emergency access arrangements in context with national, regional, and local design best practice guidance.

4.2 DEVELOPMENT PROPOSALS

- 4.2.1 The development comprises seven residential units to be provided in two terraced blocks, to mirror the housing in the immediate area. Each dwelling has a front amenity area, an allocated parking space and a rear garden area, accommodating refuse storage.
- 4.2.2 Parking standards (Rochdale Core Strategy, 2016) detail that the maximum standard for car parking provision for 2+ bedroomed houses outside town centres is 2 spaces per dwelling. There is no standard detailed for cycle parking provision.
- 4.2.3 Each of the seven proposed residential units will have 3 bedrooms, and each unit will be provided with a single parking space, measuring 2.5 x 5 metres. On the basis of the maximum standards, the proposed parking provision of 1 space per residential unit is acceptable.
- 4.2.4 A site layout plan is shown in **Figure 4-1** and in **Appendix A**.

Figure 4-1: Site Layout Plan



4.3 ACCESS

- 4.3.1 Pedestrian access will take place from the existing footway network.
- 4.3.2 Vehicular access to the parking bays will be provided via a crossover arrangement along the north-eastern extent of Egerton Road.

4.4 DELIVERY AND SERVICING ARRANGEMENTS

- 4.4.1 Waste refuse and recycling collections will take place through conventional methods. Collections from the seven residential units will take place from Egerton Street, allowing access to all rear bin stores.
- 4.4.2 All other typical servicing and delivery requirements to the dwellings, e.g. panel vans, box vans or motorcycles, would be undertaken from on-street as per the other existing residential dwellings in the area.



5 TRIP GENERATION

5.1 INTRODUCTION

- 5.1.1 This section considers the impact of the proposal in trip terms for the new residential units. The peak periods, when trips on the network are generally considered to be at their highest are considered.

5.2 EXISTING TRIPS

- 5.2.1 The existing site is understood to be vacant land. Therefore, no trips would be associated with this site at the moment, though there would have been trips historically associated with the former place of worship.

5.3 PROPOSED TRIPS – RESIDENTIAL UNITS

- 5.3.1 The proposed residential land use comprises seven 3-bedroom dwellings.
- 5.3.2 Multi-modal trip rates have been extracted from the TRICS database, which has been interrogated with comparator sites based on 03/A – Houses Privately Owned with the following filters applied:
- ⦿ Region: North West;
 - ⦿ Location: No filters applied;
 - ⦿ Date Range: 01/01/16 – 29/04/22; and
 - ⦿ Days of the week: Thursday and Friday only.
- 5.3.3 The trip rates generated from the selections are set out in **Table 5-2** below, with the full TRICS output contained in **Appendix D**.

Table 5-1: TRCIS Vehicle Trip Rate (per unit)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicular Trip Rate	0.184	0.405	0.589	0.233	0.129	0.362

- 5.3.4 Based on the vehicular trip rate set out in **Table 3-2**, and the development content of seven residential units, the anticipated vehicular trip generation for the Site is set out in **Table 3-3**.

Table 5-2: TRICS Vehicle Trip Generation (seven units)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicular Trip Generation	1	3	4	2	1	3

- 5.3.5 **Table 5-4** shows that based on the TRICS trip rates, the proposed development is predicted to generate a total of four two-way vehicle trips in the AM peak and three two-way trips in the PM peak.
- 5.3.6 As such, there will be no material impact on the operation of the highway network.
- 5.3.7 Naturally, there would also be trips associated with walking, cycling and public transport use, arising from the residential dwellings. Given the relatively modest development of seven dwellings, the other multi-modal trips are not deemed to be significant or cause a severe impact on these networks.



6 SUMMARY AND CONCLUSIONS

6.1 SUMMARY

6.1.1 This TS has been prepared on behalf of the Applicant in support of an application for the proposed seven residential units.

- ⦿ Key national, regional and local planning policies, the National Planning Policy Framework, Rochdale Borough Transport Strategy and Rochdale Adopted Core Strategy were all reviewed.
- ⦿ Baseline conditions and accessibility of the Site has been discussed. The local highway network has been reviewed, along with walking and cycling accessibility, public transport facilities and accident data near the Site.
- ⦿ Details of development proposals including car parking standards, access and delivery and servicing arrangements have been provided.
- ⦿ Trip generation to consider the impact of the proposal in trip terms has been calculated. And found to be acceptable.

6.2 CONCLUSION

6.2.1 There are no highways and transport issues identified that would lead to a severe or significant impact. On this basis, the scheme should receive a recommendation for approval from the local highway authority.



APPENDIX A

SITE LAYOUT PLAN





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DO NOT SCALE FROM THIS DRAWING - ALL DIMENSIONS TO BE CHECKED ON SITE, ANY DISCREPANCIES RAISED WITH URBAN EDGE

DRAWING TO BE READ IN COLOUR

SITE LOCATION PLAN

LEGEND

APPLICATION BOUNDARY

NOTE:-
THE SITE BOUNDARY (RED LINE) IS DEPICTED IN ACCORDANCE WITH THE GUIDELINES LAID OUT IN HM LAND REGISTRY PLANS, PRACTICE GUIDE 40, SUPPLEMENT 5.

THE OUTSIDE EDGE OF ALL BOUNDARY LINES DENOTE THE EXTENT OF THE BOUNDARY, THE THICKNESS IS FOR GRAPHIC REPRESENTATION ONLY, WITH THE EXCEPTION OF THE OUTLINE BOUNDARY IN WHICH THE INTERNAL LINE OF BOUNDARY LINE DENOTES THE EDGE OF THE BOUNDARY.



DRAFT

P00a	INITIAL DRAFT ISSUE	WB	13/10/25
Rev No	Description	Drawn By	Date

URBANEDGE
architecture / landscape / masterplanning

Client
ZEST ECO LTD

Project
**MANCHESTER OLD ROAD,
RHODES, MIDDLETON
M24 4QD**

Drawing
**SITE PLAN
AS PROPOSED**

Issue Purpose
PLANNING

UE Proj No	Scale	Date	Drawn	Status	Revision
2913	1:200@A3	OCT 25	WB	-	P00a

Project - Organisation - Volume/System - Level - Role - Number
2913-URB-ZZ-XX-DR-A-208904

SCALE 1 : 500
SCALE 1 : 1

APPENDIX B

SWEPT PATH ANALYSIS



P:\0-25\25-134 Manchester Old Road - Middleton\02 TECHNICAL\B DWGSI. CAD\DWGS\25-134-T-002-Swept Path Analysis - Large Car - End Bays.dwg (002) Plotted on: Feb 10, 2026 - 11:31am by HCuthbert



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APPENDIX C

TRICS OUTPUT – RESIDENTIAL



Calculation Reference: AUDIT-361901-250513-0535

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

08 NORTH WEST
AC CHESHIRE WEST & CHESTER 3 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: 24 to 99 (units:)
 Range Selected by User: 11 to 372 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 29/04/22

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:

Thursday 1 days
 Friday 2 days

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

Selected survey types:

Manual count 3 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) 1
 Neighbourhood Centre (PPS6 Local Centre) 2

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 1
 Village 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	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	1 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	2 days
No	1 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	3 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
2	AC-03-A-05	SEMI-DETACHED & TERRACED	CHESHIRE WEST & CHESTER
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	40	
	Survey date: FRIDAY	30/04/21	Survey Type: MANUAL
3	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
	COMMON LANE		
	NEAR CHESTER		
	WAVERTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	99	
	Survey date: FRIDAY	29/04/22	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.

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): 1.67

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	3	54	0.092	3	54	0.294	3	54	0.386
08:00 - 09:00	3	54	0.184	3	54	0.405	3	54	0.589
09:00 - 10:00	3	54	0.160	3	54	0.245	3	54	0.405
10:00 - 11:00	3	54	0.178	3	54	0.215	3	54	0.393
11:00 - 12:00	3	54	0.196	3	54	0.129	3	54	0.325
12:00 - 13:00	3	54	0.184	3	54	0.209	3	54	0.393
13:00 - 14:00	3	54	0.141	3	54	0.110	3	54	0.251
14:00 - 15:00	3	54	0.202	3	54	0.258	3	54	0.460
15:00 - 16:00	3	54	0.319	3	54	0.258	3	54	0.577
16:00 - 17:00	3	54	0.325	3	54	0.160	3	54	0.485
17:00 - 18:00	3	54	0.233	3	54	0.129	3	54	0.362
18:00 - 19:00	3	54	0.215	3	54	0.092	3	54	0.307
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.429			2.504			4.933

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:	24 - 99 (units:)
Survey date date range:	01/01/16 - 29/04/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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): 1.67

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	3	54	0.184	3	54	0.405	3	54	0.589
08:00 - 09:00	3	54	0.301	3	54	0.822	3	54	1.123
09:00 - 10:00	3	54	0.239	3	54	0.350	3	54	0.589
10:00 - 11:00	3	54	0.319	3	54	0.331	3	54	0.650
11:00 - 12:00	3	54	0.270	3	54	0.196	3	54	0.466
12:00 - 13:00	3	54	0.301	3	54	0.319	3	54	0.620
13:00 - 14:00	3	54	0.227	3	54	0.196	3	54	0.423
14:00 - 15:00	3	54	0.319	3	54	0.423	3	54	0.742
15:00 - 16:00	3	54	0.644	3	54	0.411	3	54	1.055
16:00 - 17:00	3	54	0.558	3	54	0.258	3	54	0.816
17:00 - 18:00	3	54	0.307	3	54	0.258	3	54	0.565
18:00 - 19:00	3	54	0.393	3	54	0.184	3	54	0.577
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.062			4.153			8.215

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.