

A25158

- 1.1. Astute Transport Planning ("Astute") has been appointed by Mr Norman Lamb to provide transport planning advice in relation to a development on land off Top Schwabe Street, in Middleton, Rochdale.
- 1.2. The planning application proposes the development of a single detached dwelling on land under the ownership of No. 8 Top Schwabe Street. This land is identified by the red star in **Figure 1.1**.

2.1. Rochdale Council's highway officer has previously expressed concerns regarding a similar proposal (LPA Ref: 23/00618/OUT). These concerns primarily related to the proposal for more than 5 dwellings to be served from an unadopted section of highway, and the potential for the development to cause road safety concerns. However, at this time the highway officer noted that their objection was 'minor' and an 'insufficient reason to object upon alone'.



2.2. This Note therefore considers the transport planning aspects of the proposal within this context.

3. Planning Policy

3.1. Reference to Rochdale Council's website has not revealed any adopted design guidance which states that a maximum of 5 dwellings can be served via an unadopted road. This includes the Council's Supplementary Planning Documents (SPDs), and the Urban Design Guide which has been jointly prepared with Oldham Council.

3.2. On this basis it does not appear that the Council have any adopted policy which states that a maximum of 5 dwellings can be served from an unadopted road.

4. Local Highway Network

4.1. Top Schwabe Street runs to the south of the site. It is a short section of road running in an east/ west alignment, part of which is tarmacked and part of which is surfaced with brick pavers. Notably:

- Top Schwabe Street currently provides direct access to only 3 dwellings, 2 of which are located adjacent to the northern end of Schwabe Street (No's 4 and 6), and one which is located to the west (No. 8). The location of these properties is identified in **Figure 6.1**.
- While property No. 2 fronts onto Top Schwabe Street, it takes vehicle access from the adopted section of Brayston Fold.
- No. 10 Top Schwabe Street is located on the southern side of the road. This property takes access from Schwabe Street on its eastern side.

4.2. On site observation have confirmed that vehicle, pedestrian and cycle movements on Top Schwabe Street are minimal, and that traffic speeds are very low. This would be expected given the character of this area.

5. Pedestrian Network

5.1. Schwabe Street provides a footway along its eastern side. This then connects seamlessly with a similar provision on Brayston Fold. A narrower footway is then provided adjacent to No's 2, 4 and 6 Top Schwabe Street.

5.2. In relation to the local pedestrian infrastructure it is notable that:

- Only 1 property is directly served from the footway fronting No's 2, 4 and 6 Top Schwabe Street;
- Only 2 properties, No's 6 and 8 Top Schwabe Street are served from the shared surface area.

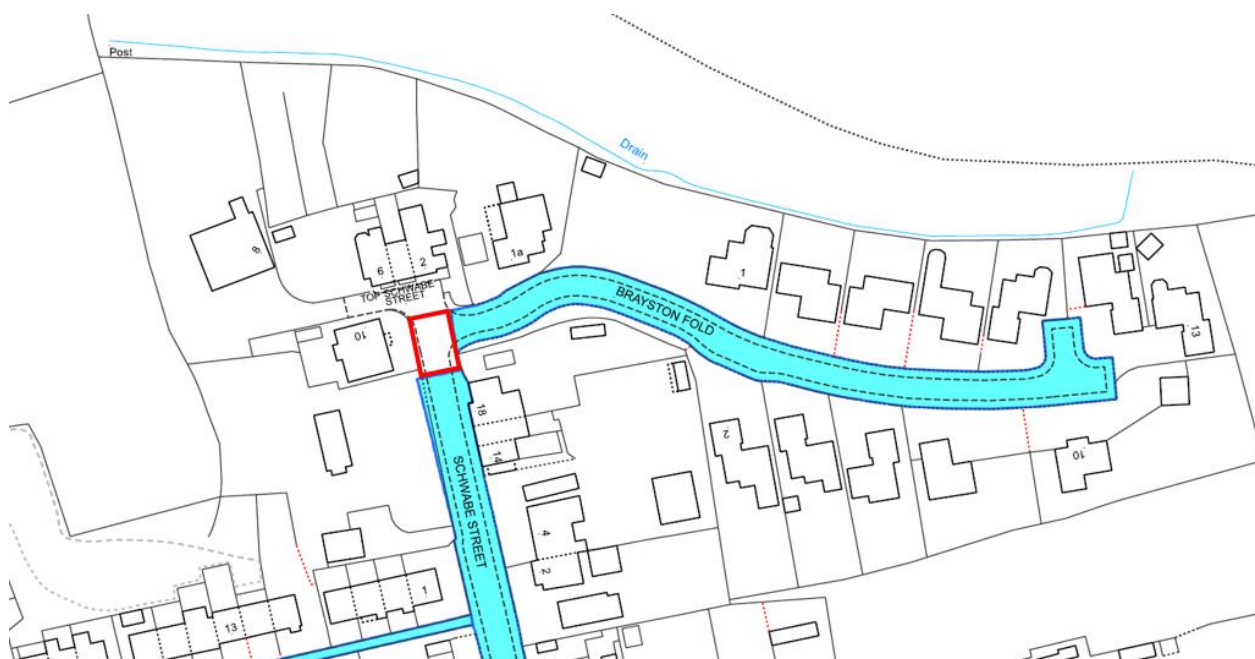
- Access to No. 10 Top Schwabe Street (which takes access on its eastern side from Schwabe Street) is located opposite an adoptable standard footpath. Therefore pedestrians related to this property can use this footpath to access their property, and a dropped kerb is present to assist this movement.
- Access to No. 2 Top Schwabe Street is on the adopted section of Brayston Fold that includes a footpath. This means that pedestrians accessing this property have the opportunity to use this provision, noting that the front door to the property is on the eastern side of the building, and that there is no access from the property directly onto Top Schwabe Street (as there is with No. 4 Top Schwabe Street).

5.3. The existing footpath and shared surface provision is considered proportionate to safely accommodate existing footfall in the area, and the proposed development would not increase footfall to the extent that this situation would be altered.

6. Adopted Highway Boundary

6.1. To understand the extent of the adopted highway in the vicinity of the site a plan has been purchased from Rochdale Council. This is presented in **Figure 6.1**, with the adopted highway shaded in blue.

Figure 6.1: Extent of the Adopted Highway



6.2. The adopted highway boundary plan confirms that Schwabe Street and Brayston Fold are adopted. It also confirms that the vehicle access to No. 2 Top Schwabe Street falls within the adopted section of Brayston Fold.

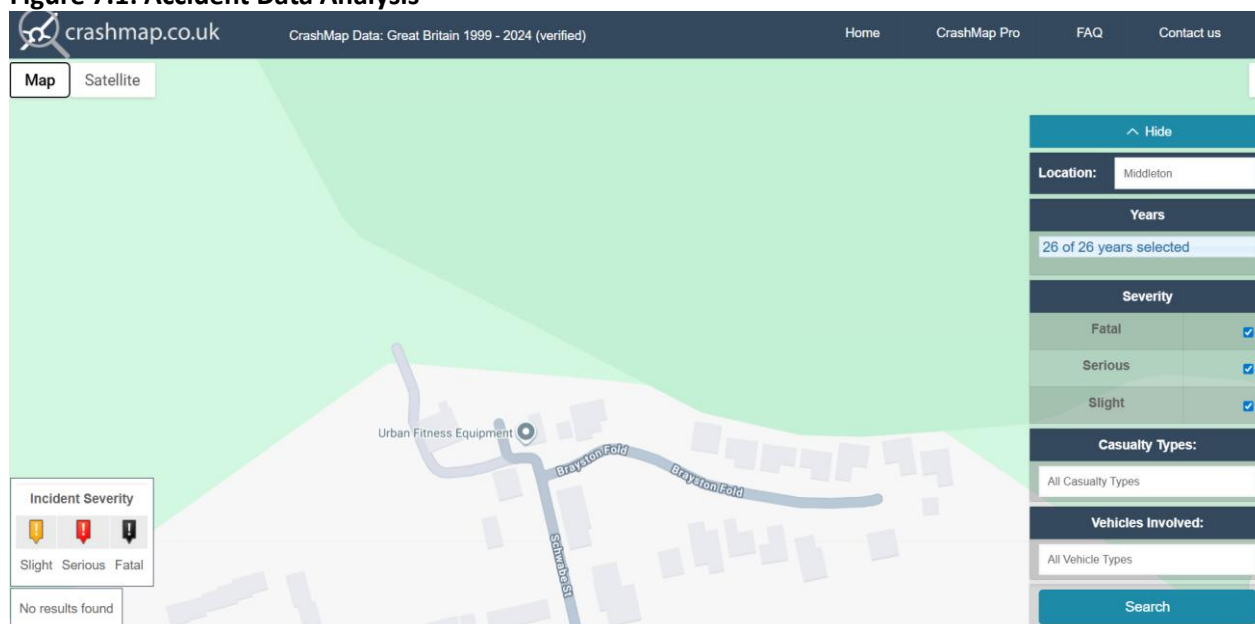


- 6.3. The adopted highway plan does indicate that the section of road connecting Schwabe Street and Brayston Fold is unadopted. This area is highlighted in red in **Figure 6.1**. This means that in practice the 13 properties located on Brayston Fold are effectively served via an unadopted road. This undermines the Council's suggestion that more than 5 dwellings should not rely on such roads for access.
- 6.4. It is unclear why the section of highway between Schwabe Street and Brayston Fold is unadopted. It would seem logical for the Council to adopt this section of highway, thereby allowing a seamless connection between the two roads. This would also include the existing footway which connects the two. Were this approach undertaken then it is noted that No.10 Top Schwabe Street would also be served via an adopted road.

7. Highway Safety

- 7.1. To understand if there are any safety issues related to the design or operation of Top Schwabe Street reference has been made to the Crashmap website. Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 7.2. The analysis has been undertaken for the 26 year period between 1999 and 2024. This is the full extent of data available on Crashmap. An extract from Crashmap website for Top Schwabe Street is shown in **Figure 7.1**.

Figure 7.1: Accident Data Analysis



- 7.3. The accident data analysis confirms that no incidents have been recorded on Top Schwabe Street over the 26 year period. On this basis there is no evidence that the pedestrian and vehicle infrastructure available in this area causes any safety issues for vulnerable road users or motorists.



8. Trip Generation

- 8.1. To consider the vehicle and pedestrian trip generation of the proposed dwelling reference has been made to the TRICS database (version 8.25.11) for the 'Residential/ Houses Privately Owned' range of sites. The analysis has selected sites that are analogous in terms of location and accessibility. The full TRICS output is provided in **Appendix A**, with **Table 8.1** summarising the potential trip generation of the single dwelling.

Table 8.1: Proposed Development Trip Generation

	Total Vehicles			Pedestrians		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0	0	0	0	0	0
08:00-09:00	0	0	1	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
Daily	2	2	4	0	0	1

NB: Table figures rounded to the nearest whole number

- 8.2. **Table 8.1** confirms that over the course of a day a single dwelling would be expected to generate 2 inbound vehicle trips and 2 outbound trips. Meanwhile only a single two-way pedestrian trip is forecast based upon the TRICS analysis.
- 8.3. The accident data analysis has confirmed that over a 26 year period no incidents have occurred in Top Schwabe Street. This confirms there is no deficiency with the infrastructure currently available. It is wholly reasonable to conclude that the addition of 4 vehicle trips and 1 pedestrian trip over a 12 hour period would not alter this situation, and would certainly not have an impact that could be considered as severe.

9. Summary and Conclusions

- 9.1. Astute Transport Planning was appointed to provide transport planning advice for a proposed development of a single detached dwelling on land off Top Schwabe Street, Middleton, Rochdale, owned by No. 8 Top Schwabe Street.



9.2. The report addresses minor concerns raised by Rochdale Council's highway officer in relation to a similar previous planning application, particularly relating to access using an unadopted road and potential road safety issues. The report provides the following conclusions:

- A review of local planning policy found no adopted Rochdale Council guidance or policy limiting the number of dwellings that can be served by an unadopted road. As such, the commonly referenced "5 dwelling" threshold appears to have no formal policy basis in this instance.
- While 5 properties are identified on Top Schwabe Street by virtue of their address, one of these (No. 2) takes access via the adopted section of Brayston Fell, while another (No. 10) takes access from Schwabe Street, and is immediately opposite a section of adoptable standard footpath. Therefore in practice only 3 properties are accessed directly from the unadopted section of Top Schwabe Street, or do not have immediate access to an adoptable standard footpath provision.
- As such, reference to constraints presented by a perceived 5 property threshold appear less relevant in this instance.
- Site observations have confirmed that Top Schwabe Street has minimal vehicle, pedestrian, and cycle activity, and very low traffic speeds. An accident data analysis has confirmed that no incidents have been recorded over a 26 year period in this area. This confirms that the existing infrastructure is suitable to safely serve pedestrian and vehicle trips in this area.
- A trip generation exercise has confirmed that the proposed development would not increase vehicle or pedestrian trips to a level whereby currently suitable and safe infrastructure was then rendered inappropriate.

9.3. 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 would be severe'*.

9.4. This report has demonstrated that the proposed development would have no material impact upon highway safety for vulnerable road users or motorists. As such the impact of the development cannot be concluded to be severe.

9.5. Therefore, there are no reasons why the planning application should be refused on highway or transportation grounds.



Appendix A

TRICS Output File

Audit Code: 63f3c9a3-c5ff-4523-8f48-564afac9a022

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HF	HERTFORDSHIRE	1 day
03	MW	MEDWAY	1 day
	SOUTH WEST		
	DC	DORSET	1 day
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 day

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

Audit Code: 63f3c9a3-c5ff-4523-8f48-564afac9a022**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:	DWELLS
Actual Range:	8 to 1146 (units:DWELLS)
Range Selected by User:	8 to 40 (units:DWELLS)
Parking Spaces Range:	16 - 2464

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/20 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Wednesday	2 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	6 days
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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	6 days
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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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	5 days

Audit Code: 63f3c9a3-c5ff-4523-8f48-564afac9a022**Secondary Filtering Selection:****Use Class:**

C3

6 surveys

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:**865 - 3500****Population within 1 mile:**

10,001 to 15,000

2 surveys

20,001 to 25,000

1 surveys

5,001 to 10,000

3 surveys

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

Population within 5 miles:

125,001 to 250,000

3 surveys

25,001 to 50,000

3 surveys

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

3 surveys

1.1 to 1.5

3 surveys

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.

Audit Code: 63f3c9a3-c5ff-4523-8f48-564afac9a022

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys
Yes	4 surveys

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	6 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 63f3c9a3-c5ff-4523-8f48-564afac9a022

1	DC-03-A-10	MIXED HOUSES	DORSET
ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.399999976158142 hect Survey date: Wednesday 09/11/2022			
		Survey Type: Manual	
2	ES-03-A-13	DETACHED HOUSES	EAST SUSSEX
A265 HEATHFIELD Edge of Town Residential Zone Site area: 1.7000000476837158 hect Survey date:			
		Survey Type: Manual	
3	ES-03-A-20	DETACHED & SEMI-DETACHED	EAST SUSSEX
NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 0.51 hect Survey date: Wednesday 06/11/2024			
		Survey Type: Manual	
4	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.1899999976158142 hect Survey date:			
		Survey Type: Manual	
5	MW-03-A-02	MIXED HOUSES	MEDWAY
OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Site area: 0.699999988079071 hect Survey date:			
		Survey Type: Manual	
6	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Site area: 1.6100000143051147 hect Survey date:			
		Survey Type: Manual	

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DE-03-A-04	19-05-2022	Site in Ireland
EN-03-A-01	24-11-2021	Site in London
EN-03-A-02	14-09-2022	Site in London
KC-03-A-09	09-06-2021	Covid-19

Audit Code: 63f3c9a3-c5ff-4523-8f48-564afac9a022

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	6	23	0.051	0.225	0.276
08:00-09:00	6	23	0.239	0.435	0.674
09:00-10:00	6	23	0.181	0.181	0.362
10:00-11:00	6	23	0.116	0.116	0.232
11:00-12:00	6	23	0.167	0.203	0.370
12:00-13:00	6	23	0.152	0.167	0.319
13:00-14:00	6	23	0.196	0.130	0.326
14:00-15:00	6	23	0.138	0.167	0.305
15:00-16:00	6	23	0.210	0.145	0.355
16:00-17:00	6	23	0.188	0.109	0.297
17:00-18:00	6	23	0.261	0.138	0.399
18:00-19:00	6	23	0.181	0.109	0.290
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.080	2.125	4.205

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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Audit Code: 63f3c9a3-c5ff-4523-8f48-564afac9a022**Parameter Summary:**

Trip rate parameter range selected:	8 - 40 (units: DWELLS)
Survey date date range:	18/10/2021 - 06/11/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 63f3c9a3-c5ff-4523-8f48-564afac9a022

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	6	23	0.080	0.457	0.537
08:00-09:00	6	23	0.399	0.957	1.356
09:00-10:00	6	23	0.341	0.326	0.667
10:00-11:00	6	23	0.152	0.174	0.326
11:00-12:00	6	23	0.239	0.283	0.522
12:00-13:00	6	23	0.239	0.225	0.464
13:00-14:00	6	23	0.275	0.210	0.485
14:00-15:00	6	23	0.217	0.239	0.456
15:00-16:00	6	23	0.543	0.275	0.818
16:00-17:00	6	23	0.348	0.116	0.464
17:00-18:00	6	23	0.428	0.181	0.609
18:00-19:00	6	23	0.254	0.138	0.392
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.515	3.581	7.096

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	6	23	0.000	0.051	0.051
08:00-09:00	6	23	0.051	0.152	0.203
09:00-10:00	6	23	0.072	0.043	0.115
10:00-11:00	6	23	0.014	0.022	0.036
11:00-12:00	6	23	0.022	0.036	0.058
12:00-13:00	6	23	0.022	0.014	0.036
13:00-14:00	6	23	0.022	0.029	0.051
14:00-15:00	6	23	0.058	0.036	0.094
15:00-16:00	6	23	0.116	0.058	0.174
16:00-17:00	6	23	0.014	0.007	0.021
17:00-18:00	6	23	0.043	0.022	0.065
18:00-19:00	6	23	0.022	0.007	0.029
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.456	0.477	0.933

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