

**Royle Road,
Rochdale**

TRANSPORT STATEMENT

Report prepared for
BMC Rochdale Ltd

February 2026

Report Reference 1939/1/A



ASHLEY HELME
ASSOCIATES



Transport Statement

Royle Road, Rochdale

Client: BMC Rochdale Ltd
Report Ref: 1939/1/A
Status: Final
Date: February 2026

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Transport Statement

Royle Road, Rochdale

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1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by BMC Rochdale Ltd to prepare a Transport Statement (TS) report to support the planning application for a residential development on land off Royle Road, Rochdale (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

1.2 Proposed Development

1.2.1 The proposed development comprises the construction of 75 apartments, comprising 38no 1 bed and 37no 2 bed apartments with extra care facilities. The Site will gain access from a newly formed priority controlled junction with Royle Road.

1.3 Former Use

1.3.1 The Site was formerly occupied by industrial buildings but these have been cleared in recent years as part of the construction of a residential development on land south of the Site.

1.4 Rochdale Pre-Application Advice

1.4.1 The applicant has engaged in pre-application discussions with the local authority for the proposed development. Rochdale Borough Council (RBC) Highways have provided comments on the pre-application enquiry. The RBC comments are dated 29 July 2024 and are included in Appendix A of this report. The applicant and AHA have positively engaged with RBC Highways and met on site on the 28 August 2024 to discuss the highways comments in respect of access and parking, amongst other items.

1.4.2 The development proposals have been amended to respond to RBC Highways comments and these amendments are reported in this TS report.

1.5 Scope of the Report

1.5.1 The issues addressed within this TS fall broadly into the following areas:

- Accessibility by non-car modes, and
- The vehicular traffic impact on the operational performance of the local highway network.



- 1.5.2 The local highway network is described in Chapter 2. The proposed Site access arrangements are outlined in Chapter 3.
- 1.5.3 The accessibility of the Site by choice of mode is considered in Chapter 4.
- 1.5.4 The traffic impact of the proposed development is assessed in Chapter 5. The summary and conclusions of the TS are presented in Chapter 6.



2 Highway Network

2.1 The Site is located on land off Royle Road, Rochdale.

2.2 Existing Conditions

2.2.1 Royle Road & Silk Street

2.2.1.1 Royle Road is a single carriageway road that typically measures circa 8.0m to 8.2m wide in the vicinity of the Site. There is footway on both sides of Royle Road and street lighting is present.

2.2.1.2 There is a bend in the road on the Site frontage. The road widens to circa 12.0m on the bend. Royle Road is orientated in a north to south direction. At the bend in the road, Royle Road becomes Silk Street.

2.2.1.3 Silk Street is subject to a 30mph speed limit. There is a change of speed limit on Royle Road, located in the vicinity of the Site frontage. Royle Road is subject to a 20mph speed limit and traffic calming is present along the route. The traffic calming takes the form of priority chicanes and speed humps.

2.2.1.4 There are residential properties fronting both sides of Royle Road to the south of the Site. The residential properties on the Site (east) side of the road are newly constructed as part of the Countryside development. The properties benefit from off-road parking. There are parking laybys indicated on the carriageway on Royle Road and H-bar markings are provided to highlight the presence of private driveways.

2.2.1.5 Silk Street provides access to a Tesco supermarket and Tesco Petrol Station. The primary access to the Tesco supermarket is located circa 105m west of the Site boundary. There is a Puffin crossing provided on Silk Street, to the west of the primary Tesco access. The Tesco Petrol station and secondary, service access are provided in the vicinity of the Site.

2.2.1.6 Silk Street forms a signal controlled junction with A58 Manchester Road and A664 Manchester Road to the west of the Site. Manchester Road is a bus route and there are bus stops provided in the vicinity of the junction. Assisted crossings are provided on the desire lines for pedestrians accessing the bus stops.

2.2.1.7 To the south of the Site, Royle Road becomes Royle Barn Road. Royle Barn Road forms a priority controlled junction with Manchester Road. There have been recent pedestrian/cycle improvements on Manchester Road in the vicinity of the junction, as part of the TfGM Bee Network upgrades. The improvements extend along Manchester Road and provide



segregated pedestrian/cycle infrastructure, improved crossings and bus stop provision. These works form part of the Castleton Phase 1 scheme aimed at improving connectivity to Castleton rail station.

2.3 Collision History

- 2.3.1 The Crashmap website has been interrogated for the latest available five-year collision records in the vicinity of the Site. The Crashmap website covers the period from 2020 to 2024.
- 2.3.2 The Crashmap website confirms that there have been no recorded collisions on the Site frontage. There have been 2 collisions within a circa 100m distance in each direction on Royle Road and Silk Street from the Site boundary.
- 2.3.3 A collision is indicated at the Tesco Petrol station. The collisions involved two vehicles and was classed as slight in severity. The collision was recorded in June 2022.
- 2.3.4 The collision on Silk Street involved a single vehicle and was recorded in August 2022. The collision was classed as slight in severity.
- 2.3.5 There is no evidence of a recurring accident problem. Therefore, it is concluded that accident mitigation/remedial measure are not required as part of the proposed development.



3 Proposed Site Access Arrangements

3.1 Access Strategy

- 3.1.1 It is proposed to form a priority-controlled junction on Royle Road to serve the residential development.

3.2 Design Considerations

3.2.1 Design Guidance

- 3.2.1.1 The design guidance considered includes Manual for Streets 1 (MfS1), MfS2 and the Design Manual for Roads and Bridges (DMRB).

- 3.2.1.2 MfS2 states that:

*“...most MfS advice can be applied to a highway regardless of speed limit. **It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.**”* (para 1.3.2)

3.3 Site Access Arrangements

- 3.3.1 The proposed Site Access arrangements are shown on Drg No 1939/01/A. This shows the formation of a priority controlled junction on Royle Road. The proposed junction geometry comprises:

- Introduce new Site access, forming a 'T' junction with Royle Road;
- Access junction to operate under priority (give-way) control;
- Provide 5.5m wide carriageway;
- Provide 2.0m wide footway on both sides of the access road. The footway on the north side of the access road terminates circa 40m into the Site at a proposed raised table crossing point;
- Provide 6.0m corner radii;
- Provide 2.4m x 25m visibility splays.

- 3.3.2 The access position and geometry has been discussed with RBC Highways. The access is proposed to connect with the existing adopted highway along the Site frontage. The access is designed in accordance with adoptable standards. The access is located in close proximity to a change of speed limit to 20mph on Royle Road. Northbound vehicles approaching the Site



on Royle Road will be travelling within a 20mph zone that is traffic calmed. The eastbound approaching vehicles on Silk Street are travelling within a 30mph zone but are approaching an existing bend in the road which will control vehicle speeds on approach to the Site Access. The approach taken for Site Access visibility splays is to indicate 2.4m x 25m splays in both directions. This accords with guidance for a 20mph design speed in Manual for Streets. This was discussed and agreed with RBC Highways as part of the pre-application discussions. The visibility splays are shown on Drg No 1939/01/A.

- 3.3.3 For robust assessment, a 2.4m x 43m visibility splay is also indicated on Drg No 1939/01/A to present the visibility splay along Silk Street, within the 30mph speed limit. This visibility splay is also achievable.

3.3.4 Internal Access Road

- 3.3.4.1 RBC highways confirmed that the internal access road will be adopted by RBC. The internal arrangements were discussed during pre-application consultation with RBC.
- 3.3.4.2 An internal footpath connection is also indicated to connect to the west from the proposed car park layout. A raised table is indicated in this location to provide connectivity between the footways extending from the Site Access. This provides improved crossing provision for pedestrians and controls vehicular speeds on the access road. Additional speed humps are indicated on the access road to further enforce a low speed environment on Site. The above measures respond to pre-application comments raised by RBC highways.
- 3.3.4.3 The internal Site Access road arrangements are shown on the architect's Site Plan that is submitted with the planning application.

3.4 Swept Path Analysis

- 3.4.1 A swept path analysis has been undertaken of the proposed access and internal layout to demonstrate that a refuse vehicle can serve the Site.
- 3.4.2 The swept path analysis of the refuse vehicle is shown on Drg No 1939/SP/01/A. The swept path analysis confirms the refuse vehicle is able to access the Site in forward gear, turn within the turning head provided and leave the Site in forward gear.

3.5 Parking Provision

- 3.5.1 The proposed Site shows the provision of 74 spaces. The spaces are provided as follows:



Main Car Parks: 66 spaces (Including 5 disabled spaces)
Overspill Car Park: 8 spaces.

3.5.2 The Site Plan submitted with the planning application shows there are 5no disabled parking spaces proposed. The disabled parking spaces are located in close proximity to building entrances.

3.5.3 The overspill parking is located at a lower level in the vicinity of the raised table crossing and stepped footpath linking to the apartment building.

3.5.4 The parking provision is lower than the level requested by RBC Highways officers. However, there are constraints on the Site that restrict the possibility of increasing parking provision. The Site is located in a sustainable location with a range of local amenities and alternative, sustainable transport options available to residents. Further details on the sustainability of the Site are set out in Chapter 4.

3.5.5 Cycle Parking

3.5.5.1 The proposed development includes the provision of secure cycle parking at the Site. The Site Plan shows the provision of 12 spaces contained within a secure, covered cycle store.

3.6 Summary

It is considered that the proposed Site access arrangements provide a suitable means of serving the proposed development.



4 Accessibility By Non-Car Modes

4.1 Walk

- 4.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.
- 4.1.2 The National Travel Survey (NTS) provides data on travel by choice of mode. The NTS 2024 is the latest available data. NTS 2024 confirms that 29% of **all** trips are undertaken on foot. However, for trips up to 1 mile (1.6km), 81% of journeys are carried out on foot.
- 4.1.3 The NTS establishes that:
- (i) 25% of all trips were under 1 mile (1.6km) and 70% were under 5 miles (8km);
 - (ii) 81% of all trips under 1 mile are made by foot;
 - (iii) The average number of walk trips per person 2024 was 267;
 - (iv) Walking accounts for 29% of all trips and 4% of distance travelled;
 - (v) Education and Shopping trips account for 36% of all walk trips;
 - (vi) For children aged 5 to 10, 83% of trips less than a mile to school are made by foot. For children aged 11 to 16, this figure is 92%.
- 4.1.4 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 4.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).
- 4.1.5 Figure 4.1 present the amenities located within a 1.6km walk of the Site. As set out above, NTS recorded 81% of all trips under 1 mile are made by foot. Thus, there is a high likelihood that a significant proportion of trips to the amenities presented will be undertaken on foot.
- 4.1.6 Review of Figure 4.1 shows that there are a range of amenities that are within an 800m walk of the Site, including:
- (i) Transport: Bus stops,
 - (ii) Leisure: Food outlets, salons, sports facilities,



- (iii) Education: Primary school, nursery,
- (iv) Health: Health centre, dentist,
- (v) Community: Places of worship, library, community centre,
- (vi) Shopping: Supermarket, convenience stores, post office, ATMs,

4.1.7 There are additional amenities located within a 1.6km (a 20 minute) walk of the Site. The amenities include a secondary school, numerous primary schools and nurseries, an independent preparatory school, hospital, pharmacies, industrial estates, and a railway station.

4.1.8 It is evident from Figure 4.1 that there are a range of amenities within a practical walk of the Site. This provides opportunity for residents of the Site to under walk trips for a variety of journey purposes.

4.2 Cycle

4.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

4.2.2 Gear Change, A Bold Vision for Cycling and Walking (DfT, 2020) states:

"58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking." (Page 11)

4.2.3 Figure 4.2 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25-minute journeys. Review of Figure 4.2 highlights that a large built-up area of Rochdale is located within a 2km cycle ride of the Site. Rochdale town centre, Heywood, Spotland, Bamford, Buckley, Balderstone and Slattocks are within a 5km cycle ride of the Site. This provides good opportunity for residents to undertake journeys to/ from the Site by cycle for a variety of purposes.

4.2.4 Figures 4.3 present the cycle routes in the vicinity of the Site.

4.2.5 TfGM have recently upgraded pedestrian and cycle provision along Manchester Road to the south of the Site as part of the Bee Network upgrades. The works form part of the Castleton to Rochdale Town Centre improvements and represent Phase 1 of the works. The improved infrastructure is accessible to residents of the proposed development at the southern end of Royle Barn Road.



- 4.2.6 There are further improvements planned to Manchester Road that represent Phase 2 of the Castleton to Rochdale Town Centre upgrades. The improvements will comprise a dedicated cycle track protected from general traffic. The improvements will include upgrades to provide safe crossings of a number of junctions along the route. The TfGM website indicates that the Phase 2 improvements will be complete by early 2027. The Phase 1 and 2 improvements are indicated on Figure 4.3.
- 4.2.7 The cycle improvements will provide opportunity for residents to cycle to Rochdale Town Centre to the north to access a range of amenities. Similarly, residents could access the Phase 1 works which have been implemented, to access a range of amenities along the Manchester Road corridor and also to Castleton rail station and to connect with National Cycle Network (NCN) Route 66.
- 4.2.8 NCN Route 66 links with the Castleton to Rochdale Town Centre upgrades to the south of the Site. NCN 66 provides a traffic-free cycle route along the Rochdale Canal between Manchester city centre and Todmorden.
- 4.2.9 The cycle infrastructure in the vicinity of the Site provides very good opportunity for residents to undertake cycle journeys for a variety of purposes.

4.3 Public Transport

- 4.3.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus and rail.

4.3.2 Bus

- 4.3.2.1 Table 4.1 summarises the scheduled bus services calling on Manchester Road within a circa 415m walk of the Site.
- 4.3.2.2 The 17 and 471 bus services provide frequent travel to a range of destinations including Rochdale, Middleton, Blackley, Manchester city centre, Bury and Bolton. The 17 bus service operates at a 10 minute frequency during the day, whilst the 471 services operates at a 12 minute frequency. The services combined provide approximately 11 buses per hour in each direction. The services operate during the typical commuting peak periods and provide opportunity to travel to work by bus.



- 4.3.2.3 Additionally, there are 2 school bus services that call on Manchester Road. The services provide access to St Cuthberts High School and Oulder Hill Leadership Academy. The bus services provide very good opportunity to undertake a journey to school by bus.

4.3.3 Rail

- 4.3.3.1 Castleton train station is circa 1370m (a circa 17 minute walk or 7 minute cycle) from the Site. The station is managed by Northern.
- 4.3.3.2 The train station is typically served by a half hourly service in each direction. The rail station provides services to Rochdale, Manchester Victoria, Salford Central, Salford Crescent and other locations further afield.
- 4.3.3.3 It is demonstrated that the Site is accessible by train to/from a range of destinations including key employment/leisure destinations such as Manchester city centre. This provides opportunity for residents of the Site to travel by train for a range of journey purposes.

4.4 Summary

- 4.4.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure provides opportunity for journeys to and from the Site to be undertaken by sustainable modes.



5 Traffic Flows

5.1 Peak Periods

- 5.1.1 The times when the combination is greatest of traffic generated by the proposed residential development and existing highway network traffic are the weekday AM and PM peak hours. TS quantitative analysis is undertaken for the AM and PM peak hours. These are typically 0800-0900 and 1700-1800.

5.2 Generated Traffic: Proposed Development

- 5.2.1 The proposed development comprises 75 no apartments. It is necessary to estimate the traffic generated by the proposed apartments to assess the traffic impact of the proposed development.

- 5.2.2 TRICS is interrogated to establish suitable trip generation rates for the proposed apartments. The criteria adopted for the TRICS interrogation is as follows:

- Flats privately owned,
- 70 - 80 units,
- All surveys 2016 or more recent,
- Any sites in London, Ireland and Highlands of Scotland manually removed from the database, on the basis that they may have significantly different trip patterns than the Site,
- Any town centre and edge of town centre sites removed from the database, on the basis that they may have significantly different trip patterns than the Site,
- Remove sites where surveys were undertaken during Covid-19 restrictions,
- Remove sites with a mix of flats and houses,

- 5.2.3 On this basis, 6 sites are identified and the results of the TRICS interrogation are included in Appendix B.

- 5.2.4 The adopted AM and PM peak hour vehicular trip rates for the proposed houses are set out below:

	Arrival	Departure	Two-way
AM (0800-0900)	0.083	0.217	0.300
PM (1700-1800)	0.165	0.087	0.252



5.2.5 Consequently, the estimate of the traffic generated by the proposed 75 apartments in the AM and PM peak hours is:

	Arrival	Departure	Two-way
AM (0800-0900)	6	16	23
PM (1800-1900)	12	7	19

5.2.6 The proposed development will generate low levels of vehicular traffic in the AM & PM peak hours. In the worst case AM peak hour, the proposed development is estimated to generate 23 two-way vehicle trips. This, on average, would represent one vehicular movement every 2 to 3 minutes at the Site.

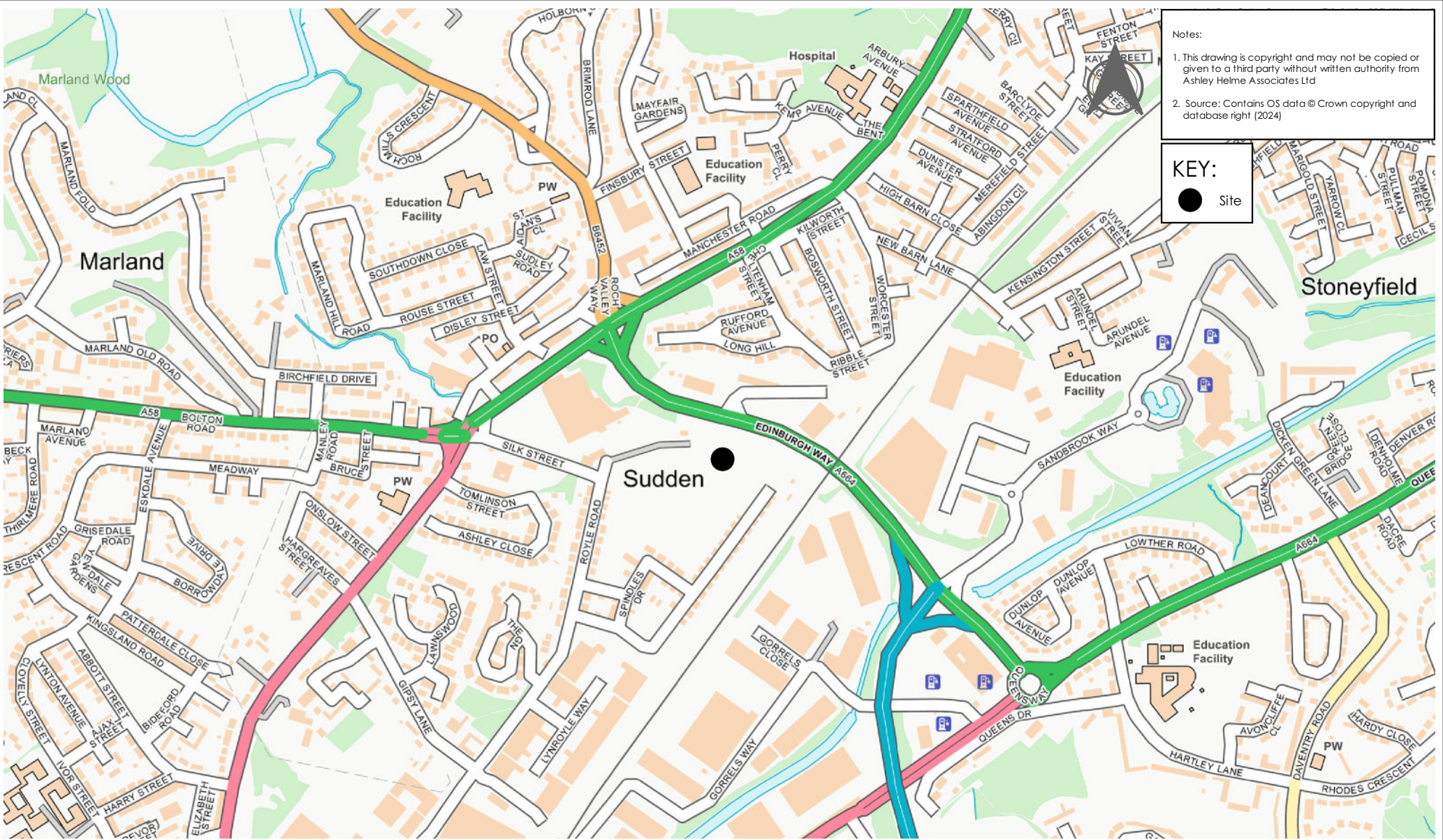
5.2.7 It is concluded that the proposed development will not lead to a material impact on the local highway network.



6 Summary & Conclusions

- 6.1 Ashley Helme Associates Ltd (AHA) are appointed by BMC Rochdale Ltd to prepare a Transport Statement (TS) report to support the planning application for a residential development at Royle Road, Rochdale. The location of the Site is indicated on Figure 1.1, in the context of the local highway network.
- 6.2 The proposed development comprises the construction of 75 apartments. The Site will gain access from a newly formed priority-controlled junction with Royle Road.
- 6.3 The proposed access arrangements are presented on Drg No 1939/01/A. This shows the formation of a priority controlled 'T' junction on Royle Road.
- 6.4 Swept path analysis has been undertaken and this confirms that the proposed access and internal layout can accommodate the tracking movements of a refuse vehicle.
- 6.5 The accessibility of the Site by non-car modes is reviewed and it is demonstrated that there is very good opportunity for residents to undertake trips on foot, by cycle and by public transport. This is in accordance with national and local policy aims and objectives.
- 6.6 Analysis is undertaken of the traffic impact of the proposed development on the local highway network. The proposed development is estimated to 23 and 19 two-way trips in the AM & PM peak hours respectively. It is concluded that the proposed development will not lead to a material impact on the local highway network.
- 6.7 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

Figures



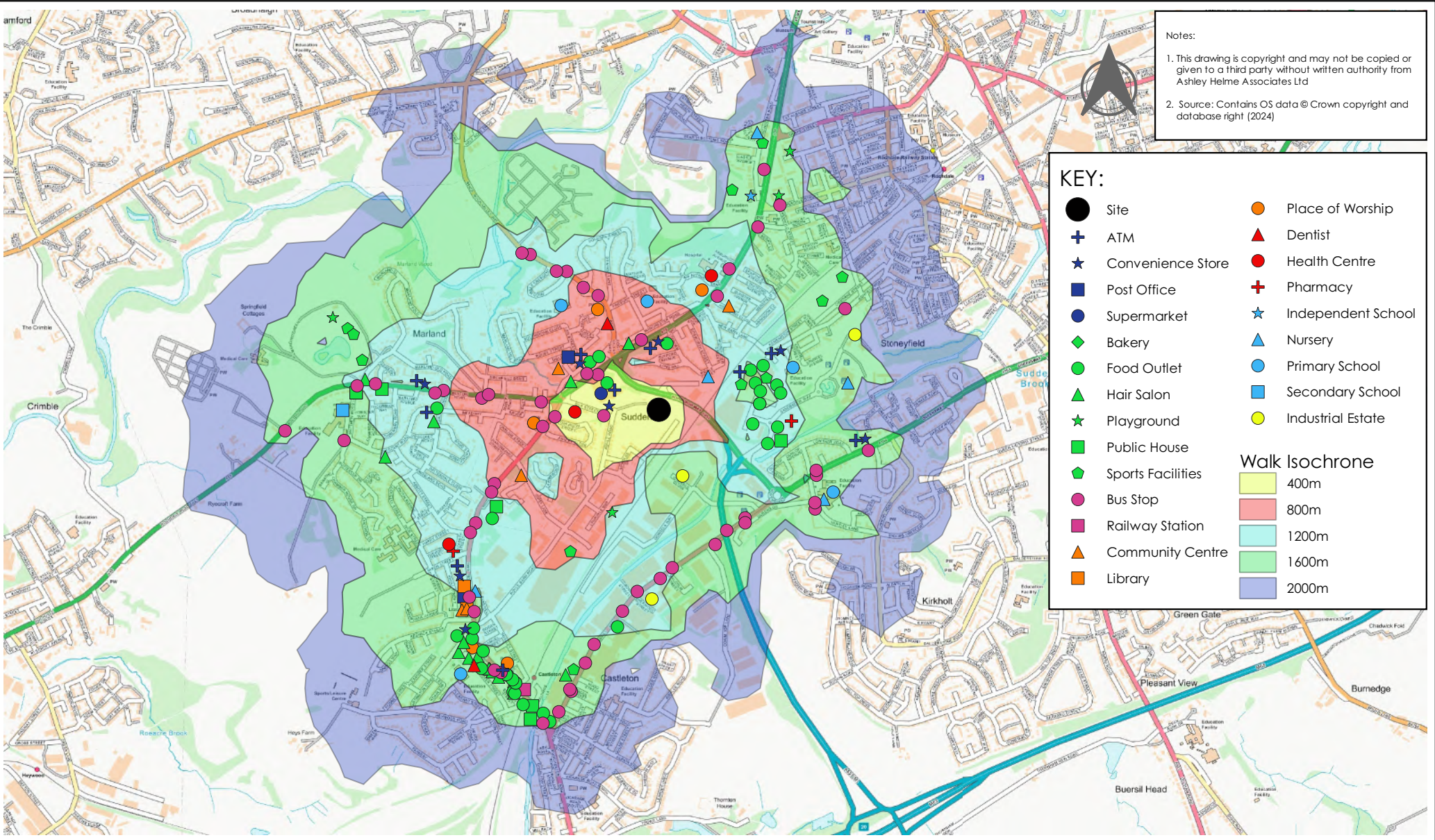
Project:	ROYLE ROAD, ROCHDALE
Client:	BMC ROCHDALE LTD

Title:	LOCATION PLAN
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FIGURE 1.1	
Date:	SEPTEMBER 2024
Scale:	NTS



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 ASSOCIATES



Notes:

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2. Source: Contains OS data © Crown copyright and database right (2024)

KEY:

● Site

+ ATM

★ Convenience Store

■ Post Office

● Supermarket

◆ Bakery

● Food Outlet

▲ Hair Salon

★ Playground

■ Public House

◆ Sports Facilities

● Bus Stop

■ Railway Station

▲ Community Centre

■ Library

● Place of Worship

▲ Dentist

● Health Centre

+ Pharmacy

★ Independent School

▲ Nursery

● Primary School

■ Secondary School

● Industrial Estate

Walk Isochrone

400m

800m

1200m

1600m

2000m

Project:
ROYLE ROAD, ROCHDALE

Client:
BMC ROCHDALE LTD

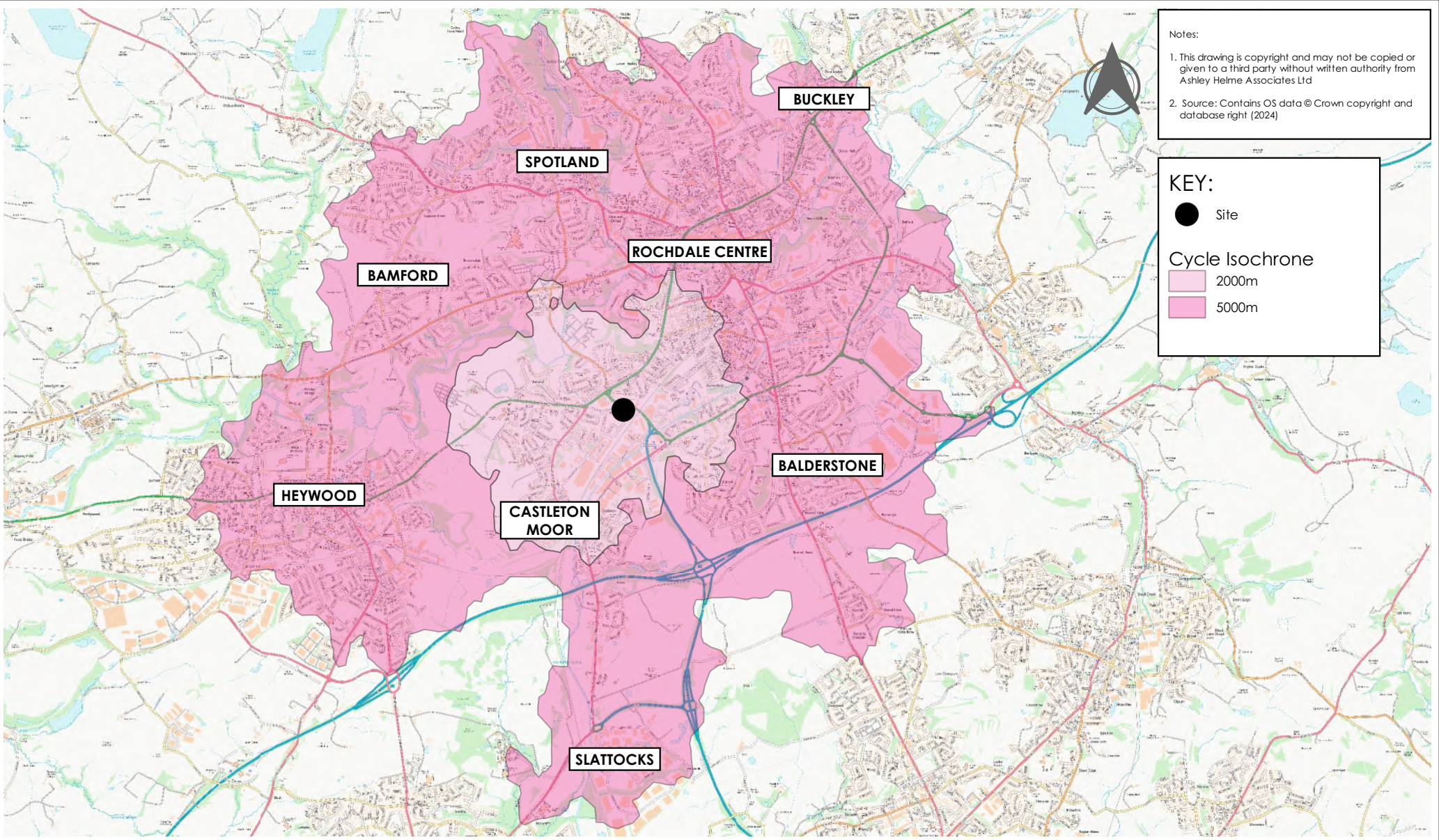
Title:
WALK ISOCHRONES AND AMENITIES

FIGURE 4.1

Date:
SEPTEMBER 2024

Scale:
NTS





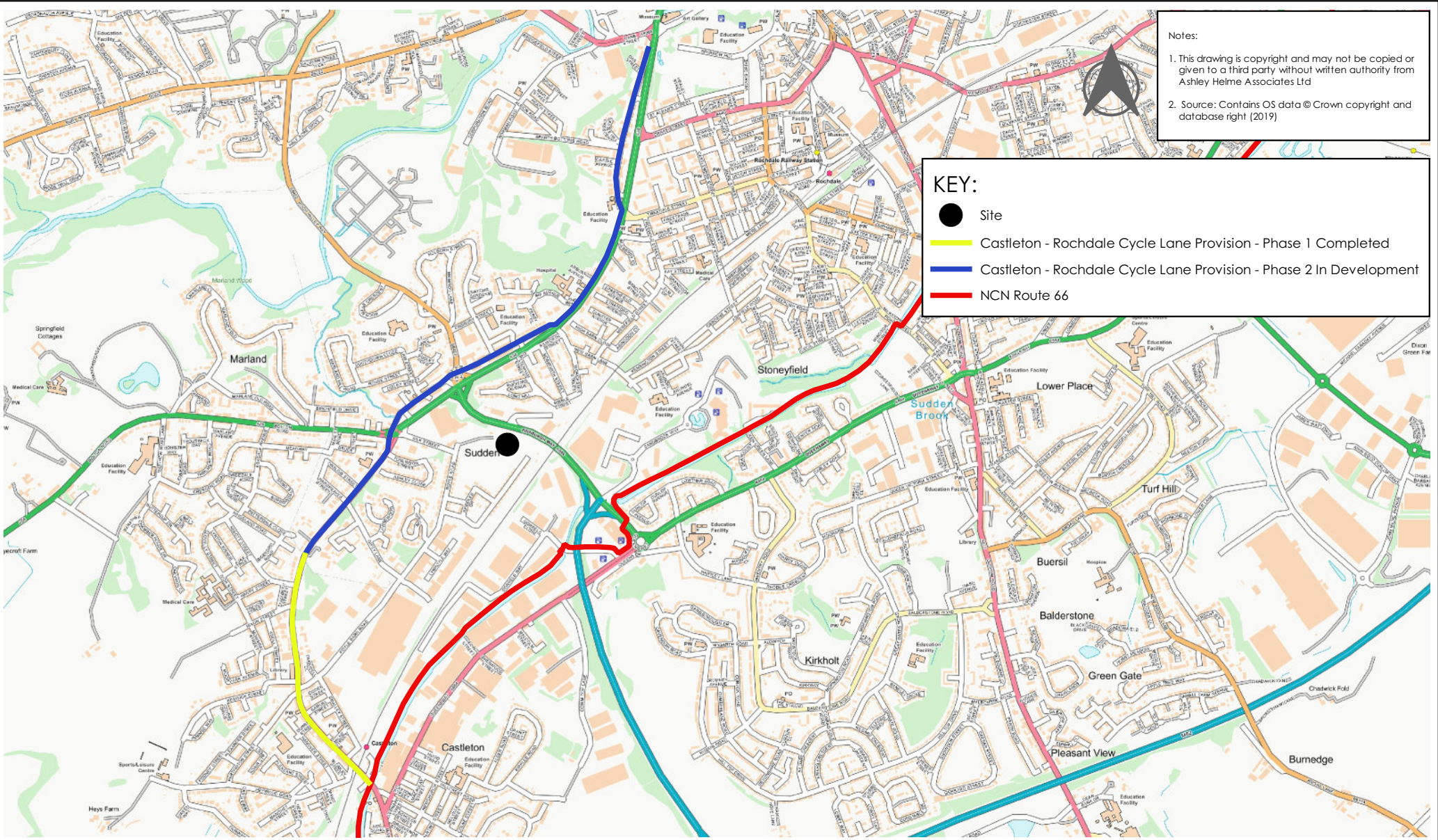
Project:	ROYLE ROAD, ROCHDALE
Client:	BMC ROCHDALE LTD

Title:	CYCLE ISOCHRONES
--------	------------------

FIGURE 4.2	
Date:	SEPTEMBER 2024
Scale:	NTS



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KEY:

- Site
- Castleton - Rochdale Cycle Lane Provision - Phase 1 Completed
- Castleton - Rochdale Cycle Lane Provision - Phase 2 In Development
- NCN Route 66

Project:	ROYLE ROAD, ROCHDALE
Client:	BMC ROCHDALE LTD

Title:	CYCLE ROUTES
--------	--------------

FIGURE 4.3	
Date:	SEPTEMBER 2024
Scale:	NTS



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ASSOCIATES

Tables

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-SATURDAY DAY	EVE	SUN	

Services calling on Manchester Road within 415m of Site (a circa 5 to 6 minute walk)					
17/17A	Rochdale – Middleton – Blackley - Manchester	10 mins	15 mins	15 mins	BN
471	Rochdale – Heywood – Bury – Elton – Breightmet – Bolton	12 mins	15 mins	20 mins	BN
880	St Cuthberts High School	2 trips ⁽¹⁾	-	-	
881	Oulder Hill Leadership Academy	2 trips ⁽¹⁾	-	-	

Notes:
 1. 1 trip outbound to school in the AM peak and 1 return trip after school finish times

Key:
 BN Bee Network

Source:
www.tfgm.com

Table 4.1 Bus Services & Frequencies

A RBC Pre-Application Advice



Highways and Engineering Service - Economy and Environment

HIGHWAYS CONSULTATION ON PRE APPLICATION 00064-24

Consultation Response on behalf of Head of Highways and Engineering

Date Received: 28 June 2024

Date of Response: 29 July 2024

PROPOSAL SUMMARY:

Pre application advice for the erection of 64 apartments of 1 and 2 bedrooms

CONSULTATION REPORT:

Future application should include a suitable Transport Study including Trip Generation figures

The site should provide 86 parking bays at present just 73 bays are provided. If 86 Parking Bays cannot be provided suitable justification must be provided as to the Sustainability of the site location.

The access to the site is acceptable for vehicular use. Pedestrian facilities should be provided also along pedestrian desire lines At present the footway is indicated on the outside arc of turns.

We have concerns regarding the servicing of this facility. Swept Path Analysis of refuse vehicle should be provided in future applications.

The new highway layout proposed as a result of this proposal is acceptable subject to suitable adjustments being made to better accommodate pedestrians.

The new site access should be adopted and built to adoptable standards.

No new road safety issues as a result of this proposal.

AMENDMENTS TO CONSULTATION RESPONSE:

No amendments to report

OFFICER RECOMMENDATION:

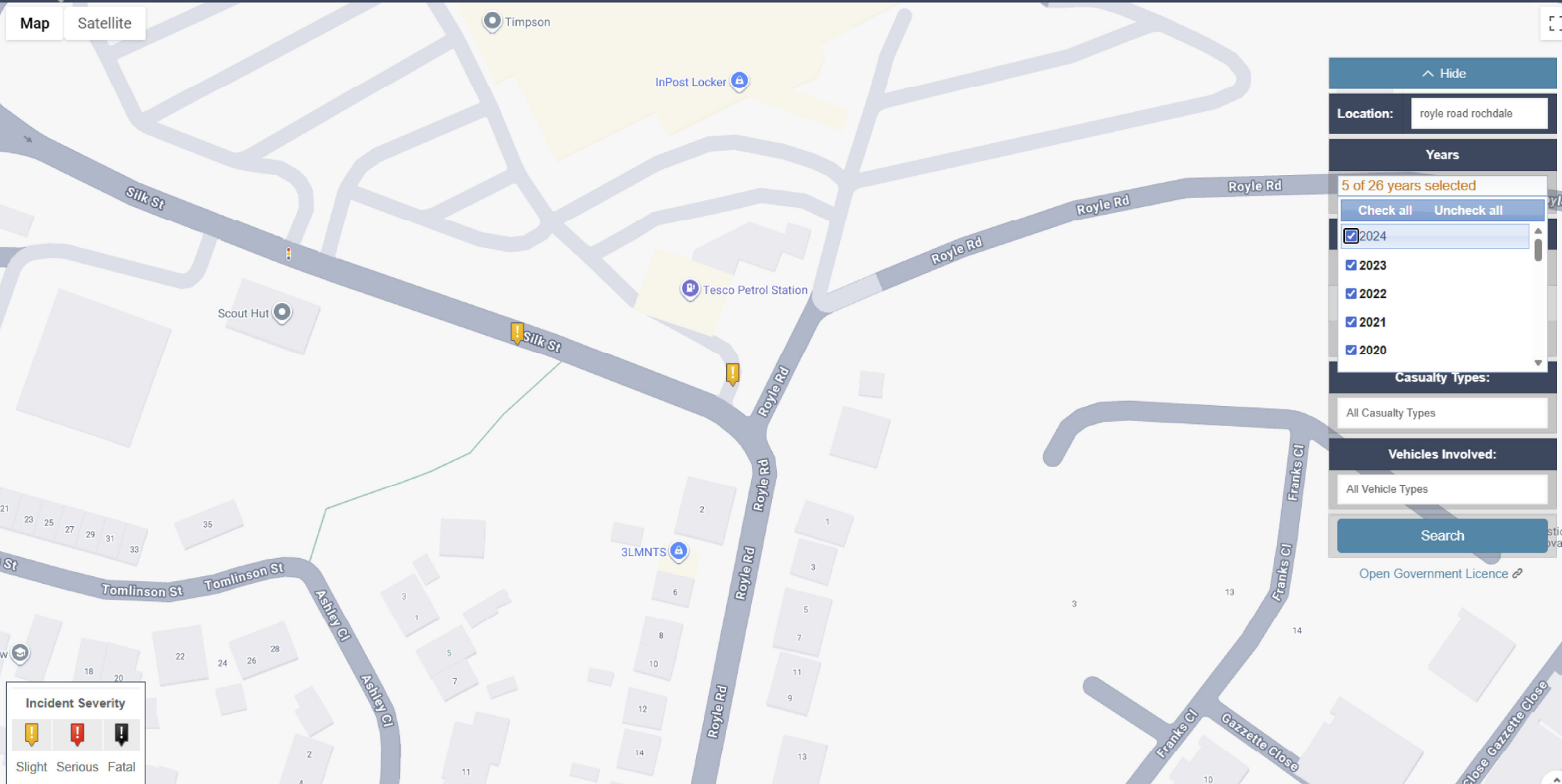
We have no objections to this proposal.

HIGHWAYS SIGN OFF

B Collision Data

Map

Satellite



Hide

Location: royle road rochdale

Years

5 of 26 years selected

Check all Uncheck all

☒ 2024

☒ 2023

☒ 2022

☒ 2021

☒ 2020

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

Search

Open Government Licence

Audit Code: 61274be8-b8a6-41ab-b04f-62ecb367faeb

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	BH	BRIGHTON & HOVE
03	HF	HERTFORDSHIRE
	DC	DORSET
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
11	NF	NORFOLK
	SCOTLAND	
	SR	STIRLING

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

Audit Code: 61274be8-b8a6-41ab-b04f-62ecb367faeb

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:	60 to 90 (units:DWELLS)
Range Selected by User:	60 to 90 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	19/07/91 to 24/06/25

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	2 days
Tuesday	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	7
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	1 days
Neighbourhood Centre	2 days
Suburban Area	4 days

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:

Built-Up Zone	1 days
No Sub Category	1 days
Residential Zone	5 days

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 Excluded	2 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	3 days



Audit Code: 61274be8-b8a6-41ab-b04f-62ecb367faeb

Secondary Filtering Selection:

Use Class:

C3	7 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:

1000 - 7815

Population within 1 mile:

1,001 to 5,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	1 surveys
50,001 to 100,000	1 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	4 surveys
250,001 to 500,000	1 surveys
50,001 to 75,000	2 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	4 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.

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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	6 surveys
Yes	1 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	7 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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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1	BH-03-C-01	BLOCK OF FLATS	BRIGHTON & HOVE
OLD SHOREHAM RD BRIGHTON HOVE Suburban Area Residential Zone Site area: 0.3100000023841858 hect Survey date: Tuesday 26/09/2017			
Survey Type: Manual			
2	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
CROMWELL ROAD CAMBRIDGE Suburban Area No Sub Category Site area: 1.2000000476837158 hect Survey date:			
Survey Type: Manual			
3	DC-03-C-03	FLATS & TERRACED HOUSES	DORSET
FERNHILL AVENUE WEYMOUTH MELCOMBE REGIS Neighbourhood Centre Residential Zone Site area: 0.37 hect Survey date: Tuesday 06/05/2025			
Survey Type: Manual			
4	HF-03-C-07	BLOCKS OF FLATS	HERTFORDSHIRE
OXHEY DRIVE WATFORD SOUTH OXHEY Neighbourhood Centre Residential Zone Site area: 0.6499999761581421 hect Survey date: Wednesday 07/06/2023			
Survey Type: Manual			
5	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
HALL ROAD NORWICH LAKENHAM Suburban Area Residential Zone Site area: 2.0399999618530273 hect Survey date:			
Survey Type: Manual			
6	NF-03-C-03	BLOCK OF FLATS	NORFOLK
WHERRY ROAD NORWICH RIVERSIDE Suburban Area Built-Up Zone Site area: 0.19 hect Survey date: Wednesday 23/04/2025			
Survey Type: Manual			
7	SR-03-C-03	BLOCK OF FLATS & TERRACED	STIRLING
KERSEBONNY ROAD STIRLING CAMBUSBARRON Edge of Town Residential Zone Site area: 1.2999999523162842 hect Survey date: Tuesday 01/09/2020			
Survey Type: Manual			

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DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-C-01 17-10-2008	17-10-2008	+10 years
AN-03-C-01 25-11-2008	25-11-2008	northern ireland
BE-03-C-01 19-09-2018	19-09-2018	edge of town centre
CT-03-C-02 15-05-2018	15-05-2018	edge of town centre
DL-03-C-02 14-02-2007	14-02-2007	ireland
DL-03-C-03 27-02-2007	27-02-2007	ireland
EG-03-C-01 19-07-1991	19-07-1991	ireland
EG-03-C-01 22-07-1991	22-07-1991	ireland
EG-03-C-01 23-07-1991	23-07-1991	ireland
EG-03-C-01 24-07-1991	24-07-1991	ireland
EG-03-C-01 25-07-1991	25-07-1991	ireland
HF-03-C-02 16-07-2008	16-07-2008	+10 years
HO-03-C-02 03-09-2014	03-09-2014	london
KN-03-C-03 11-05-2012	11-05-2012	london
PO-03-C-01 05-06-2018	05-06-2018	edge of town centre
SF-03-C-01 18-12-2014	18-12-2014	+10 years
SF-03-C-05 23-06-2021	23-06-2021	edge of town centre
SR-03-C-01 18-06-2014	18-06-2014	edge of town centre
TH-03-C-03 12-11-2008	12-11-2008	london
TH-03-C-04 21-06-2019	21-06-2019	london
TH-03-C-05 24-06-2025	24-06-2025	london
TV-03-C-01 06-10-2008	06-10-2008	+10 years
TV-03-C-02 29-06-2011	29-06-2011	+10 years
WM-03-C-03 21-09-2007	21-09-2007	+10 years
WT-03-C-01 20-06-2007	20-06-2007	northern ireland

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	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	7	77	0.011	0.141	0.152
08:00-09:00	7	77	0.083	0.217	0.300
09:00-10:00	7	77	0.061	0.104	0.165
10:00-11:00	7	77	0.067	0.061	0.128
11:00-12:00	7	77	0.076	0.085	0.161
12:00-13:00	7	77	0.087	0.087	0.174
13:00-14:00	7	77	0.078	0.091	0.169
14:00-15:00	7	77	0.098	0.080	0.178
15:00-16:00	7	77	0.160	0.089	0.249
16:00-17:00	7	77	0.121	0.102	0.223
17:00-18:00	7	77	0.165	0.087	0.252
18:00-19:00	7	77	0.132	0.069	0.201
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.139	1.213	2.352

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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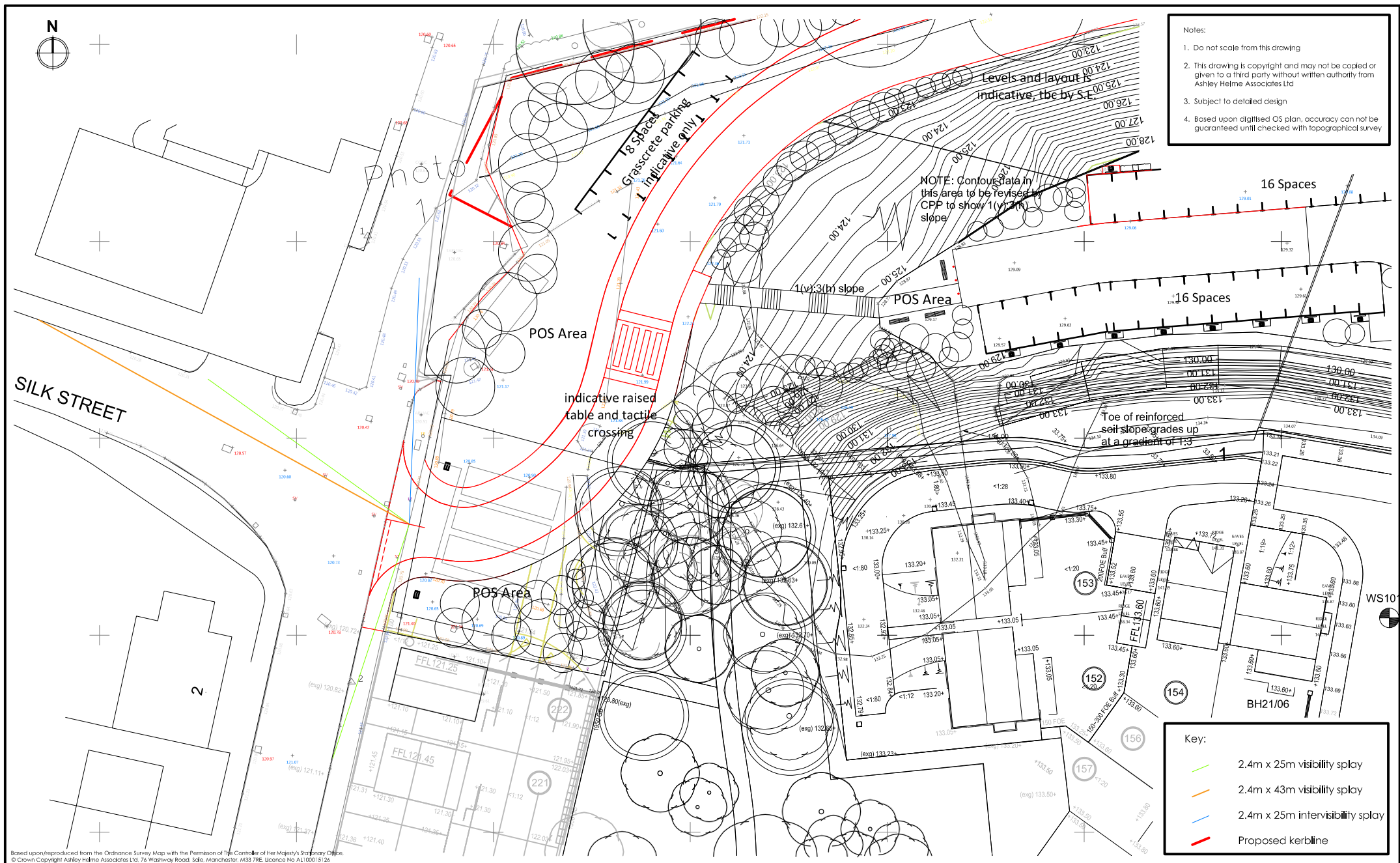
Audit Code: 61274be8-b8a6-41ab-b04f-62ecb367faeb

Parameter Summary:

Trip rate parameter range selected:	60 - 90 (units: DWELLS)
Survey date date range:	18/09/2017 - 06/05/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	26
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.

Drawings



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Project	ROYLE ROAD, ROCHDALE	Title	PROPOSED ACCESS ARRANGEMENTS		Drawing No	1939/01	Rev	A	 ASHLEY HELME ASSOCIATES	Telephone 0161 972 0552 Email aha@ashleyhelme.co.uk Website www.ashleyhelme.co.uk	Address 76 Washway Road, Sale, Manchester, M33 7RE
Client	BMC ROCHDALE LTD				Date	FEBRUARY 2026	Scale	1:500@A4			

