

892 Rochdale Road

Manchester

JI/210851/TN02 - 24 January 2022

Introduction

1. SCP have been appointed by Mr Noel Dyer to provide specialist transport and engineering advice in respect of a proposed residential development at 892 Rochdale Road, Manchester, M9 8AH.
2. This Technical Note (TN) has been produced to support a planning application for the erection of a new residential building with ground floor 1-bedroom flat, first floor 2-bedroom duplex, car parking and amenity space.
3. This report seeks to demonstrate that the proposed development of this site can be accommodated without detriment to the operational capacity or safety of the local highway network, and that it can be readily accessed on foot and by local public transport services.

Background

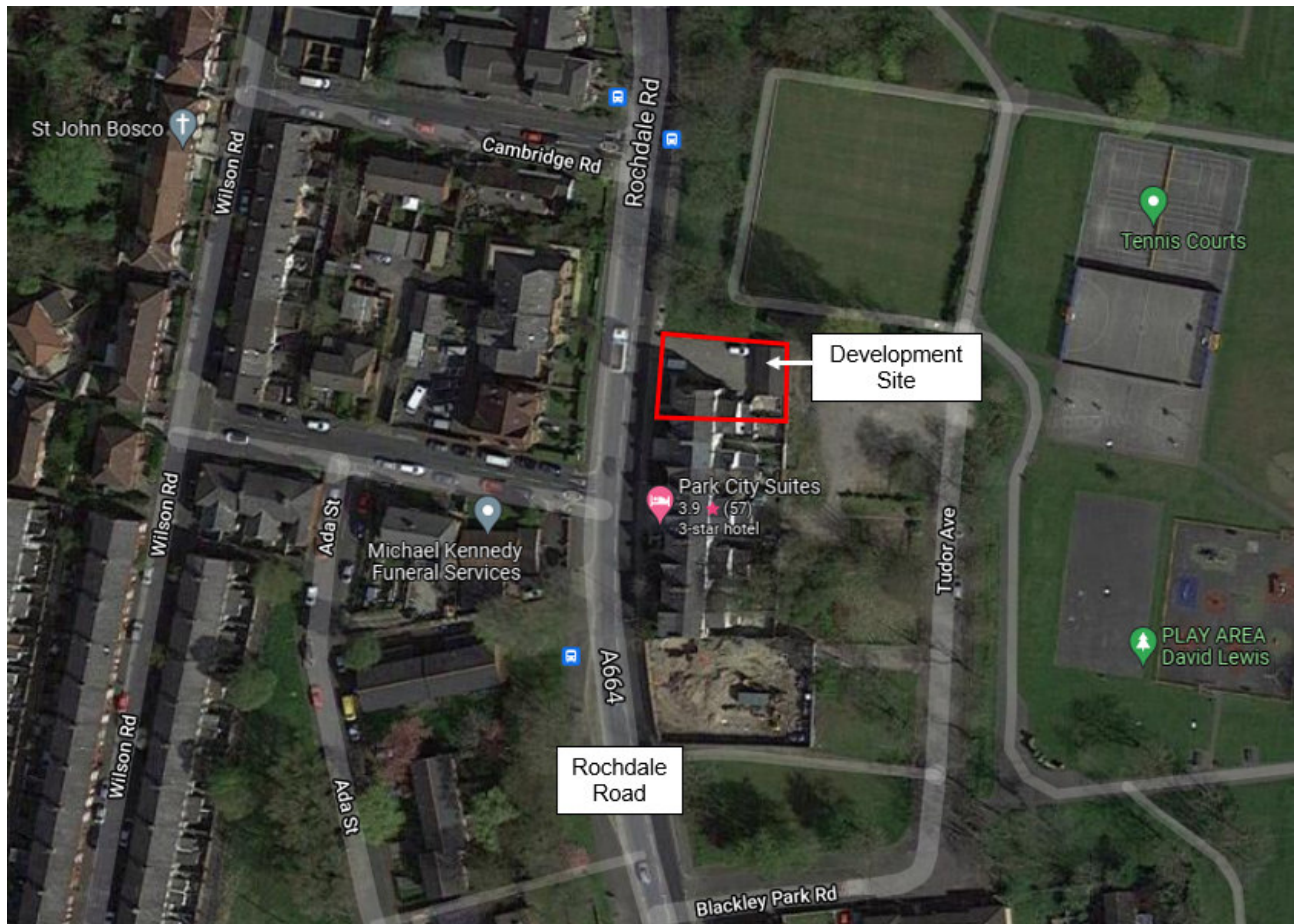
4. The development site currently is used as a double garage with additional space for parking in front.

Existing Site Context

Surrounding Highway Network

5. The development site is approximately 600m from the centre of Harpurhey and is located on the eastern side of Rochdale Road.
6. The site is bounded by Rochdale Road to the west, residential properties to the south and a recreation ground to the north and east. The site's location is shown in **Figure 1** below.

Figure 1 – Site Location



7. Access to the site is proposed to be taken from Rochdale Road.
8. Rochdale Road is a single carriageway road which provides a link between Rochdale to the north and Manchester to the south.
9. Within the vicinity of the site, Rochdale Road has a carriageway width of approximately 8.5m. It is subject to a 30mph speed limit.
10. There are footways present on both sides of Rochdale Road with adequate street lighting also provided. Dropped kerbs are also present in the vicinity of the site.

Accessibility

11. Walking is considered the most important mode of travel at local level and offers the greatest potential to replace short car trips, particularly those under 2km.

12. The application site is located within an established area of housing. Footways are provided of good quality and width within the local highway network to aid pedestrians who wish to walk to the site.
13. Most essential services are within 2km of the site and even Mount Carmel RC Primary School is approximately 150m from the site.
14. Cycle stands will be provided on site in the form of Sheffield stands.
15. In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
16. The nearest accessible bus stops to the site are located on both sides of Main Street, adjacent to the development site, and approximately 50m north of the site access. These bus stops are therefore well within the recommended walking distance.
17. There are a number of frequent bus services (numbers 17, 18, 53, 162, 163 & 708) providing access to a range of destinations including Rochdale, Bury, Cheetham Hill, Pendleton and Manchester.

[Personal Injury Accident Review](#)

18. The DfT document "Guidance on Transport Assessment" states that, "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".
19. The latest five years of personal-injury accident data for the local area has been examined for the period between 1st January 2016 and 31st December 2020. The injuries caused by the accidents are classified as 'slight', 'serious' or 'fatal', with the number of accidents at the key junctions in the study area summarised below.

Figure 2 – Accident Locations



Source: CrashMap

20. The analysis shows that two accidents which resulted in slight injury occurred in the vicinity of the development site over the five-year study period. There was also an accident which resulted in serious injury to the north of the development site at the junction of Rochdale Road and Old Road.
21. There is no pattern or cluster of accidents that would suggest any inherent and recurring highway safety issue in the vicinity of the site which the proposed development would exacerbate.

Development Proposals

22. The development proposals are for the erection of a new residential building with ground floor 1-bedroom flat, first floor 2-bedroom duplex, car parking and amenity space accessed off Rochdale Road, see [Appendix 1](#) for the proposed site layout.
23. Three off-road parking spaces are provided for the four apartments.

Access Strategy

24. There is an existing dwelling to the south of the proposed development site (No. 892) which gains access directly from Rochdale Road. This property consists of two 2-bedroom apartments. This existing access will be maintained and also used as the access to the proposed new apartments, see **Figure 3** below.

Figure 3 – Existing Access into Site from Rochdale Road



25. The site access onto Rochdale Road provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in both directions. A 43m y-distance is in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph street. See drawing number SCP/210851/D01 at **Appendix 2**.
26. Drawing number SCP/210851/ATR01 at **Appendix 3** illustrates the swept paths of a large car entering the site, turning within the site and leaving in forward gear. It also illustrates the swept paths of a large car utilising the parking spaces.

Servicing

27. Two bin storage areas will be located within the site boundary approximately 21m and 28m from Rochdale Road. These bin storage areas will serve the two proposed dwellings as well as Number 892 Rochdale Road.
28. There will be a waste collection point adjacent to Rochdale Road (approximately 2m away) which waste collection vehicles will have close access to. See **Appendix 1** for the proposed site layout.
29. The refuse vehicle will pull up on Rochdale Road and service the site from this location. As Manual for Streets (MfS) states:
 - *'residents should not be required to carry waste more than 30 m (excluding any vertical distance) to the storage point;*
 - *waste collection vehicles should be able to get to within 25 m of the storage point (note, BS 5906: 200518 recommends shorter distances) and the gradient between the two should not exceed 1:12.*
 - *the collection point should be reasonably accessible for vehicles typically used by the waste collection authority.*

Based on these parameters, it may not be necessary for a waste vehicle to enter a cul-de-sac less than around 55 m in length, although this will involve residents and waste collection operatives moving waste the maximum recommended distances, which is not desirable'

30. A bin store will be provided to ensure that the waste collection vehicle is able to get to within 25m of the storage point.
31. Servicing from Rochdale Road is deemed acceptable as this is how waste is currently collected from the existing residential units to the south of the site.

Trip Generation

32. The number and type of vehicular trips to the residential site has been calculated using the latest TRICS database (v7.8.4) with '03 - Residential Land Use' and 'C - Flats Privately Owned' parameters selected.
33. The full TRICS outputs can be found at **Appendix 4** with a summary in **Table 1** below.

Table 1 - Weekday AM and PM Peak Hour, Trip Rate and Trip Generation

Vehicles	Weekday AM (0800 – 0900)		Weekday PM (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Trip Rates - Residential: Flats Privately Owned	0.103	0.207	0.276	0.172
Trip Generation - Residential: Flats Privately Owned	0	0	1	0

34. As can be seen from **Table 1** above, the number of vehicle trips generated by the proposed residential site in both the peak periods are extremely low. A total of one two-way flow is predicted in both the AM and PM peak period (rounded) which equates to one vehicular movement within 60 minutes. This number of additional vehicular trips will be negligible on the existing highway network.

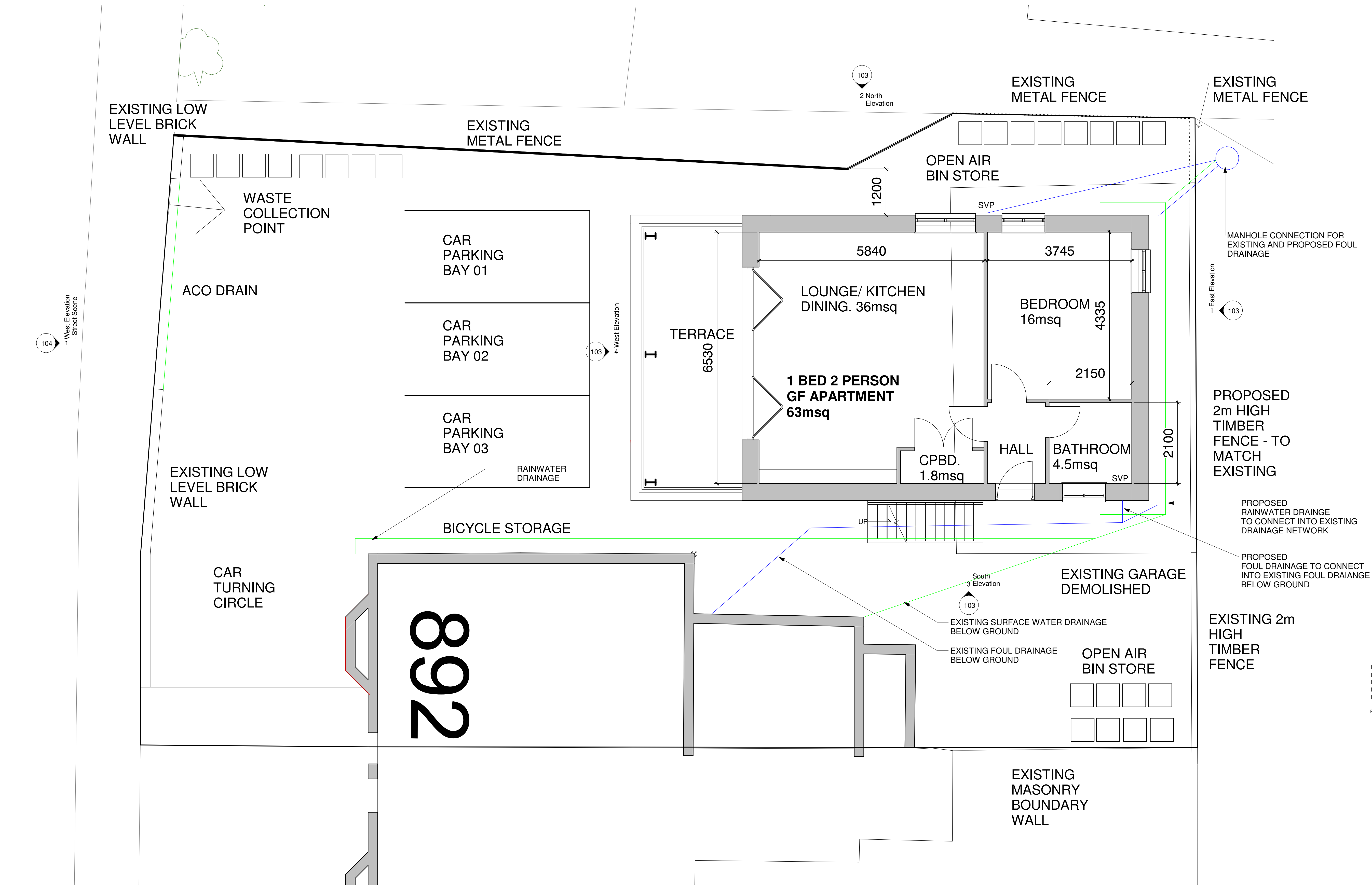
Conclusion

35. The findings of this Technical Note show that there can be no transport, traffic or highways reasons as to why planning permission for the proposed development should not be granted.

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APPENDIX 1

- GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED
 2. ALL LEVELS ARE IN METRES UNLESS OTHERWISE STATED
 3. DIMENSIONS ARE NOT TO BE SCALED FROM THE DRAWING
 4. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT EDITION OF THE BUILDING REGULATIONS 1991 (INCLUDING AMENDMENTS) AND ALL RELEVANT BRITISH STANDARDS/CODES OF PRACTICE
 5. CONTRACTOR IS RESPONSIBLE FOR THE CORRECT SETTING OUT OF THE WORKS ON SITE, ALL DIMENSIONS TO BE CHECKED PRIOR TO FABRICATION OF MATERIALS
 6. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND SPECIFICATIONS
 7. THIS DRAWING SHALL NOT BE DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF KOUSSA ARCHITECTS LIMITED



1 Level 00 - Proposed
1 : 50

P5 Issued For Planning	05.12.21
P4 Issued For Planning	30.11.21
P3 Issued For Planning	18.11.21
P2 Issued For Information	26.10.21
P1 Issued For Information	19.09.21

Rev Description By Date

Koussa Architects



Mr Noel Dyer

CLIENT:

892 Rochdale Road

PROJECT:

Proposed GA
Site Plan

DRAWING TITLE:

Planning

DRAWING STATUS:

DRAWN: AK I CHECKED: AK

APPROVED: AK I DATE:

1 : 50 SCALE 210912_101 DRAWING NUMBER P5 REV: (AT)

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APPENDIX 2

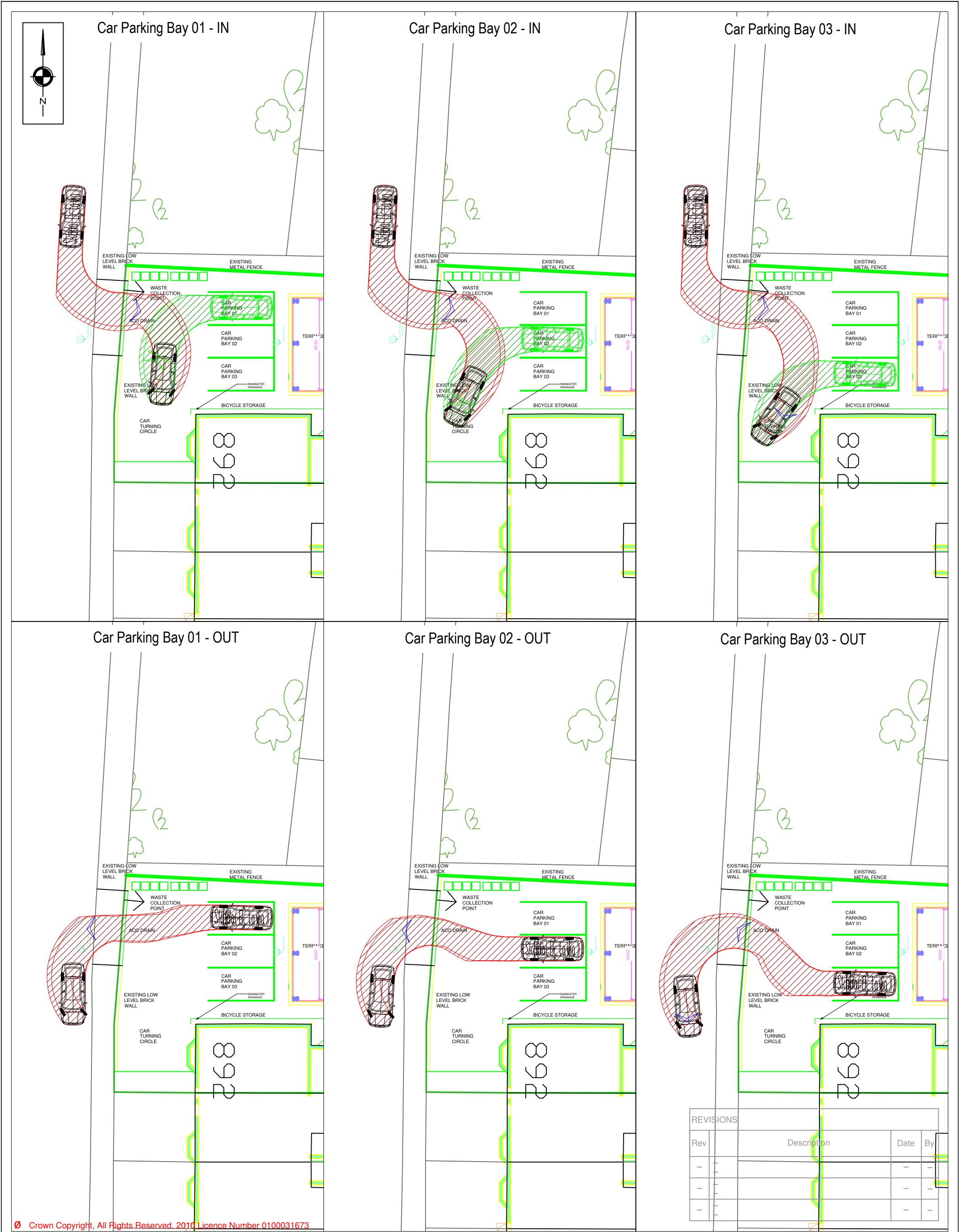


SCP Transportation Planning : Infrastructure Design 2 Mount Street, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111 www.scptransport.co.uk, Email info@scptransport.co.uk	Project Title	Drawing Title	Scale	By	Drawing No.
	892 Rochdale Road, Manchester	Proposed Access Arrangement w/ Visibility Splays	1:500 @ A3	JH	SCP/210851/D01
			Date	Checked	Revision

19.01.2022	Jl	-
Approved/Unapproved	Status	
UNAPPROVED	PLANNING	-

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APPENDIX 3



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Transportation Planning : Infrastructure Design

2 Mount Street, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111
www.scptransport.co.uk, Email info@scptransport.co.uk

Project Title

892 Rochdale Road,
Manchester

Drawing Title

Swept Path Analysis

Skoda Octavia
Overall Length 4.572m
Overall Width 1.768m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.100m

Scale

1:500 @ A3

Date

19.01.2022

Approved/
Unapproved

UNAPPROVED

By

JH

Checked

JJ

Status

PLANNING

Drawing No.

SCP/210851/ATR01

Revision

-

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APPENDIX 4

Calculation Reference: AUDIT-726001-220118-0147

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 14 (units:)
 Range Selected by User: 6 to 15 (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: 01/01/13 to 13/11/18

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:

Tuesday	2 days
Friday	1 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of 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:

Development Zone	1
Residential Zone	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.

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days

20,001 to 25,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

50,001 to 75,000 1 days

125,001 to 250,000 1 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 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:

No 3 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

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

LIST OF SITES relevant to selection parameters

1	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
2	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
3	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	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/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

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	10	0.172	3	10	0.172	3	10	0.344
08:00 - 09:00	3	10	0.103	3	10	0.207	3	10	0.310
09:00 - 10:00	3	10	0.138	3	10	0.276	3	10	0.414
10:00 - 11:00	3	10	0.034	3	10	0.069	3	10	0.103
11:00 - 12:00	3	10	0.172	3	10	0.034	3	10	0.206
12:00 - 13:00	3	10	0.103	3	10	0.172	3	10	0.275
13:00 - 14:00	3	10	0.138	3	10	0.069	3	10	0.207
14:00 - 15:00	3	10	0.103	3	10	0.103	3	10	0.206
15:00 - 16:00	3	10	0.172	3	10	0.138	3	10	0.310
16:00 - 17:00	3	10	0.241	3	10	0.276	3	10	0.517
17:00 - 18:00	3	10	0.276	3	10	0.172	3	10	0.448
18:00 - 19:00	3	10	0.103	3	10	0.172	3	10	0.275
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.755			1.860			3.615

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:	6 - 14 (units:)
Survey date range:	01/01/13 - 13/11/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.