

TEMPORARY CONSTRUCTION COMPOUND AT M62 JUNCTION 19 TRANSPORT STATEMENT

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Project Manager:	Bernardo Begonha
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Contents

1.	Introduction	3
1.1	Overview	3
1.2	Location.....	3
1.3	The Applicant	3
1.4	Transport Statement Structure	4
2.	Policy and Guidance.....	5
2.1	National Policy	5
2.2	The Development Plan.....	5
2.3	Regional Transport Policy	6
2.4	Local Transport Policy.....	6
2.5	National Highways Policy	6
3.	Existing Access Arrangements	8
3.2	Non-mode Transport Access.....	8
4.	The J19 Temporary Compound	11
4.1	Phasing and Timescales	11
4.2	Establishment.....	11
4.3	Operation	12
4.4	Decommissioning	13
5.	Trip Impacts.....	14
5.2	Trip Generation	14
5.3	Trip Distribution	16
5.4	Trip Impacts Summary	17
6.	Summary and Conclusions	19

Executive Summary

A Development Consent Order for the M60/M62/M66 Simister Island Interchange Scheme was granted by the Secretary of State for Transport on 9 September 2025. This planning application to Rochdale Borough Council is to establish a temporary construction compound at M62 Junction 19 to support the construction works of the M60/M62/M66 Simister Island Interchange Scheme.

Whilst related to construction works covered by the Development Consent Order for the M60/M62/M66 Simister Island Interchange Scheme, the temporary compound location is outside the boundary of the Development Consent Order and requires separate planning permission under the Town and Country Planning Act 1990. The purpose of this Transport Statement is to assess the potential transport impacts associated with the establishment and operation of the proposed M62 Junction 19 Compound.

The M60/M62/M66 Simister Island Interchange Scheme includes the provision of a main site compound near Mode Hill Lane, and four satellite compounds: north, north-east, south-east and south-west. The main site compound includes a site compound office, welfare buildings, and car parking.

In discussion with Rochdale Borough Council, National Highways have been exploring an opportunity to utilise this existing infrastructure at the temporary construction compound at M62 Junction 19 in addition to the site compounds for M60/M62/M66 Simister Island Interchange Scheme. The temporary construction compound at M62 Junction 19 supplements in particular, the main site compound near Mode Hill Lane, providing a number benefits.

Planning permission is therefore required for the use as a construction compound to support delivery of the M60/M62/M66 Simister Island Interchange Scheme for a period of up to 5 years. For the purposes of this Transport Statement, this results in the redistribution of trips already considered in relation to the Development Consent Order, rather than being associated with new vehicle movements in its own right.

The M62 Junction 19 Temporary Compound Application Site is previously developed land and already benefits from existing hardstanding and utility infrastructure, with an existing bell mouth arrangement on the southeast quadrant on the circulatory of M62 Junction 19 established as part of its previous use as a compound.

The conclusions of the Transport Statement are that the Application Site is a suitable location for this use in terms of its existing access to the Strategic Road Network and enabling people to arrive by public transport should they choose to do this.

1. Introduction

1.1 Overview

- 1.1.1 A Development Consent Order (DCO) for the M60/M62/M66 Simister Island Interchange Scheme (hereafter the “M60 Simister Scheme”) was granted by the Secretary of State for Transport on 9 September 2025. This planning application to Rochdale Borough Council is to establish a temporary construction compound at M62 Junction 19 (hereafter the “J19 Temporary Compound”) which would operate in addition to the five compounds consented by the DCO. This Transport Statement (TS) has been prepared by the Applicant for the establishment and operation of the J19 Temporary Compound. Planning permission is required for the temporary use of the Application Site for a period of up to 5 years.
- 1.1.2 The J19 Temporary Compound would accommodate:
- Site offices and welfare facilities.
 - Car parking for staff and visitors.
 - A security hut and access control point.
 - Materials storage areas (structures, lighting, traffic management, drainage materials etc). Note that there will be no storage of earthworks materials or aggregates at the J19 Temporary Compound.
 - Secure compounds for traffic management equipment.
 - Fuel storage.
 - Material testing laboratory and stores buildings.
- 1.1.3 The Application Site is previously developed land and the main highways infrastructure is already in place. This includes the access bell mouth, internal access roads and extensive existing parking provision.
- 1.1.4 The primary purpose of this TS is to assess the potential transport impacts associated with the establishment and operation of the J19 Temporary Compound.

1.2 Location

- 1.2.1 The location of the J19 Temporary Compound Application Site can be seen in the Site Location Plan (HE548642-COS-LDC-SII_MLT-DR-W-0003) that accompanies the planning application.

1.3 The Applicant

- 1.3.1 The Applicant is appointed and licensed as the strategic highways company for England by the Secretary of State for Transport, on whose behalf it is responsible for operating, maintaining and improving the Strategic Road Network (SRN).
- 1.3.2 The network is made up of England's motorways and all-purpose trunk roads (the major A-roads), and the M62 is part of the trunk road network for which the Applicant is responsible.

1.4 Transport Statement Structure

1.4.1 This TS comprises six sections, of which this introduction is the first.

1.4.2 The remainder of the TS is structured as follows:

- Section 2 reviews the relevant policy and guidance;
- Section 3 evaluates the existing situation in the vicinity of the development proposals;
- Section 4 considers the development proposals;
- Section 5 assesses the trip generation and trip distribution associated with the development proposals; and
- Section 6 provides a summary and conclusions.

2. Policy and Guidance

2.1 National Policy

National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) (The Department for Levelling Up, Housing and Communities, February 2025) sets out the Government's national planning policies for England and how these should be applied strategically in the development plan system and in the management of development through planning applications.

2.1.2 For decision taking, the NPPF sets out the importance of the plan led system for determining planning applications:

Approving development proposals that accord with an up to date development plan without delay

or

where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

2.1.3 Places for Everyone was recently adopted and along with the Rochdale Core Strategy this provides the most up to date development plan policy.

2.2 The Development Plan

Places for Everyone

2.2.1 Places for Everyone (PfE) was adopted in March 2024. It is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It is the most up to date part of the development plan for Rochdale Borough.

2.2.2 PfE contains a chapter on Connected Places containing several policies relating to transport and digital infrastructure. Of particular relevance to this Planning Application is Policy JP-C1 An Integrated Network. This seeks to ensure new development is well connected to public transport, provides opportunities for walking and cycling and does not give rise to negative impacts on the road network. This also promotes the use of non carbon based transport solutions to help achieve the aim of becoming net zero carbon by 2038.

Rochdale Core Strategy

- 2.2.3 The Rochdale Core Strategy was adopted in October 2016. This has similar objectives as PfE and Policy S05 seeks to improve accessibility and deliver sustainable transport.

2.3 Regional Transport Policy

Greater Manchester Transport Strategy (2040)

- 2.3.1 The Greater Manchester Transport Strategy 2040 sets out a long-term vision for a world class integrated transport system that supports sustainable economic growth, improves quality of life, and protects the environment. One of its targets is by 2040, 50% of all journeys should be made by walking, cycling, or public transport.

Local Transport Plan – Renewing Our Vision

- 2.3.2 The Manchester Local Plan is a document created by Manchester City Council to guide future development and planning decisions within the city for the next 15-20 years (from 2022 to 2039). A key goal includes: Sustainability – aligning with Manchester’s goal to become net zero carbon by 2038, integrating climate considerations into planning decisions.

2.4 Local Transport Policy

Improving Journeys: Heywood Scheme

- 2.4.1 The Improving Journeys: Heywood Scheme, developed by Transport for Greater Manchester and Rochdale Borough Council, focuses on enhancing the Bury-Rochdale bus corridor, particularly the 471 route through Heywood. The scheme aims to improve bus reliability and speed, upgrade pedestrian and cycling infrastructure, and enhance the public realm along the A58 and within the town centre. Key interventions include new cycle lanes, improved crossings and footways, and more accessible bus stops. The scheme supports a shift towards sustainable travel, helping to reduce congestion, while making Heywood a more connected, accessible and attractive place for walking, cycling and public transport.

2.5 National Highways Policy

DfT Circular 01/2022 – Strategic Road Network and the Delivery of Sustainable Development

- 2.5.1 The Circular 01/2022 (the Circular), issued by the Department for Transport, provides statutory guidance on the role of National Highways in the planning system, with a particular focus on safeguarding the SRN while facilitating sustainable development. The document outlines the expectations for engagement between National Highways, local planning authorities, and developers throughout both plan-making and decision-taking processes.
- 2.5.2 It emphasizes that development proposals must not adversely affect the safety, operational efficiency, or resilience of the SRN.

- 2.5.3 The Circular supports the principles of the NPPF and encourages developments that promote sustainable travel, reduce dependency on private vehicles, and integrate with public transport networks. It also advocates for the provision of infrastructure to support zero-emission vehicles, including electric vehicle charging facilities and freight solutions for heavy goods vehicles.
- 2.5.4 Furthermore, the Circular notes the importance of delivering transport infrastructure in a timely and coordinated manner, aligned with the phasing of development. It requires that planning applications affecting the SRN be accompanied by comprehensive transport assessments, traffic modelling, and mitigation strategies to ensure that any impacts are appropriately managed and addressed.

3. Existing Access Arrangements

- 3.1.1 The Application Site already benefits from an existing bell mouth arrangement on the southeast quadrant on the circulatory of J19 Temporary Compound. This includes hard-surfacing, inward opening gates, and good visibility sightlines, all of which contribute to a secure and functional access point. These features support the suitability of the Application Site for the purpose of the re-use sought.

3.2 Non-mode Transport Access

Pedestrian and Cycling Accessibility

- 3.2.1 The area surrounding the J19 Temporary Compound has benefitted from significant enhancements to its pedestrian infrastructure, aimed at improving safety, accessibility, and encouraging active travel.
- 3.2.2 Notable improvements include the installation of signal-controlled pedestrian crossings at key junctions, particularly in proximity to the roundabout. Footways along Middleton Road (A6046) and Hill Street have been widened to increase pedestrian comfort and capacity. Bus stops throughout the area have also been upgraded to improve accessibility for both pedestrians and wheelchair users.
- 3.2.3 Enhancements to lighting and signage have further improved the safety and legibility of walking routes, especially within residential and employment areas. In addition, Queen Elizabeth II Way and its adjoining link roads now feature dedicated walking and cycling paths, providing direct and safe connections between J19 Temporary Compound, South Heywood and Pilsworth Road.
- 3.2.4 While these upgrades enhance connectivity in the surrounding area, the site itself does not have a dedicated pedestrian access route. Whilst there is a wide verge apparent at J19 within the vicinity of the Application Site access, approximately 7.5 metres (m), there is no pavement provided over the 55m between the Application Site access and the pedestrian crossing at the A6046 Middleton Road exit from J19. However, the intended purpose of the Application Site and the need for the location to be appropriate for that purpose, adjacent to the SRN and in close proximity to the M60 Simister Scheme, should be recognised. Within the Application Site boundary, the parking area includes provision for delineated pedestrian routes, ensuring safe movement between vehicles and designated crossing points.

Bus Transportation

- 3.2.5 The nearest bus stops to the Application Site are located along Manchester Road and Middleton Road (A6046), both within close proximity to J19 Temporary Compound. Bus stops on Middleton Road to the south of the Application Site are located within approximately 500m, while those to the north are within 600m. The nearest stops on Manchester Road are situated approximately within 1 kilometre from the Application Site.
- 3.2.6 Details of the bus services operating in the surrounding area are provided in Table 3-1 below.

3.2.7 These services form part of the Bee Network, Greater Manchester's integrated public transport system, and offer good frequency and coverage, supporting both commuter and local travel demand.

Table 3-1 Bus Services (Bee Network, 2025)

Service Number	Route	Frequency (each direction)		
		Monday-Friday	Saturday	Sunday
163	Runs between Bury and Manchester, passing through Heywood and Middleton	Every 15 minutes	Every 15 minutes	Every 30 minutes
471	Runs between Rochdale Interchange and Bolton Interchange	Every 10 minutes	Every 30 minutes	Every 60 minutes
125	Connects Heywood to Middleton and Rochdale	Every 60 to 90 minutes	Every 60 to 90 minutes	Every 60 to 90 minutes
475	Links Rochdale to Bury, passing near Heywood and providing access to Castleton and Sudden	Every 60 to 100 minutes	Every 60 to 100 minutes	Every 60 to 100 minutes

3.2.8 The local bus network provides an essential link between the Application Site and the wider Bee Network, particularly the Metrolink tram system.

3.2.9 Public transport access to J19 Temporary Compound typically involves travel via the Pink Line of the Metrolink, which operates between East Didsbury and Rochdale Town Centre, serving key destinations including Manchester City Centre and Oldham. Upon arrival at Rochdale tram stop, onward travel to J19 Temporary Compound (located approximately two miles to the southwest) is facilitated by several local bus services, including the 163, 125, and 475 services.

3.2.10 Although the Metrolink tram system does not offer direct access to the junction, the integration of tram and bus services provide a convenient, accessible and sustainable travel option for users of the J19 Temporary Compound.

Rail Travel

3.2.11 The nearest railway station to J19 Temporary Compound is Heywood Station, which is accessible via a seven-minute cycle ride along Middleton Road and Manchester Road, or a 14-minute journey on the 163 bus service.

3.2.12 Heywood Station is not part of the National Rail network, and as such, the closest mainline station is Castleton Station, located approximately 4.5 miles travelling by car from J19 Temporary Compound.

3.2.13 Travel from Castleton Station to the Application Site is a distance of 2.5 miles. Although it is possible to undertake this using public transport, cycling or walking, it is likely that anyone arriving at Castleton would request a lift from a work colleague or catch a taxi for the final part of the journey

- 3.2.14 Overall the Application Site can be accessed via different modes although its location next the SRN means it is most easily accessed in a car and this is evident in the analysis contained in Chapter 4. However, the distances to both tram stops and railway stations may mean some people arrive in a car share if they are picked up by a colleague.

4. The J19 Temporary Compound

4.1 Phasing and Timescales

4.1.1 The phasing and timescales for the J19 Temporary Compound are presented in Table 4-1.

Table 4-1 Phasing and Timescales

Phase	Overall Time Period
Establishment	March 2026-June 2026. Approximately four months.
Operation	June 2026 -June 2029. Approximately 37 months.
Decommissioning and Reinstatement	July 2029 – October 2029. Approximately four months

4.1.2 The J19 Temporary Compound would operate normal daytime hours between 07:00 and 19:00 between Monday and Friday, and between 07:00 and 13:00 on Saturday. In addition, there may be an hour before or after these times for site set up and close down (this would include activities such as deliveries, movement to place of work and general preparation works, but would not involve operation of plant or machinery). During the summer months, the working hours could extend to 07:00 to 21:00 to make use of the longer daylight hours.

4.1.3 Work undertaken outside standard working hours, as well as on bank holidays, is considered off-peak working. There will be occasions where night-time, weekend, or public holiday working would be required. When required, evening and night working hours would be 19:00 to 07:00 Monday to Saturday. Saturday off-peak working hours would be 13:00 to 19:00. Sunday and public holiday off-peak working hours would be 07:00 to 21:00 for daytime and 21:00 to 07:00 for nighttime.

4.1.4 The compound also includes a recovery area for any broken down vehicles which would need to be recovered quickly from live lines of the motorway to the J19 Temporary Compound. Monitoring of closed-circuit television (CCTV) of the traffic management on the motorway would also take place from within the offices. As such, 24/7 access to the compound will be required even when the M60 Simister Scheme construction works are not been undertaken.

4.2 Establishment

4.2.1 It is anticipated that the duration of the compound establishment works would take up to four months, commencing from March 2026 with the compound being fully operational in June 2026. The key activities include:

- Preparation for site cabin units, including the making ready of any surfaces where the cabin units are to be placed. It is anticipated that there will be minimal surface preparation required.

- Offloading and installation of site cabin units onto the prepared surface utilising appropriate lifting plant and equipment.
- Fitting out and setting up of the site cabin units in preparation for the operational phase. This will include the connections to existing utilities and any remaining preparation work to the interior and exterior of the site cabin units.
- Refurbishment of the existing sewage package treatment plant which will be brought into use subject to necessary environmental permitting. The plant will be used as cess pit in the interim period.
- Maintenance of the existing drainage ditches where required, including the removal of any debris and silt build up with an excavator.
- Excavation of street lighting column and CCTV foundations, utilising an excavator.
- Installation of street lighting and CCTV columns within the excavated foundations utilising appropriate lifting equipment and backfill material.
- Installation of flood lighting columns on concrete bases utilising appropriate lifting equipment and connections to the concrete foundation.
- Installation of lights and CCTV units on columns, utilising elevated platforms for access.
- Installation of cabling through duct routes, to provide power supply to the street lighting, flood lighting and CCTV.

4.3 Operation

- 4.3.1 The M60 Simister Scheme main construction works are anticipated to commence in June 2026 and conclude in June 2029. For this TA, it is assumed that the J19 Temporary Compound will be in 24/7 operation for this duration although it may not be necessary to operate 24/7 during set up and decommissioning.
- 4.3.2 The primary function of the J19 Temporary Compound during operation will be to provide office buildings and welfare facilities for site staff and construction workforce during the construction phase of the M60 Simister Scheme. The site compound would be the location from which key activities ancillary to the core construction works would be carried out.
- 4.3.3 The key activities and facilities to be contained within the main site compounds are likely to include:
- Office and administration centre for the M60 Simister Scheme with office areas comprising staff desks, meeting rooms, kitchen/break areas, staff toilets and changing areas;
 - Welfare facilities comprising changing and drying rooms, toilets, kitchen/break areas, training and inductions spaces;
 - Staff and visitor car parking and internal access roads;
 - Site stores compound, including store building, subcontractor material storage yards and plant yards and laydown areas;
 - Materials testing laboratory facilities;
 - CCTV traffic control facility;

- Access security hut;
- Vehicle free recovery unit and storage, with customer care centre; and
- Waste management and segregation areas.

4.3.4 The anticipated private and commercial, light duty, and heavy duty vehicle movements comprise: dayshift arrivals; lunch breaks; dayshift departures; night shift arrivals; night shift departures; contractor vans; contractor minibuses; supply chain vans; supply chain transit tippers; supply chain minibus; traffic management vans; general delivery vans; road sweeper; rigid tipper up to 32 tonnes; articulated lorry and flatbed low loader.

4.4 Decommissioning

4.4.1 Decommissioning is expected to commence from July 2029.

4.4.2 Demobilisation will involve removal of all operation associated plant, equipment, vehicles, cabins, and materials.

4.4.3 The Application Site will then be reinstated to an agricultural field utilising the existing topsoil storage bunds which have been retained on the Application Site. It is expected this will require reinstatement to suit adjacent landform and of soils, as well as some boundary landscaping.

4.4.4 The bunds located along the northern and eastern boundaries are where surplus soil was stored at the time of the original construction of the M62 Junction 20 - 25 Safety Enhancements Scheme compound. They will not be touched during the establishment and operation phases but the material within them would be utilised during decommissioning for the reinstatement of the Application Site back to agricultural farmland.

5. Trip Impacts

- 5.1.1 As stated in paragraph 1.1.4, National Highways have been exploring an opportunity to utilise this existing infrastructure at the J19 Temporary Compound in addition to the site compounds for M60 Simister Scheme. This results in the redistribution of trips already considered in relation to the DCO, rather than being an additional generator of vehicle movements. In the interest of presenting a robust assessment the following is founded on the assumption that all trips are displaced from the main compound near Mode Hill Lane, included within the DCO. However, the Mode Hill Lane compound remains part of the DCO proposals but with a significantly reduced use proposed. Accordingly, trips that remain at the Mode Hill Lane compound render the following a worst case assumption in terms of the number of trips displaced.
- 5.1.2 The trip generation and trip distribution is based on a 'first principles' approach, utilising our knowledge and experience of the construction of major highway schemes.

5.2 Trip Generation

- 5.2.1 To achieve the planned programme, construction works will be undertaken concurrently in several work locations across the M60 Simister Scheme from the start-on-site date. For the purposes of assessing the trip generation at the Application Site, the peak programmed period has been considered for private vehicle, site van and minibus, and heavy duty vehicle movements.
- 5.2.2 In relation to the J19 Temporary Compound, it is envisaged that 97 full-time employees (FTEs) will be allocated to have a full time base at the compound during the M60 Simister Scheme. When considering average office attendance and remote working patterns, it is estimated that 70.5 FTEs would be working at the site on average per working day. In addition, at peak times, there would be up to 130 FTEs comprising the site workforce. This means that at the peak of construction there would be 200.5 FTEs at the J19 Temporary Compound per day.
- 5.2.3 Staff will arrive at different times dependent on their day-to-day activities, and the following assumptions have been applied to trip generation when M60 Simister Scheme construction activity is at its peak:
- 10% reduction in private vehicle trips due to car sharing;
 - 3% reduction for staff arriving by non-car modes; and
 - 20% reduction for operational staff on the night shift.
- 5.2.4 Based on the above assumptions, the projected number of day shift arrivals has been calculated to reflect peak construction activity and is shown in Table 5-1 below.

Table 5-1 Day Shift Arrivals

Worker Type	Arrival Time	People	Vehicles	Car Sharing Reduction (10%)	Non-Car Modes Reduction	Night Shift Reduction (20%)	Assumed Vehicle Movements
Site Workforce	06:00 – 06:30	32.5	32.5	4.9	1.0	6.5	20.2

Worker Type	Arrival Time	People	Vehicles	Car Sharing Reduction (10%)	Non-Car Modes Reduction	Night Shift Reduction (20%)	Assumed Vehicle Movements
Site Workforce	06:00 – 06:30	97.5	97.5	14.6	2.9	19.5	60.5
Site Engineering Team	07:00 – 07:30	47.0	47.0	7.1	1.4	9.4	29.1
Office-based staff	07:30 – 08:30	23.5	23.5	3.5	0.7	4.7	14.6
	Total*	201	201	30	6	40	124

*Total figures have been rounded to the nearest whole number

5.2.5 Based on the data presented in Table 5-1, the J19 Temporary Compound is expected to generate a total of 124 inbound vehicle movements between 06:00 and 08:30. This figure reflects adjusted trip generation estimates accounting for car sharing, non-car travel modes, and night shift reductions across different staff groups; site workforce, site engineering team, and office based staff. Over the 2.5 hour arrival window, this equates to an average of approximately 50 vehicle movements per hour.

5.2.6 The site provisions include 216 car parking spaces, which is sufficient to accommodate the car parking accumulation associated with the transfer of activity to the J19 Temporary Compound outlined above.

5.2.7 For the day shift departures, these are presented in Table 5-2. As with the arrivals, it is considered that the J19 Temporary Compound will generate 124 outbound vehicle movements between 16:30 and 19:00. Again, this equates to approximately 50 vehicle movements per hour.

Table 5-2 Day Shift Departures

Worker Type	Arrival Time	People	Vehicles	Car Sharing Reduction (10%)	Non-Car Modes Reduction	Night Shift Reduction (20%)	Assumed Vehicle Movements
Whole Site Team	16:30 – 19:00	200.5	200.5	30.1	6.0	40.1	124.3
	Total*	201	201	30	6	40	124

* Total figures have been rounded to the nearest whole number

5.2.8 Of the 40 staff identified in Table 5-1 to be on the night shift, a car sharing percentage of 5% has been applied, but no reduction for arrivals / departures by non-car modes, due to the nature of night shift work.

5.2.9 As a consequence, it is considered that between 18:00 and 20:00, 38 vehicles would arrive at the J19 Temporary Compound, with the same number of vehicles leaving the site between 04:00 and 06:00.

5.3 Trip Distribution

5.3.1 The proposed trip distribution has been derived from the detailed description of the M60 Simister Scheme set out in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). Environmental Statement prepared as part of the M60 Simister Scheme DCO. Accordingly, the following trip distribution (i.e., movements made by employees from point of origin to the J19 Temporary Compound) has been assumed:

- M62 East – 33%
- M60 Junction 18 (S) – 16.66%
- M66 North – 16.66%
- M61 NW – 16.66%
- M60 Junction 14 SW – 16.66%

5.3.2 Given the location of the Application Site, employees could arrive via a number of routes. It is anticipated that the majority of staff will arrive using a private vehicle via the SRN, given its proximity and connectivity to the Application Site. In accordance with the Construction Traffic Management Plan, Middleton Road will be strictly managed and restricted to construction vehicle access and use only.

5.3.3 It remains that it should be recognised that J19 Temporary Compound represents an addition to the site compounds for M60 Simister Scheme, resulting in the displacement of trips already considered in relation to the DCO. The ‘internal’ trip distribution (i.e., movements from the J19 Temporary Compound to the areas of construction associated with the M60 Simister Scheme that would occur during a standard working day) is provided at Appendix A. The table in Appendix A outlines to proportion of internal trip vehicles using each route throughout the M60 Simister Scheme and the J19 Temporary Compound programme. The diagram in Appendix A illustrates the routes associated with the M60 Simister Scheme and the J19 Temporary Compound, which include:

- Route 1 circular from J19 Temporary Compound via M62 J19, M62 westbound, M60 J18, M60 southbound, M60 J19, M60 northbound, M60 J18, M60 westbound, M60 J17, M60/M62 eastbound, M62 J19, before returning to the J19 Temporary Compound;
- Route 2 circular from J19 Temporary Compound via M62 J19, M62 westbound, M60 J18, M60 southbound, M60 J19, M60/M66 northbound, M66 J3, Pilsworth Road, Moss Hall Road, Pilsworth Road, Hareshill Road, Queen Elizabeth II Way, M62 Junction 19, before returning to the J19 Temporary Compound;
- Route 3 circular from J19 Temporary Compound via M62 J19, M62/M60 westbound, M60 J17, M60 eastbound, M60 J18, M60 northbound, M66 J3, Pilsworth Road, Moss Hall Road, Pilsworth Road, Hareshill Road, Queen Elizabeth II Way, M62 Junction 19, before returning to the J19 Temporary Compound;
- Route 4 circular from J19 Temporary Compound via M62 J19, M62/M60 westbound, M60 J17, M60/M62 eastbound, M62 Junction 19, before returning to the J19 Temporary Compound;

- Route 5 circular from J19 Temporary Compound via M62 J19, Queen Elizabeth II Way, Hareshill Road, Pilsworth Road, Moss Hall Road, Pilsworth Road, M66 J3, M66 southbound, M60 J18, M62 eastbound, M62 Junction 19, before returning to the J19 Temporary Compound; and
- Route 6 circular from J19 Temporary Compound via M62 J19, Queen Elizabeth II Way, Hareshill Road, Pilsworth Road, Moss Hall Road, Pilsworth Road, M66 J3, M66/M60 southbound, M60 J19, M60 northbound, M60 J18, M62 eastbound, M62 Junction 19, before returning to the J19 Temporary Compound.

5.3.4 Part of routes 2, 3, 5 and 6 would need to utilise the Local Road Network (LRN), specifically Queen Elizabeth II Way, Pilsworth Road and Moss Hall Road will be designated for construction vehicle use only, with access strictly managed under the Construction Traffic Management Plan. Middleton Road will not be used and this restriction will be enacted through the Construction Traffic Management Plan.

5.3.5 Table 5-3 below shows that the overall level of trips averaged across a 24 hour period is low and as described by the table in Appendix A, the greatest percentage of overall traffic on the LRN at any one point would be 40%. As such, the overall change in trips on the LRN as a result of the development would be negligible.

Table 5-3 Anticipated peak and average vehicle movements

Journey	Vehicles in and out per 24-hour period					
	Private vehicle movements – peak	Private vehicle movements - average	Site van and minibus movements - peak	Site van and minibus movements – average	Heavy duty vehicles – peak	Heavy duty vehicles - average
Daytime	248	218	191	168	30	27
Lunch break	50	44	n/a	n/a	n/a	n/a
Nighttime	76	68	84	74	8	6
Total	374	330	275	242	38	33

5.4 Trip Impacts Summary

5.4.1 J19 Temporary Compound represents an addition to the site compounds for M60 Simister Scheme, resulting in the displacement of trips already considered in relation to the DCO. The preceding assumes that all trips are displaced from the main Mode Hill Lane compound. However, the Mode Hill Lane compound remains part of the DCO proposals but with a significantly reduced use proposed; trips that remain at the Mode Hill Lane compound render the trip impact identified for the J19 Temporary Compound a worst case assumption in terms of the number of trips displaced.

5.4.2 The numbers presented in Tables 5-1 and 5-2 highlight the proposed trip generation spread over 2.5 hours in both the morning and evening peak periods. The number of inbound and outbound movements associated with the Application Site is anticipated to have no material impact on the LRN or J19. As such, further detailed modelling of site access and routing is unnecessary.

- 5.4.3 The trip generation per hour is considered to be within the daily variation that could be expected at this type of SRN junction. It is concluded that the J19 Temporary Compound would have a neutral impact on the capacity, operation and safety of J19 and the M62 mainline between J18 and J19, as well as Middleton Road and the wider LRN.

6. Summary and Conclusions

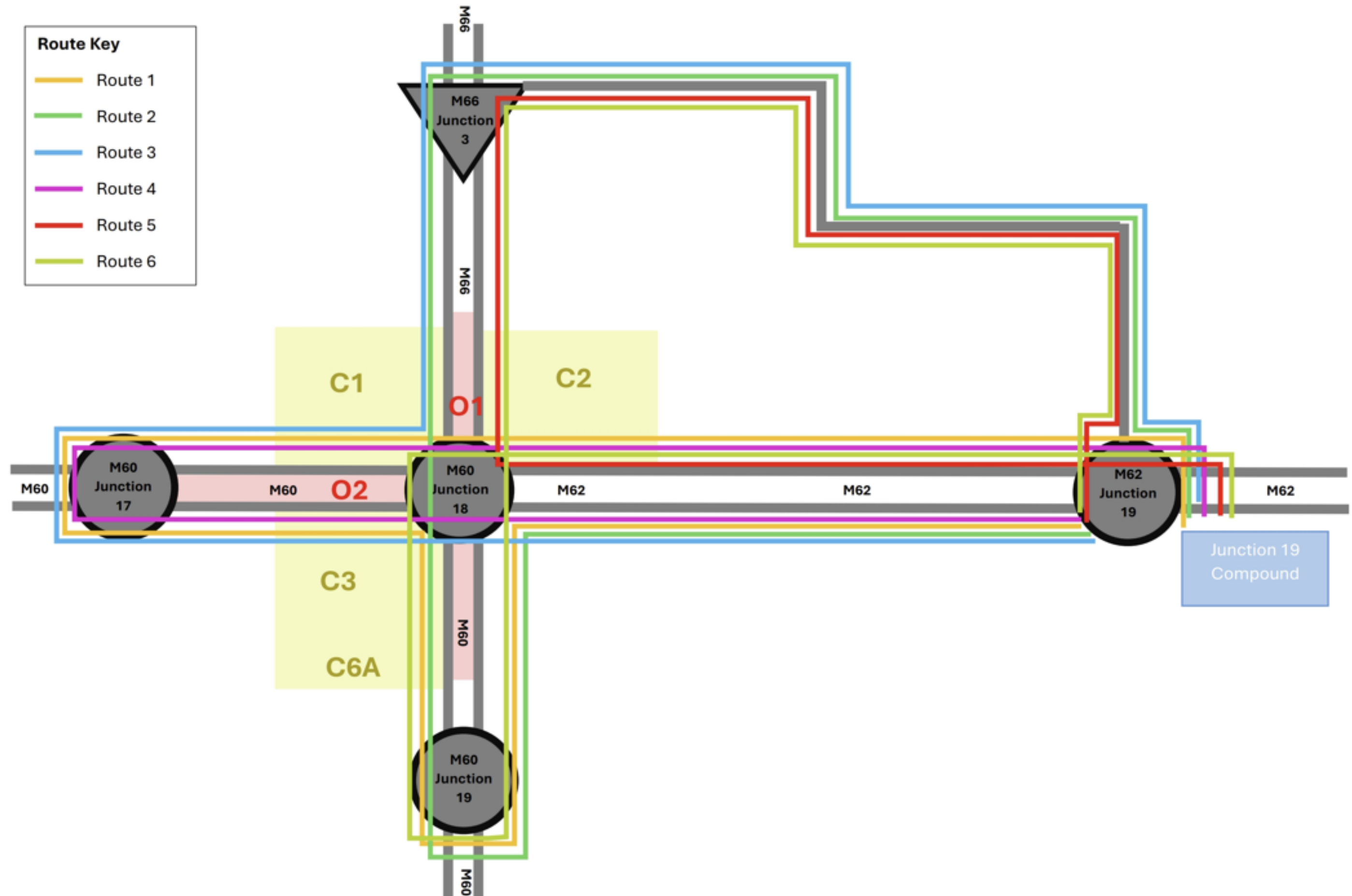
6.1.1 This TS has reviewed the transport implications and impacts of the J19 Temporary Compound and has reached the following conclusions:

- Given that key infrastructure is already in place at the J19 Temporary Compound, including access bell mouth, established access track, haul route around the site, and extensive existing parking provision, , the principle of the use of the Application Site for the purpose sought has previously been established.
- The amount of inbound and outbound movements generated by the J19 Temporary Compound does not require additional modelling as there would be no material impacts from the J19 Temporary Compound on the existing Application Site access, Local Road Network and impact on existing movements on J19. .
- The trip generation per hour is considered to be within the daily variation that could be expected at this busy motorway junction on the SRN and therefore would have a neutral impact on the capacity, operation and safety of J19.
- J19 Temporary Compound represents an addition to the site compounds for M60 Simister Scheme, resulting in the redistribution of trips already considered in relation to the DCO. The preceding assumes that all trips are displaced from the main Mode Hill Lane compound. However, the Mode Hill Lane compound remains part of the DCO proposals but with a significantly reduced use proposed; trips that remain at the Mode Hill Lane compound render the trip impact identified for the J19 Temporary Compound a worst case assumption in terms of the number of trips displaced. The displacement of some movements from the Mode Hill Lane compound consented in the M60 Simister Scheme DCO to the J19 Temporary Compound are not significant and would not cause any additional issues at either J19 Temporary Compound or the M62 mainline.

Appendix A. Internal Trips / Movements



Route	M60 Simis ter Sche me		Proportion of vehicles using each route throughout Scheme Programme for vehicles Travelling ‘Compound to site’ and back (%)																																												
	Work Area Reference	Work Area	2026												2027												2028												2029								
			Feb	Mar	Apr	May	Jun-	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul			
1	C3, C6A	South West Quadrant and Catchment 5	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	O1	M66 Online works (Northbound/ce ntral res)	0	40	40	20	20	20	20	20	20	20	20	20	20	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	35	35	35	35	35	35	35	35	35	0			
3	C1	North West Quadrant	0	0	0	10	30	30	30	30	30	30	30	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	0	0	0	0	0	0	0	0	0	0	0		
4	O2	M60 Online Works	0	60	60	40	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	25	25	25	25	25	25	25	30	30	30	30	30	30	30	30	30	0				
5	C2	North East Quadrant	0	0	0	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	0	0	0	0	0	0	0	0	0	0	0			
6	O1	M66 Online works (Southbound)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	20	20	20	20	20	20	20	25	25	25	25	25	25	25	25	10	35	35	35	35	35	35	35	35	0			



Appendix B. References

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