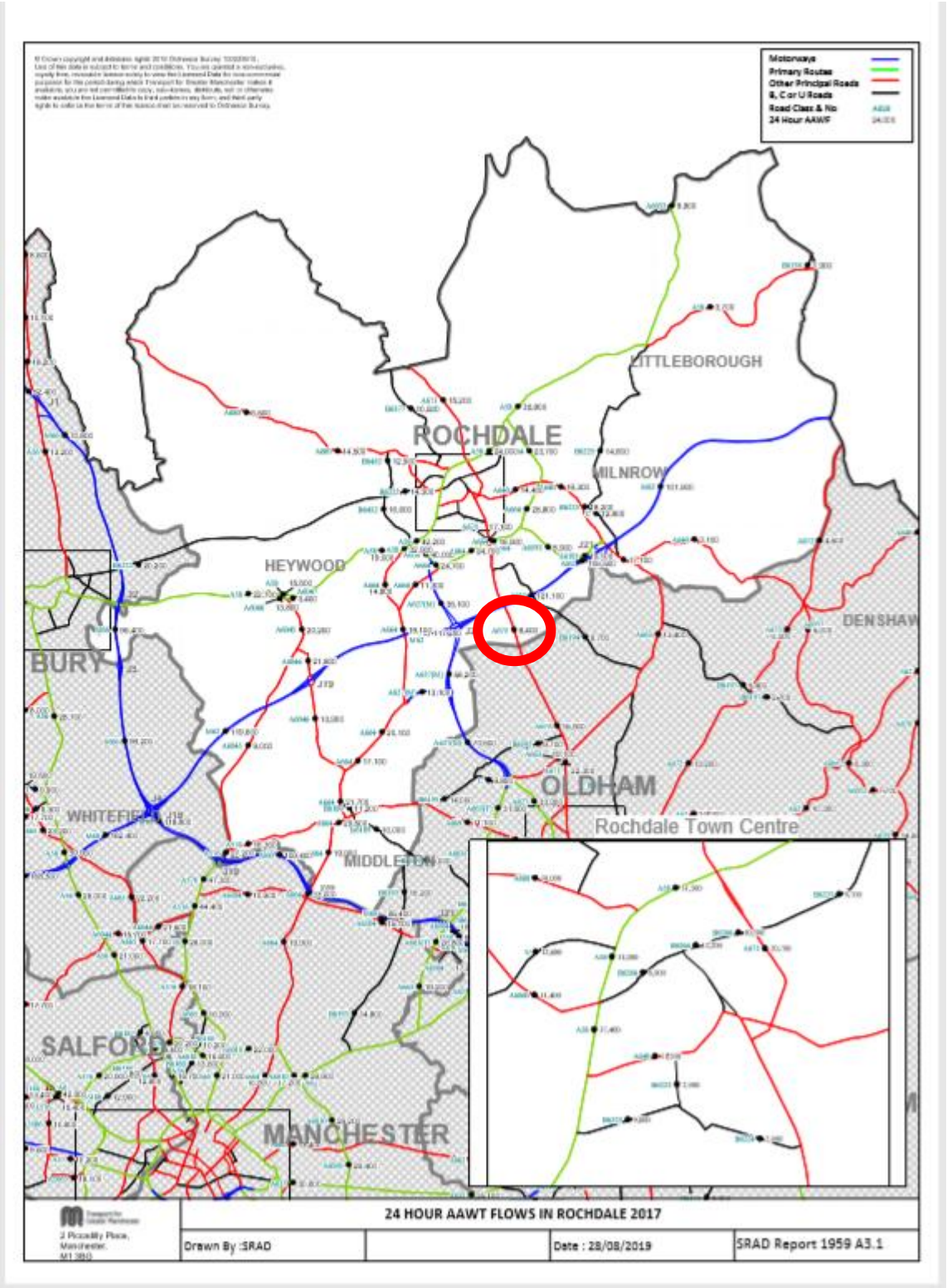
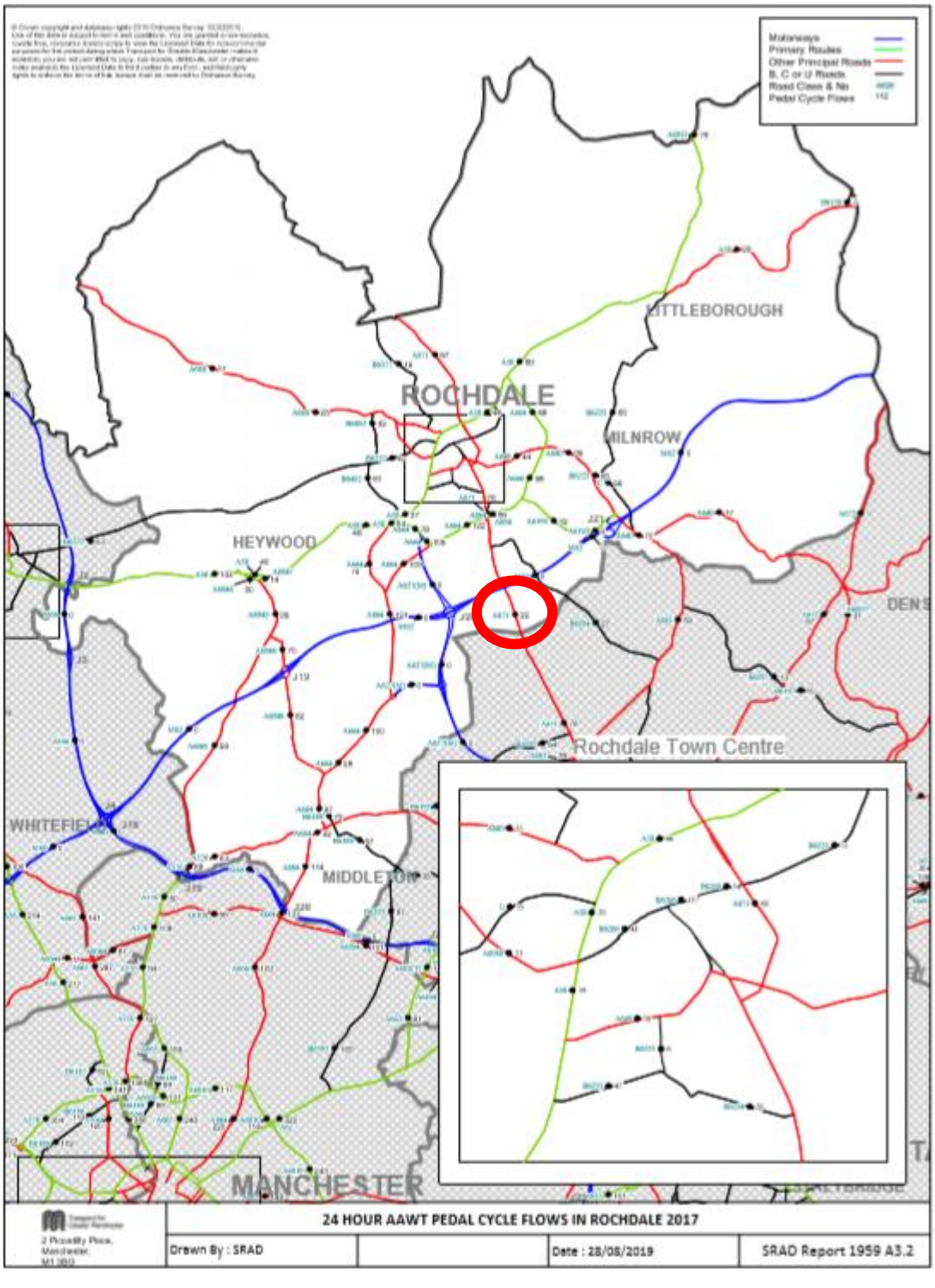
Appendix C

GMTU Report 1959



GMTU Report 1959



Transport for Greater Manchester

From 27 October
409
Minor timetable changes on Mondays to Fridays

Bus

409

Easy access on all buses

Rochdale
Thornham
Royton
Oldham
Hathershaw
Bardsley
Ashton-under-Lyne

From 27 October 2019

For public transport information phone **0161 244 1000**

7am – 8pm Mon to Fri
8am – 8pm Sat, Sun & public holidays

This timetable is available online at www.tfgm.com

Operated by
First Manchester

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Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses

Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week.
Main stops on the route are listed on the left.
Where no time is shown against a particular stop, the bus does not stop there on that journey.
Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm



Operator details

First Manchester
Wallshaw Street, Oldham, OL1 3TR
Telephone 0161 627 2929

Travelshops

Ashton Bus Station
Mon to Fri 7am to 5.30pm
Saturday 8am to 5.30pm
Sunday* Closed

Oldham Bus Station
Mon to Fri 7am to 5.30pm
Saturday 8am to 5.30pm
Sunday* Closed

Rochdale Interchange
Mon to Fri 7am to 5.30pm
Saturday 8.30am to 1.15pm and 2pm to 4pm
Sunday* Closed

*Including public holidays

Printed on coated recycled paper made using 50% recycled fibre from post consumer sources and 50% virgin fibre from sustainable forests.

Mondays to Fridays

Rochdale, Interchange				0519		0549		0609		0625		0635		0648	and at	1748	1758	1816
Thornham, Summit				0530		0600		0620		0636		0646	0655	0659	frequent	1802	1809	1827
Royton, High Barn Street				0536		0606		0626		0642		0653	0702	0707	intervals	1810	1817	1835
Oldham, Bus Station arr				0546		0616		0636		0652		0705	0714	0719	of not more	1822	1829	1847
Oldham, Bus Station dep	0439	0459	0529	0548	0603	0618	0628	0638	0644	0654	0700	0705	0714	0722	than 10 mins	1823	1832	
Hathershaw, Pelham Street	0446	0506	0536	0557	0612	0627	0637	0647	0653	0703	0711	0716	0725	0733	until	1833	1843	
Ashton, Bus Station	0455	0515	0545	0607	0622	0637	0647	0657	0703	0713	0721	0726	0735	0743		1842	1853	

Rochdale, Interchange	1826	1845	1905	1915	1925	and	2325
Thornham, Summit	1837	1856	1916	1926	1936	every	2336
Royton, High Barn Street	1845	1902	1922	1932	1942	30	2342
Oldham, Bus Station	1855	1912	1932	1942	1952	mins	2352
Hathershaw, Pelham Street	1902	1919	1939		1959	until	2359
Ashton, Bus Station	1911	1928	1948		2008		0008

Saturdays

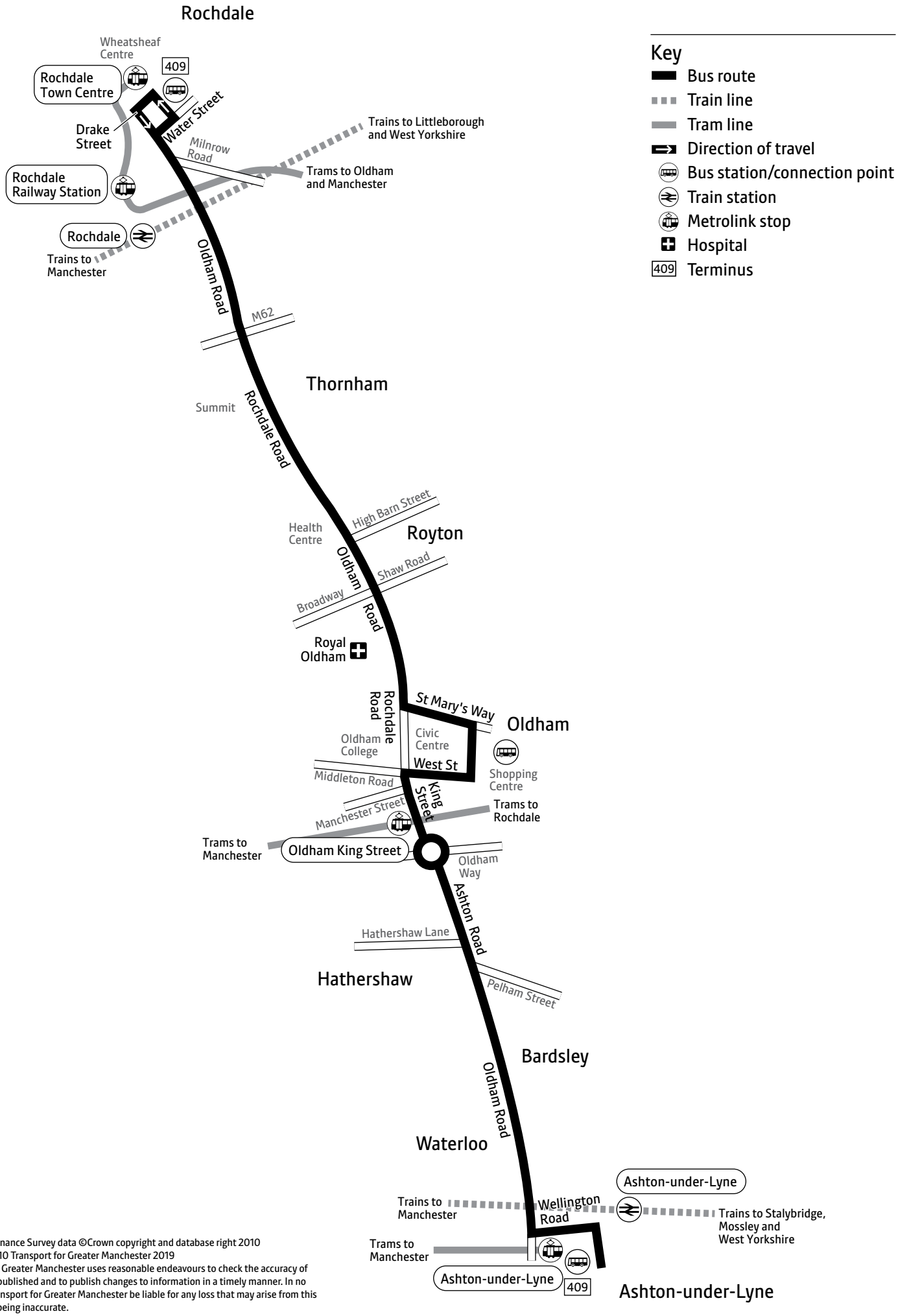
Rochdale, Interchange			0550		0640		0705		0735			0805		0825	0835	0845		0900	0910
Thornham, Summit			0601		0651		0716		0746	0801		0816	0826	0836	0846	0856	0906	0911	0921
Royton, High Barn Street			0607		0657		0724		0754	0809		0824	0834	0844	0854	0904	0914	0919	0929
Oldham, Bus Station arr			0617		0707		0735		0805	0820		0835	0845	0856	0906	0916	0926	0931	0941
Oldham, Bus Station dep	0529	0554	0617	0647	0707	0721	0736	0751	0806	0821	0829	0837	0847	0859	0909	0919	0929	0934	0944
Hathershaw, Pelham Street	0536	0601	0624	0654	0714	0731	0746	0801	0816	0831	0839	0847	0857	0910	0920	0930	0939	0945	0955
Ashton, Bus Station	0545	0610	0633	0703	0723	0740	0755	0810	0825	0840	0848	0856	0906	0920	0930	0940	0948	0955	1005

♿ – All bus 409 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: Between mid July and early September, some timetables will be different, check www.tfgm.com for details

Continues after route plan

409



Key

- Bus route
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Hospital
- 409 Terminus

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Saturdays (continued)

Rochdale, Interchange		0929	and at	1705	1712	1720	1735	1750	1800	1810	1820	1830	1845	1905	1925		2325	
Thornham, Summit	0930	0940	frequent	1716	1723	1731	1746	1801	1811	1821	1831	1841	1856	1916	1936	and	2336	
Royton, High Barn Street	0938	0948	intervals	1724	1731	1739	1754	1809	1819	1829	1839	1849	1902	1922	1942	every	2342	
Oldham, Bus Station arr	0950	1000	of not more	1735	1743	1750	1805	1820	1830	1841	1850	1901	1912	1932	1952	30	2352	
Oldham, Bus Station dep	0953	1003	than 10 mins	1738		1751	1806	1821	1831		1851		1912	1932	1952	mins	2352	
Hathershaw, Pelham Street	1003	1014	until	1748		1801	1816	1831	1841		1858		1919	1939	1959	until	2359	
Ashton, Bus Station	1013	1023		1757		1810	1825	1840	1850		1907		1928	1948	2008		0008	

Sundays and public holidays (except Christmas and New Year period)

Rochdale, Interchange				0745	0805	0826	0844	0905	0924	0940	0953	1009	1023	1037	1051	1108	1123	1138	1153
Thornham, Summit				0756	0816	0837	0857	0916	0935	0951	1005	1021	1035	1048	1102	1119	1134	1150	1204
Royton, High Barn Street				0802	0822	0843	0903	0922	0941	0957	1012	1027	1042	1054	1108	1125	1140	1157	1210
Oldham, Bus Station arr				0812	0832	0853	0913	0932	0951	1007	1022	1037	1052	1104	1118	1135	1150	1207	1220
Oldham, Bus Station dep	0712	0732	0752	0812	0832	0853	0915	0934	0953	1009	1024	1039	1054	1106	1120	1137	1152	1209	1222
Hathershaw, Pelham Street	0719	0739	0759	0819	0840	0901	0922	0942	1000	1016	1031	1046	1101	1114	1128	1145	1200	1216	1230
Ashton, Bus Station	0728	0748	0808	0828	0850	0911	0931	0952	1010	1025	1040	1055	1110	1124	1138	1155	1210	1225	1240

Rochdale, Interchange	1208	1222	1236	1253	1308	1323	1338	1353	1407	1421	1438	1453	1508	1525	1538	1555	1608	1623	1640
Thornham, Summit	1220	1233	1248	1304	1319	1335	1349	1404	1418	1433	1449	1504	1520	1536	1549	1606	1620	1635	1651
Royton, High Barn Street	1227	1239	1255	1310	1325	1342	1355	1410	1424	1440	1455	1510	1527	1542	1555	1612	1627	1642	1657
Oldham, Bus Station arr	1237	1249	1305	1320	1335	1352	1405	1420	1434	1450	1505	1520	1537	1552	1605	1622	1637	1652	1707
Oldham, Bus Station dep	1239	1251	1307	1322	1337	1354	1407	1422	1436	1452	1507	1522	1539	1554	1607	1624	1639	1654	1709
Hathershaw, Pelham Street	1246	1259	1314	1330	1345	1401	1415	1430	1444	1459	1515	1530	1546	1601	1615	1631	1646	1701	1716
Ashton, Bus Station	1255	1309	1323	1340	1355	1410	1425	1440	1454	1508	1525	1540	1555	1610	1625	1640	1655	1710	1725

Sundays and public holidays (except Christmas and New Year period) (continued)

Rochdale, Interchange	1655	1710	1725	1740	1755	1825		2225	2255	2325	
Thornham, Summit	1706	1721	1736	1751	1806	1835	and	2235	2305	2335	
Royton, High Barn Street	1712	1727	1742	1757	1812	1841	every	2241	2311	2340	
Oldham, Bus Station arr	1722	1737	1752	1807	1822	1850	30	2250	2320	2348	
Oldham, Bus Station dep	1724	1739	1752	1807	1822	1850	mins	2250			
Hathershaw, Pelham Street	1731	1746	1759	1814	1829	1856	until	2256			
Ashton, Bus Station	1740	1755	1808	1823	1838	1905		2305			

For details of buses during Christmas and New Year, please phone 0161 244 1000

♿ – All bus 409 journeys are run using easy access buses. See inside front cover of this leaflet for details

Ashton — Oldham — Royton — Rochdale 409

Mondays to Fridays

Ashton, Bus Station		0500	0520		0550			0612		0629	and at	1813	1823	1833	1843	1853	1903	1913
Hathershaw, Pelham Street		0509	0529		0559			0623		0640	frequent	1824	1833	1844	1853	1903	1913	1923
Oldham, Bus Station arr		0519	0539		0609			0634		0651	intervals	1836	1843	1855	1903	1913	1923	1933
Oldham, Bus Station dep	0449	0519	0539	0554	0609	0619	0629	0634	0642	0651	of not more	1837		1855		1913		1933
Royton, Radcliffe Street	0457	0527	0547	0602	0617	0627	0637	0642	0650	0702	than 10 mins	1848		1903		1921		1941
Thornham, Summit	0503	0533	0553	0608	0623	0633	0643	0648	0656	0710	until	1854		1909		1927		1947
Rochdale, Interchange	0514	0544	0604	0619	0634	0644	0654	0659	0707	0722		1905		1920		1938		1958

Ashton, Bus Station	1923	1934	1955	2015	and	2245	2315	2345
Hathershaw, Pelham Street	1933	1944	2004	2024	every	2254	2324	2354
Oldham, Bus Station	1943	1954	2014	2034	30	2304	2334	0004
Royton, Radcliffe Street		2002	2022	2042	mins	2312		
Thornham, Summit		2008	2028	2048	until	2318		
Rochdale, Interchange		2019	2039	2059		2329		

♿ – All bus 409 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: Between mid July and early September, some timetables will be different, check www.tfgm.com for details

Saturdays

Ashton, Bus Station		0550	0615	0645	0710	0730		0745	0800	0815	0830		0845		0858	0908	and at	1810
Hathershaw, Pelham Street		0559	0624	0654	0719	0740		0755	0811	0825	0840		0855		0909	0919	frequent	1820
Oldham, Bus Station arr		0609	0634	0704	0730	0751		0806	0823	0836	0851		0906		0921	0931	intervals	1831
Oldham, Bus Station dep	0519	0609	0634	0704	0730	0753	0758	0808	0825	0838	0853	0858	0908	0914	0923	0934	of not more	1831
Royton, Radcliffe Street	0527	0617	0642	0712	0741	0802	0809	0817	0834	0847	0902	0909	0917	0925	0932	0945	than 10 mins	1842
Thornham, Summit	0533	0623	0648	0718	0748	0809	0816	0824	0841	0854	0909	0916	0924	0932	0939	0952	until	1849
Rochdale, Interchange	0544	0634	0659	0729	0759	0820	0827	0835	0852	0905	0920	0927	0935	0943	0950	1003		1900

Ashton, Bus Station	1825	1840	1855	1915	1935	1955	2015	and	2245	2315	2345
Hathershaw, Pelham Street	1835	1850	1904	1924	1944	2004	2024	every	2254	2324	2354
Oldham, Bus Station	1846	1900	1914	1934	1954	2014	2034	30	2304	2334	0004
Royton, Radcliffe Street	1854		1922	1942	2002	2022	2042	mins	2312		
Thornham, Summit	1900		1928	1948	2008	2028	2048	until	2318		
Rochdale, Interchange	1911		1939	1959	2019	2039	2059		2329		

Sundays and public holidays (except Christmas and New Year period)

Ashton, Bus Station			0735		0855	0915		1700	1715	1730	1745	1800	1820	1840		2240	2310
Hathershaw, Pelham Street			0744	and	0904	0924	and	1709	1724	1739	1754	1809	1828	1848	and	2248	2318
Oldham, Bus Station arr			0754	every	0914	0934	every	1719	1734	1749	1804	1819	1837	1857	every	2257	2327
Oldham, Bus Station dep	0714	0734	0754	20	0914	0936	15	1721	1736	1751	1806	1821	1837	1857	30	2257	
Royton, Radcliffe Street	0722	0742	0802	mins	0922	0944	mins	1729	1744	1759	1814	1829	1844	1904	mins	2304	
Thornham, Summit	0728	0748	0808	until	0928	0950	until	1735	1749	1805	1819	1834	1849	1909	until	2309	
Rochdale, Interchange	0739	0759	0819		0939	1001		1746	1759	1816	1829	1844	1900	1920		2320	

For details of buses during Christmas and New Year, please phone 0161 244 1000

♿ – All bus 409 journeys are run using easy access buses. See inside front cover of this leaflet for details

Appendix D

Planning appeal at 663 Oldham Road Rochdale OL16 4PE

Site Observations undertaken 18 March 2020 8am-9am and 3pm-4pm

Bus Stop to the north of the frontage of 663 Oldham Road (ie outside 661 Oldham Road)

Time	Bus No	Passengers boarding	Passengers alighting	Did the bus Stop?
8.04am	409	0	2	Yes
8.05am	894	0	0	No
8.07am	891	0	0	No
8.08am	409	0	0	No
8.10am	409	0	0	No
8.10am	867	0	0	No
8.11am	890	0	0	No
8.16am	409	0	0	No
8,20am	862	0	0	No
8.35am	409	4	0	Yes
8.42am	409	0	0	No
8.50am	409	0	0	No
8.51am	409	0	0	No
9.00am	409	0	0	No

Time	Bus No	Passengers boarding	Passengers alighting	Did the bus Stop?
3.02pm	409	0	0	No
3.09pm	409	0	0	No
3.14pm	409	0	1	Yes
3.29pm	409	0	1	Yes
3.43pm	409	0	0	No
3.44pm	409	0	0	No
3.56pm	409	1	0	Yes
3.57pm	409	0	1	Yes

Passing 663 Oldham Road

Time	Pedestrians	Bikes
8.00-9.00am	52	2
3.00-4.00pm	154	0

Appendix E

Communities and Local Government

Department for Transport



Manual for Streets



7.8 Forward visibility

7.8.1 Forward visibility is the distance a driver needs to see ahead to stop safely for obstructions in the road. The minimum forward visibility required is equal to the minimum SSD. It is checked by measuring between points on a curve along the centreline of the inner traffic lane (see Fig. 7.19).

7.8.2 There will be situations where it is desirable to reduce forward visibility to control traffic speed – the Influence of geometry on speed box describes how forward visibility influences speed. An example is shown in Fig 7.20.

Visibility along the street edge

7.8.3 Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following:

- the frequency of vehicle movements;
- the amount of pedestrian activity; and
- the width of the footway.

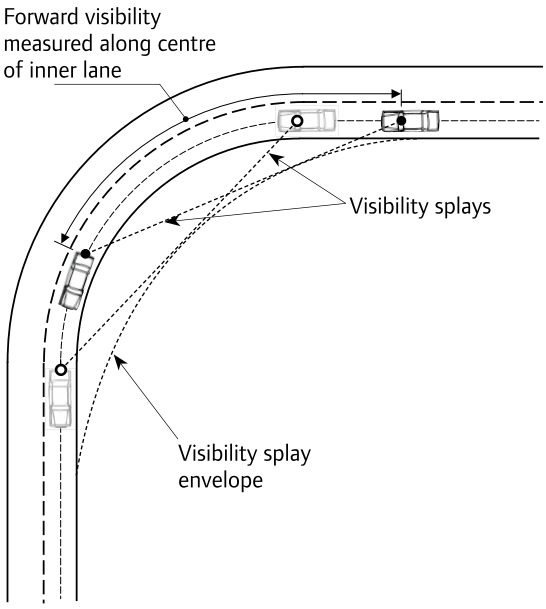


Figure 7.19 Measurement of forward visibility.



Andrew Cameron, WSP

Figure 7.20 Limiting forward visibility helps keep speeds down in Poundbury, Dorset.

7..8.4 When it is judged that footway visibility splays are to be provided , consideration should be given to the best means of achieving this in a manner sympathetic to the visual appearance of the street (Fig. 7.21). This may include:

- the use of boundary railings rather than walls (Fig. 7.22); and
- the omission of boundary walls or fences at the exit location.

Obstacles to visibility

7.8.5 Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.

7.8.6 The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.



Tim Pharoah, Llewelyn Davies Yeang

Figure 7.21 Beaulieu Park, Chelmsford – low vegetation provides subtle provision of visibility at private driveway.



Tim Pharoah, Llewelyn Davies Yeang

Figure 7.22 Beaulieu Park, Chelmsford: the visibility splays are provided by railings rather than boundary walls, although the railings could have followed the property boundary.

7.9 Frontage access

7.9.1 One of the key differences between streets and roads is that streets normally provide direct access to buildings and public spaces. This helps to generate activity and a positive relationship between the street and its surroundings. Providing direct access to buildings is also efficient in land-use terms.

7.9.2 The provision of frontage vehicle access onto a street should be considered from the viewpoint of the people passing along the street, as well as those requiring access (Fig. 7.23). Factors to consider include:

- the speed and volume of traffic on the street;
- the possibility of the vehicles turning around within the property – where this is possible, then vehicles can exit travelling forward;
- the presence of gathered accesses – a single access point can serve a number of properties or a communal parking area, for example. This may be acceptable where a series of individual accesses would not be; and
- the distance between the property boundary and the carriageway – to provide adequate visibility for the emerging driver.

7.9.3 In the past, a relatively low limit on traffic flow (300 vehicles per peak hour or some 3,000 vehicles per day) has generally been used when deciding whether direct access was appropriate. This is equivalent to the traffic generated by around 400 houses. Above this level, many local-authority residential road guidelines required the provision of a 'local distributor road'.



Andrew Cameron, WSP

Figure 7.23 Frontage access for individual dwellings onto a main street into Dorchester.

7.9.4 Such roads are often very unsuccessful in terms of placemaking and providing for pedestrians and cyclists. In many cases, buildings turn their backs onto local distributors, creating dead frontages and sterile environments. Separate service roads are another possible design response, but these are wasteful of land and reduce visual enclosure and quality.

7.9.5 It is recommended that the limit for providing direct access on roads with a 30 mph speed restriction is raised to at least 10,000 vehicles per day (see box).

Traffic flow and road safety for streets with direct frontage access

The relationship between traffic flow and road safety for streets with direct frontage access was researched for MfS. Data on recorded accidents and traffic flow for a total of 20 sites were obtained. All of the sites were similar in terms of land use (continuous houses with driveways), speed limit (30 mph) and geometry (single-carriageway roads with limited side-road junctions). Traffic flows at the sites varied from some 600 vehicles per day to some 23,000 vehicles per day, with an average traffic flow of some 4,000 vehicles per day.

It was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads.

Links with direct frontage access can be designed for significantly higher traffic flows than have been used in the past, and there is good evidence to raise this figure to 10,000 vehicles per day. It could be increased further, and it is suggested that local authorities review their standards with reference to their own traffic flows and personal injury accident records. The research indicated that a link carrying this volume of traffic, with characteristics similar to those studied, would experience around one driveway-related accident every five years per kilometre. Fewer accidents would be expected on links where the speed of traffic is limited to 20 mph or less, which should be the aim in residential areas.

7.10 Turning areas

7.10.1 Connected street networks will generally eliminate the need for drivers to make three-point turns.

7.10.2 Where it is necessary to provide for three-point turns (e.g. in a cul-de-sac), a tracking assessment should be made to indicate the types of vehicles that may be making this manoeuvre and how they can be accommodated. The turning space provided should relate to its environment, not specifically to vehicle movement (see Fig. 7.24), as this can result in a space with no use other than for turning vehicles. To be effective and usable, the turning head must be kept clear of parked vehicles. Therefore it is essential that adequate parking is provided for residents in suitable locations.

7.10.3 Routeing for waste vehicles should be determined at the concept masterplan or scheme design stage (see paragraph 6.8.4). Wherever possible, routing should be configured so that the refuse collection can be made without the need for the vehicle having to reverse, as turning heads may be obstructed by parked vehicles and reversing refuse vehicles create a risk to other street users.

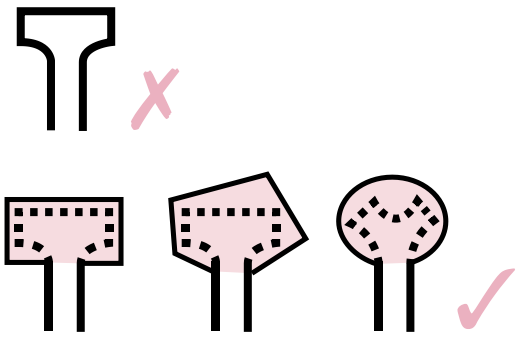
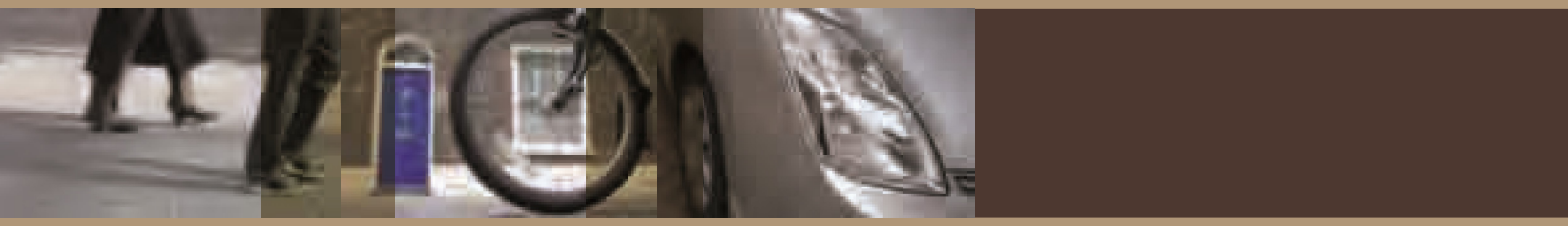


Figure 7.24 Different turning spaces and usable turning heads.



Manual for Streets

Manual for Streets is expected to be used predominantly for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design. It aims to assist in the creation of high quality residential streets that:

- build and strengthen communities;
- balance the needs of all users;
- form part of a well-connected network;
- create safe and attractive places which have their own identity; and
- are cost-effective to construct and maintain.

Transformation in the quality of streets requires a fundamental culture change in the way streets are designed. This needs a more collaborative approach between design professions and other stakeholders with people thinking creatively about their various roles in the design process. This publication is therefore aimed at all those who have a part to play in creating high-quality streets.

thomas telford

www.thomastelford.com/books

ISBN 978-0-7277-3501-0

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THE HIGHWAYS AGENCY

TD 42/95

THE SCOTTISH OFFICE DEVELOPMENT DEPARTMENT

THE WELSH OFFICE
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THE DEPARTMENT OF THE ENVIRONMENT FOR
NORTHERN IRELAND

Geometric Design of Major/Minor Priority Junctions

Summary: This Document gives advice and standards for the geometric design of major / minor priority junctions with regard to traffic operation and safety.

c. The distance back along the minor road from which the full visibility is measured is known as the `x' distance. It is measured back along the centreline of the minor road from the continuation of the line of the nearside edge of the running carriageway of the major road. The `x' distance shall be desirably 9m (but see para 7.8). From this point an approaching driver shall be able to see clearly points to the left and right on the nearer edge of the major road running carriageway at a distance given in Table 7/1, measured from its intersection with the centreline of the minor road. This is called the `y' distance and is defined in Fig 7/1. Relaxations are not available for this distance.

7.7 If the line of vision lies partially within the major road carriageway, it shall be made tangential to the nearer edge of the major road running carriageway, as shown in Fig 7/2.

Design Speed of Major Road (kph)	`y' Distance (m)
50	70
60	90
70	120
85	160
100	215
120	295

Table 7/1: `y' Visibility Distances from the Minor Road (Relaxations not available - para 7.6c)

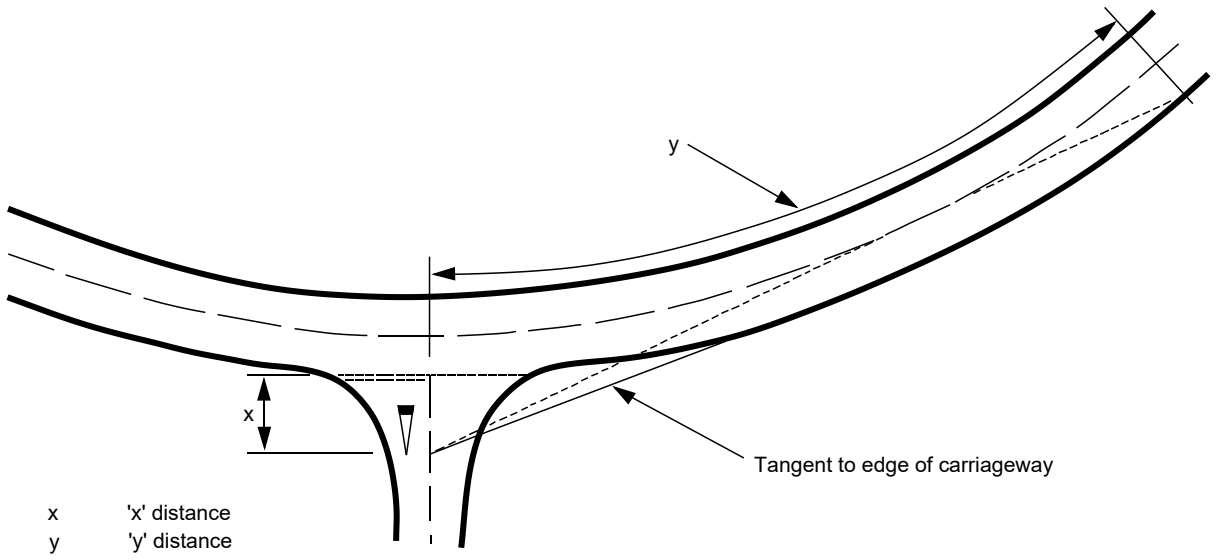


Figure 7/2 : Visibility Standards with a Curved Major Road (para 7.7)

Source : https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

Guidance

Travel Plans, Transport Assessments and Statements

Provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.

What information should be included in Transport Assessments and Statements?

The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:

- information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)
- information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;
- a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
- an assessment of trips from all directly relevant committed development in the area (ie development that there is a reasonable degree of certainty will proceed within the next 3 years);

- data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;
- an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
- an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
- a description of parking facilities in the area and the parking strategy of the development;
- ways of encouraging environmental sustainability by reducing the need to travel; and
- measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.