

Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Transport Assessment

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Client Name: Bloor Homes North West

Client Address: 1 Campion Park, London Road, Holmes Chapel, Cheshire, CW4 8AX.

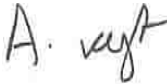
Site Address: Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ &
Land Adjacent Rakewood Road, Littleborough, OL15 0AQ.

Control Sheet

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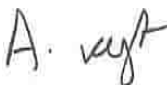
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Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	Purpose of the Report	2
1.3	Scope of the Report	3
1.4	Structure of the Report.....	5
2.0	Existing Situation	6
2.1	Site Location.....	6
2.2	Existing Use and Access Arrangements	6
2.3	Local Highway Network.....	8
2.4	Highway Safety	12
3.0	Development Proposals for Hollingworth Road Land Parcel.....	15
3.1	Introduction.....	15
3.2	Proposed Access Arrangements.....	15
3.3	Proposed Parking Provision	16
3.4	Proposed Servicing Arrangements	17
3.5	Proposed Off-Site Junction Mitigation.....	17
3.6	Proposed Sustainable Transport Mitigation	18
4.0	Accessibility by Sustainable Modes of Travel	19
4.1	Introduction.....	19
4.2	Pedestrian Accessibility	19
4.3	Cycle Accessibility.....	22
4.4	Public Transport Accessibility	24
4.5	Mitigation Based on Locality Assessment.....	28
4.6	Active Travel England (ATE) Planning Application Assessment Toolkit.....	29
4.7	Summary	29
5.0	Traffic Forecasting for Hollingworth Road Land Parcel.....	30
5.1	Introduction.....	30
5.2	Scope of Assessment	30
5.3	Assessment Years and Traffic Growth.....	31
5.4	Trip Distribution & Assignment.....	31
5.5	Forecasted Trip Generation	34
5.6	Committed Development.....	36
5.7	Assessment of Traffic Flows	38

6.0	Junction Capacity Assessments	40
6.1	Introduction.....	40
6.2	Site Access 1 – Southern Site Access off B6225 Hollingworth Road.....	41
6.3	Site Access 2 – Northern Site Access off B6225 Hollingworth Road	41
6.4	Junction 1 – A58 Halifax Road / Wardle Road Roundabout	42
6.5	Junction 2 – A58 Halifax Road / Birch Road / Old Road Signalised Junction	43
6.6	Junction 3 – A58 Halifax Road / Union Road / Smithy Bridge Road Signalised Junction	45
6.7	Junction 4 – Smithy Bridge Road / B6225 Milnrow Road Roundabout	49
6.8	Junction 5 – B6225 Smithy Bridge Road / Lake Bank / The Beach Car Park / Smithy Bridge Road / Milbury Drive Junction	50
6.9	Junction 6 – B6225 Lake Bank / Rakewood Road / Hollingworth Road Junction	51
6.10	Junction 7 – A58 Halifax Road / A6033 Todmorden Road Signalised Junction	52
6.11	Junction 8 – A58 Halifax Road / Canal Street Junction	54
6.12	Junction 9 – A640 Rochdale Road / B6225 Bridge Street / A640 Elizabethan Way / Wesley Street Signalised Junction.....	55
6.13	Junction 10 – B6225 Kiln Lane / Dale Street / B6225 Bridge Street Roundabout.....	58
6.14	Junction 11 – B6225 Wildhouse Lane / Kiln Lane Junction.....	59
6.15	Summary and Mitigation	61
7.0	Transport Planning Policy	62
7.1	Introduction.....	62
7.2	National Planning Policy Framework (NPPF) (2023).....	62
7.3	Planning Practice Guidance (PPG).....	64
7.4	Greater Manchester Transport Strategy 2040	64
7.5	Rochdale Core Strategy	65
7.6	Places for Everyone (PfE) Plan.....	68
7.7	Conclusions	71
8.0	Replacement Public Car Park	72
8.1	Introduction.....	72
8.2	Existing Usage	72
8.3	Development Proposals for Rakewood Land Parcel	77
8.4	Highway Impact.....	78
8.5	Summary	79
9.0	Summary and Conclusion	81
9.1	Summary	81
9.2	Conclusions	82

Figures

Figure 1.1 – Site Boundary	2
Figure 2.2 (left) – Entrance to Hollingworth Road Car Park	6
Figure 2.3 (right) – Exit from Hollingworth Road Car Park	6
Figure 2.4 – Entrance to Heald Lane from B6225 Lake Bank	7
Figure 2.5 – PRow in the Vicinity of the Hollingworth Road land parcel	7
Figure 2.6 (left) – Fencing Separating Vistry Site from Proposed Development	8
Figure 2.7 (middle) – Cattle Gate at the Northern Boundary of the Hollingworth Road land parcel	8
Figure 2.8 (right) – PRow along Rochdale Canal	8
Figure 2.9 (left) – View of Hollingworth Road Northbound	9
Figure 2.10 (right) – View of Hollingworth Road Southbound	9
Figure 2.11 – Accident Data Study Area	12
Figure 4.1 – Map of Selected LSOAs (Source: OpenStreetMap and Nomis, 2022)	21
Figure 4.2 – Local Cycle Network	23
Figure 4.3 – Public Transport Network in the Vicinity of the Site	25
Figure 5.1 – Primary Schools in the Vicinity of the Site	33
Figure 5.2 – 3km Driving Catchment from Proposed Primary School	34
Figure 8.1 – Existing Hollingworth Country Park Car Park	77

Tables

Table 2.1 – Personal Injury Accident Data Summary	13
Table 3.1 – Rochdale Borough Council Parking Standards	16
Table 4.1 – CIHT Suggested Acceptable Walking Distances	20
Table 4.2 – School-Age Population within Selected LSOAs	21
Table 4.3 – Summary of Nearby Bus Service Frequencies	26
Table 4.4 – Summary of Rail Services calling at Littleborough and Smithy Bridge	27
Table 5.1 – TfGM Locality Assessment – Traffic Distribution at 2040 (Origins and Destinations Combined) 31	
Table 5.2 – TfGM Locality Assessment – Trip Generation in 2040	35
Table 5.3 – Proposed Trip Rates and Trip Generation (Residential)	35
Table 5.4 – Proposed Trip Rates and Trip Generation (School)	36
Table 6.1 – B6225 Hollingworth Road Southern Site Access Junction ‘Future Year Base + Development’ Scenarios	41
Table 6.2 – B6225 Hollingworth Road Northern Site Access Junction ‘Future Year Base + Development’ Scenarios	41

Table 6.3 – A58 Halifax Road / Wardle Road Roundabout ‘2022 Observed, Future Year Base, and Future Year Base + Development’ Scenarios.....	42
Table 6.4 – A58 Halifax Road / Birch Road / Old Road Signalised Junction ‘2022 Surveyed (With and Without Queues) and Future Year Base’ Scenarios	44
Table 6.5 – A58 Halifax Road / Birch Road / Old Road Signalised Junction ‘Future Year Base + Development’ Scenarios.....	44
Table 6.6 – A58 Halifax Road / Union Road / Smithy Bridge Road Signalised Junction ‘2022 Surveyed (With and Without Queues) and Future Year Base’ Scenarios	47
Table 6.7 – A58 Halifax Road / Union Road / Smithy Bridge Road Signalised Junction ‘Future Year Base + Development’ Scenarios.....	48
Table 6.8 – Smithy Bridge Road / B6225 Milnrow Road Roundabout ‘2022 Observed, Future Year Base, and Future Year Base + Development’ Scenarios	49
Table 6.9 – B6225 Smithy Bridge Road / Lake Bank / The Beach Car Park / Smithy Bridge Road / Milbury Drive Junction ‘2022 Observed, Future Year Base, and Future Year Base + Development’ Scenarios	50
Table 6.10 – B6225 Lake Bank / Rakewood Road / Hollingworth Road Junction ‘2022 Observed, Future Year Base, and Future Year Base + Development’ Scenarios.....	51
Table 6.11 – A58 Halifax Road / A6033 Todmorden Road Signalised Junction ‘2022 Surveyed (With and Without Queues) and Future Year Base’ Scenarios	52
Table 6.12 – A58 Halifax Road / A6033 Todmorden Road Signalised Junction ‘Future Year Base + Development’ Scenarios.....	53
Table 6.13 – A58 Halifax Road / Canal Street Junction ‘2022 Observed, Future Year Base, and Future Year Base + Development’ Scenarios	54
Table 6.14 – A640 Rochdale Road / B6225 Bridge Street / A640 Elizabethan Way / Wesley Street Signalised Junction ‘2022 Surveyed (With and Without Queues) and Future Year Base’ Scenarios	56
Table 6.15 – A640 Rochdale Road / B6225 Bridge Street / A640 Elizabethan Way / Wesley Street Signalised Junction ‘Future Year Base + Development’ Scenarios	57
Table 6.16 – B6225 Kiln Lane / Dale Street / B6225 Bridge Street Roundabout ‘2022 Observed, Future Year Base, and Future Year Base + Development’ Scenarios.....	58
Table 6.17 – B6225 Wildhouse Lane / Kiln Lane Junction ‘2022 Observed, Future Year Base, and Future Year Base + Development’ Scenarios	59
Table 6.18 – B6225 Wildhouse Lane / Kiln Lane Junction ‘2022 Observed, Future Year Base, and Future Year Base + Development’ With Mitigation Scenarios.....	60
Table 8.1 – Hollingworth Road Car Park Occupancy Survey	74
Table 8.2 – Rakewood Road Car Park Occupancy Survey	76

Plans

Plan 079716-CUR-00-XX-DR-TP-06003 – Accessibility – Pedestrian Catchment Plan

Plan 079716-CUR-00-XX-DR-TP-06004 – Accessibility – Cycle Catchment Plan

Plan 079716-CUR-00-XX-DR-TP-06005 – Accessibility – Public Transport Plan

Drawings

Hollingworth Road Land Parcel (Residential and Primary School)

Drawing 079716-CUR-XX-00-D-TP-75003 – Hollingworth Road Priority Controlled Access

Drawing 079716-CUR-XX-00-D-TP-75015 – General Arrangement

Drawing 079716-CUR-XX-00-D-TP-05002 – (Swept Path Analysis) 11.2m Large Refuse Vehicle

Drawing 079716-CUR-XX-00-D-TP-05003 – (Swept Path Analysis) Fire Tender

Rakewood Road Land Parcel (Replacement Car Park)

Drawing 079716-CUR-XX-00-D-TP-75014 – Proposed Car Park Extension and Existing Car Park Improvements

Drawing 079716-CUR-XX-00-D-TP-05001 – (Swept Path Analysis) Large Car

Appendices

Appendix A – Proposed Masterplan for Hollingworth Road Land Parcel

Appendix B – Highways Scope Agreed with Rochdale Borough Council

Appendix C – Active Travel England Planning Application Assessment Toolkit

Appendix D – Traffic Figures

Appendix E – Journey to Work Data

Appendix F – TRICS Output

Appendix G – Junction Capacity Assessment Results

Appendix H – Proposed Masterplan for Rakewood Road Land Parcel

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Bloor Homes North West (Bloor) to provide traffic and transport advice for a residential-led development on land to the west of Hollingworth Road and land to the east of Rakewood Road in Littleborough.
- 1.1.2 The Hollingworth Road land parcel is allocated by the adopted Places for Everyone (PfE) Plan for a residential development of around 300 homes (Policy JP Allocation 20: Land North of Smithy Bridge).
- 1.1.3 Within the Hollingworth Road land parcel, the proposed development includes 312 residential dwellings (Use Class C3) accessed off the B6225 Hollingworth Road, with enhancements to the existing Public Right of Way (PRoW) access to the perimeter of the site, a primary school (Use Class F1a) of up to 420 pupils, along with internal road network, car parking, and landscaping.
- 1.1.4 The planning application is described as follows:

“Planning application seeking full permission for residential development including the construction of vehicular/pedestrian accesses, landscape measures, open space and associated works at land off Hollingworth Road, alongside reconfiguration of and extension to the existing car park and associated works off Rakewood Road; and outline permission for the development of a primary school (access into the school site to be considered – all other matters reserved for future approval.”

- 1.1.5 The primary school will be located on the south-eastern part of the Hollingworth Road land parcel that currently comprises the public Hollingworth Road car park while the residential land areas will make up the remainder of the Hollingworth Road land parcel, interspersed with open space, green infrastructure, and footpaths. It is envisaged that the majority of existing PRoW which traverse the Hollingworth Road land parcel can be retained and integrated into the layout of the proposed development with some minor diversions to ensure the delivery of a high-quality design.
- 1.1.6 An extension will be provided to the existing Hollingworth Country Park car park (at the Rakewood Road land parcel) to replace the Hollingworth Road car park.
- 1.1.7 The boundary of the site is illustrated by **Figure 1.1** below. The 21.49-hectare site is split into two parcels: the 18.85-hectare Hollingworth Road land parcel which would be occupied by the proposed residential and primary school developments; and the 2.64-hectare Rakewood Road land parcel which would be occupied by the proposed replacement public car park. This report primarily focusses upon the Hollingworth Road land parcel, with the Rakewood Road land parcel being considered in detail in **Section 8** of this report.

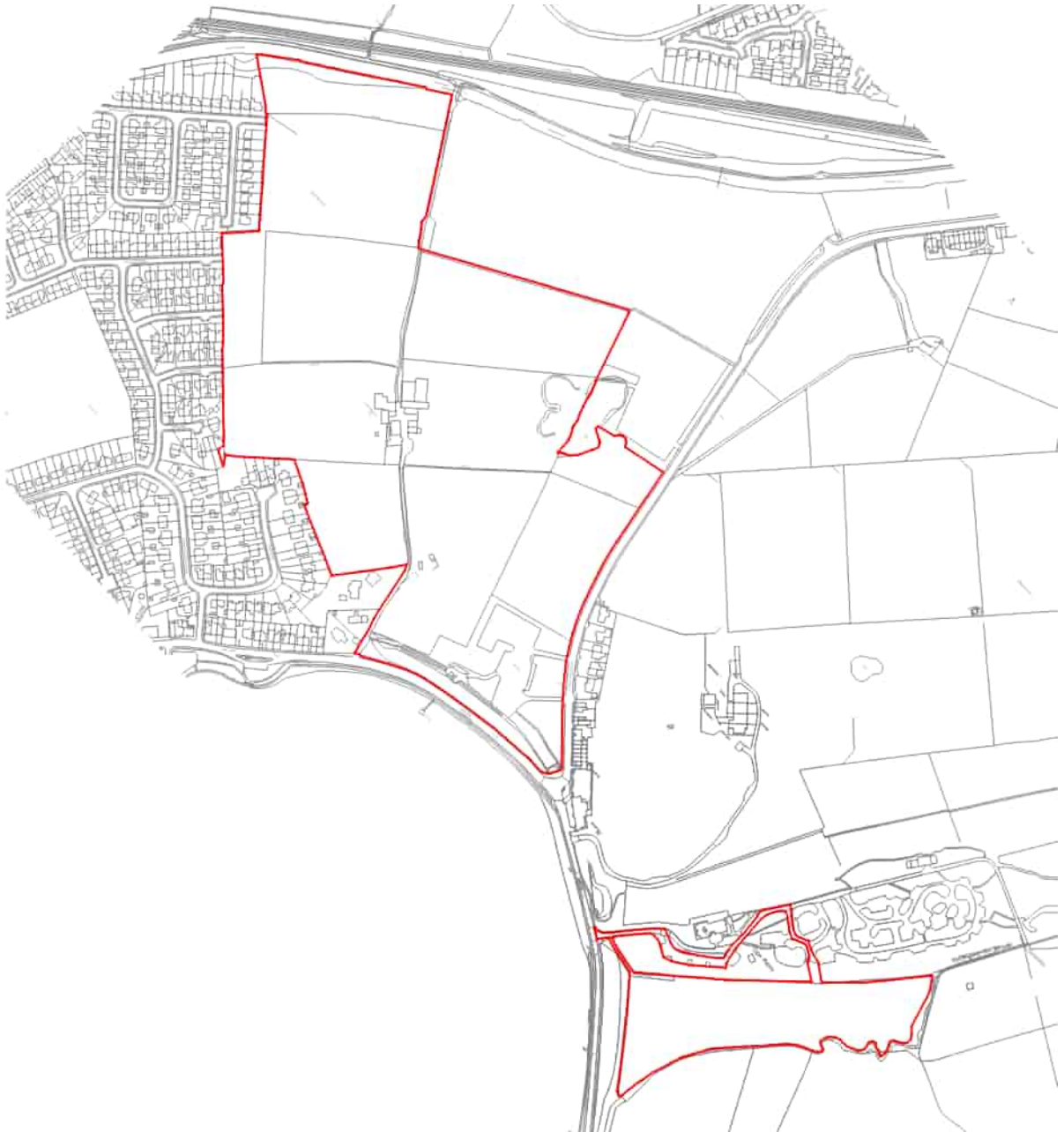


Figure 1.1 – Site Boundary
(Source: Bloor Homes, 2024)

- 1.1.8 The proposed masterplan for the Hollingworth Road land parcel is provided in **Appendix A** to the rear of the report, while the masterplan for the Rakewood Road land parcel is provided in **Appendix H**.

1.2 Purpose of the Report

- 1.2.1 This Transport Assessment (TA) has been prepared to inform Highway Officers at Rochdale Borough Council (RBC) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Scope of the Report

1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.

1.3.2 Prior to Curtins' involvement, the planning team obtained a Screening Opinion from RBC (RBC application reference: 19/00910/SO), which states:

"The Council's Highways Section has also not raised any highway safety concerns subject to a number of measures. These include the submission of a Transport Assessment and the provision of multiple access points to the site to ensure the site meets the requirements of the Emergency Services."

1.3.3 On 6th September 2021, Curtins agreed with RBC Highways on a scope of assessment for a Transport Assessment for the Hollingworth Road land parcel to contain the following:

- A summary of the existing situation including highway infrastructure, pedestrian and cycle facilities, highway safety and public transport options;
- A summary of the development proposals;
- A 1:500 drawing of the access arrangements;
- A summary of accessibility by sustainable modes of travel including TRACC catchment plans;
- A summary of the planning policy position;
- A summary of the trip generation based on average TRICS trip rates;
- A summary of the distribution of development traffic based on the Greater Manchester Spatial Framework (GMSF; the precursor to Places for Everyone) Locality Assessment and Journey to Work data;
- A summary of the traffic generated by the committed developments listed above and any others that RBC Highways consider necessary. No growth is considered to be necessary as this is likely to result in double counting;
- Modelling of the existing operation and with development operation, using traditional standalone junction modelling packages, at the following junctions, using 2021 or later traffic data:
 - All access points;
 - A58 / Canal Street;
 - A58 / Todmorden Road;
 - A58 / Smithy Bridge Road;
 - A58 / Birch Road
 - A58 / Wardle Road;
 - Hollingworth Road / Lake Bank;
 - Smithy Bridge Road / Milnrow Road;
 - Wildhouse Lane / Kiln Lane;
 - Kiln Lane / Bridge Street; and

- Bridge Street / Rochdale Road.

1.3.4 The full scoping correspondence is provided in **Appendix B** to the rear of the report, with a summary of the key points agreed as follows:

- Access from Hollingworth Road via a priority-controlled junction with Ghost Island Right Turn appeared a sensible option subject to capacity testing and design work. The access spine should have a width of circa 6.5m to 6.75m with 2m footways on both sides. There is no requirement for LTN 1/20 cycle infrastructure within the Hollingworth Road land parcel. Once off the spine road, all estate roads should be 5.5m traditional residential roads in compliance with Manual for Streets;
- Secondary access from Brown Lodge Drive / Bridge Bank Road for a small number of dwellings would be useful. Pedestrian / cycle / emergency access from these locations and Heald Lane should be provided;
- Existing PRoW and pedestrian infrastructure is good, but RBC Highways would like to see enhanced pedestrian / cycle connections through the Hollingworth Road land parcel to connect to railway stations / canal;
- The accident record and local knowledge does not suggest any unusual safety issues;
- The proposed development is not coming forward in isolation and residential development is proposed to the north at the Azko Nobel site, to the north west at the Russell Homes site and to the west at the Taylor Wimpey site. RBC Highways are therefore keen to ensure that any applications provide appropriate contributions towards strategic highways mitigation, if necessary. It is understood that RBC Highways are considering strategic improvements at:
 - Wildhouse Lane / Kiln Lane;
 - The Canal Street / A58 Halifax Road / Todmorden Road; and
 - The Smithy Bridge Relief Road.
- The extent to which the developments contribute towards the above and / or other mitigation should be determined via a detailed Transport Assessment and not the conclusions of the GMSF Locality Assessments.

1.3.5 In January 2023, RBC Highways provided Curtins with further details of potential highway improvement schemes at the Wildhouse Lane / Kiln Lane junction and the A58 Canal Street / A58 / Todmorden Road junction. Subsequently, Curtins attended a highways discussion meeting with RBC Highways, Transport for Greater Manchester (TfGM), and Bloor on 28th February 2023 to discuss the possible delivery and timing of these improvements. It was agreed that the Transport Assessment would need to be finalised prior to full agreement on what mitigation may be necessary.

1.3.6 In January 2024, Curtins met again with RBC Highways to discuss the project. It was agreed at this meeting that the southern access road would need to be 6.75m but, once past the school this could reduce to circa 5.5m.

- 1.3.7 There was also further discussion regarding mitigation of highway impacts and RBC agreed that highways mitigation could take the form of a S106 contribution towards improvements that would benefit the A58, with precise details to be agreed at a later date. If an appropriate contribution was agreed between the parties, it was agreed that there would be no restriction on the full development coming forward.

1.4 Structure of the Report

- 1.4.1 Following on from this introduction, **Section 2** of the report provides a comprehensive description of the existing situation. This includes the local highway network, facilities for pedestrians, cyclists, and public transport users, and a review of highway safety in the surrounding area.
- 1.4.2 **Section 3** gives an overview of the development proposals for the Hollingworth Road land parcel including details on proposed access, car parking, and a servicing and refuse strategy.
- 1.4.3 **Section 4** considers the accessibility of the Hollingworth Road land parcel by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals for the Hollingworth Road land parcel and the highway impact, with **Section 6** providing an assessment of the highway impacts.
- 1.4.5 **Section 7** summarises key national and local transport planning policy,
- 1.4.6 **Section 8** details the existing usage of the Hollingworth Road and Hollingworth Country Park car parks, the proposals for the replacement car parking area in the Rakewood Road land parcel, and the highway impact of these proposals.
- 1.4.7 Finally, **Section 9** provides a report summary and conclusions.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is located to the north of Smithy Bridge, c. 7km to the north-east of Rochdale town centre.
- 2.1.2 In a more local context, the Hollingworth Road land parcel is bound by the B6225 Hollingworth Road to the east, the B6225 Lake Bank and Hollingworth Lake to the south, Smithy Bridge to the west and the Rochdale Canal to the north. Beyond the limits of the Hollingworth Road land parcel, the A58 Halifax Road runs to the north and the M62 to the south, connecting the site to Rochdale and West Yorkshire.
- 2.1.3 **Figure 1.1** earlier in this report shows the site in a local context.

2.2 Existing Use and Access Arrangements

- 2.2.1 The Hollingworth Road land parcel predominantly comprises land used for grazing of cattle with field boundaries enclosed by dry stone walls and hedgerows. There are eight plots of land in total surrounding Lower Cleggswood Farm, central to the Hollingworth Road land parcel. This is with the exception of the southern corner of the allocation which currently accommodates a car park serving visitors to Hollingworth Lake.
- 2.2.2 The car park is accessed off the B6225 Hollingworth Road via two access junctions, one of which is entry-only and the other is exit-only. These are shown in **Figures 2.1** and **2.2** below:



Figure 2.1 (left) – Entrance to Hollingworth Road Car Park



Figure 2.2 (right) – Exit from Hollingworth Road Car Park

- 2.2.3 There is also a private road bisecting the Hollingworth Road land parcel (known as Heald Lane) which provides access to some residential dwellings, and Lower Cleggswood Farm. This is shown in **Figure 2.3** below:

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Transport Assessment



Figure 2.3 – Entrance to Heald Lane from B6225 Lake Bank

2.2.4 Heald Lane is also one of the many PRoW around the Hollingworth Road land parcel. A map of the PRoWs surrounding the Hollingworth Road land parcel is shown in **Figure 2.4** as follows:

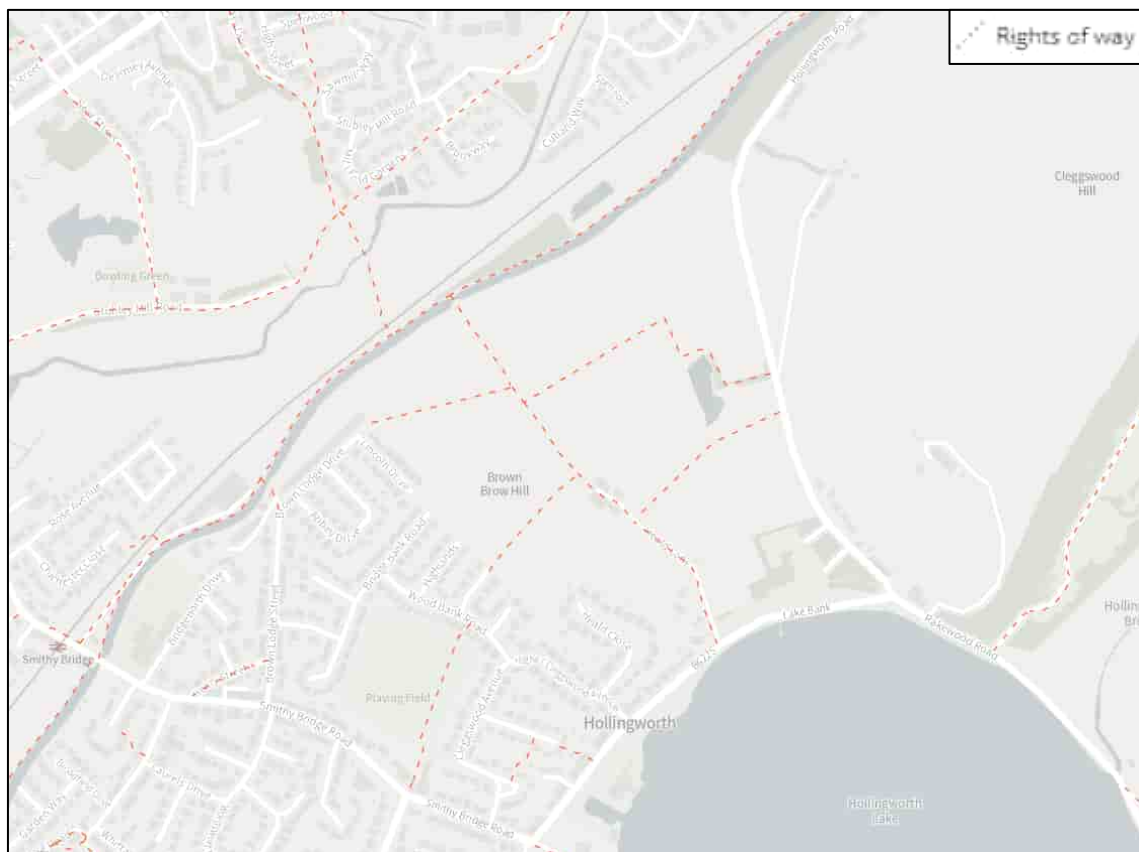


Figure 2.4 – PRoW in the Vicinity of the Hollingworth Road land parcel
(Source: MappingGM and OS Maps, 2022)

2.2.5 The PRoW (reference number: 424) defines the boundary between the proposed development and the neighbouring former Akzo Nobel site (now controlled by Vistry Partnerships) to the north, with access also proposed from the B6225 Hollingworth Road. On-site observations have shown that the Vistry site is separated from the proposed development by a fence, shown in **Figure 2.5** below.

2.2.6 The Vistry Partnerships planning application was submitted in 2021 (RBC planning reference: 21/01146/FUL) with the following development description, and was granted planning permission in April 2023.

“Residential development - erection of up to 127 residential dwellings including new vehicular access points, footpaths, cycle paths, boundaries, landscaping, creation of open space, a pumping station and other associated works | Former Akzo Nobel Site, Hollingworth Road, Littleborough”

2.2.7 At the northern boundary of the Hollingworth Road land parcel, the PRoW continues as a bridge across the Rochdale Canal, leading towards a public footpath / cycle path along the canal, leading towards Littleborough station to the north and Smithy Bridge to the south. This is shown in **Figures 2.6** and **2.7**.

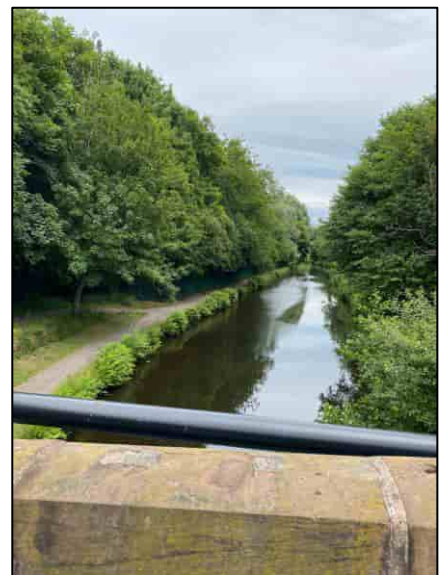


Figure 2.5 (left) – Fencing Separating Vistry Site from Proposed Development

Figure 2.6 (middle) – Cattle Gate at the Northern Boundary of the Hollingworth Road land parcel

Figure 2.7 (right) – PRoW along Rochdale Canal

2.3 Local Highway Network

Hollingworth Road

2.3.1 The B6225 Hollingworth Road forms the eastern boundary of the Hollingworth Road land parcel. It extends from a three-arm priority junction with Lake Bank Road and Rakewood Road in a northerly and then easterly direction, for a distance of circa 1.3km, before forming a three-arm priority junction with

the A58 Halifax Road. The north eastern section of the road continues as Canal Street before it meets the A58.

- 2.3.2 The southern section of the B6225 is bordered by residential properties on the eastern side and the Hollingworth Lake car park on the western side. Part of the road is then bordered by the Hollingworth Road land parcel on the western side and agricultural land on the eastern side. The final north eastern section of the road is again bordered by residential properties and the canal.
- 2.3.3 The road descends from Hollingworth Lane in the south to the A58 in the north. The gradient is noticeable, but does not introduce any particular safety concerns. It is worth noting that the Hollingworth Road land parcel also falls away from the road and descends quite sharply.
- 2.3.4 The road has a speed limit of 30mph, and as such there is street lighting for its entire length. There are also 2m-wide footways on both sides of the carriageway and, in some areas, there is also a grass verge between the highway and the footway. Pedestrian infrastructure in the vicinity of the proposed Hollingworth Road land parcel frontage is shown in **Figures 2.8 and 2.9** below:



Figure 2.8 (left) – View of Hollingworth Road Northbound



Figure 2.9 (right) – View of Hollingworth Road Southbound

- 2.3.5 There are double yellow traffic regulation orders (TROs) preventing parking at any time along much of the road's length, albeit there are some areas outside of the residential properties where there are single yellow TROs (no parking between 08:00 – 18:00), where parking out of the specified hours is permitted.

- 2.3.6 There are also bus stops further to the north of the Hollingworth Road land parcel (adjacent to the Vistry site) hosting frequent services between Littleborough and Rochdale. These bus stops comprise a flag attached to a lamp post, however there is no seating or shelter.
- 2.3.7 On-site observations during the traditional peak periods demonstrated that the southern and central sections of the road do not appear to suffer from congestion. However, some queuing and delay was observed on the northern section, where the road meets the A58. This view is supported by the traffic modelling that was undertaken as part of the Transport Locality Assessments.

Lake Bank

- 2.3.8 The B6225 Lake Bank forms the southern boundary of the Hollingworth Road land parcel. It extends from a three-arm priority junction with Hollingworth Road and Rakewood Road in a westerly direction, for a distance of circa 650m, before bearing north and continuing as Smithy Bridge Road.
- 2.3.9 The road is bordered to the south by the lake, the activity centre, and The Beach public house. Further to the west, the road is bordered by a combination of residential properties and retail, food and beverage (F&B), and leisure uses.
- 2.3.10 The road has a speed limit of 30mph, as such there is street lighting for its entire length. There are also 2m-wide footways on both sides of the carriageway, albeit the southern footway is partially segregated from the road and at a different level.
- 2.3.11 There are double yellow TROs preventing parking along much of the road's length. There is also a pair of bus stops along the road in the vicinity of the Hollingworth Road land parcel, located near The Wine Press bar for southbound services, and along the south-eastern perimeter of the Hollingworth Road land parcel for northbound services. These bus stops comprise a flag attached to a lamp post, however there is no seating or shelter.
- 2.3.12 On site observations during the traditional peak periods did not indicate significant levels of congestion. However, some queuing and delay is noted to occur during off-peak periods and weekends when the lake and surrounding uses are busy.

Smithy Bridge Road

- 2.3.13 The B6225 Smithy Bridge Road extends from its junction with Lake Bank in a northerly direction, for a distance of circa 200m, before forming a three-arm mini-roundabout junction with Milnrow Road. Beyond this, Smithy Bridge Road continues in a northerly direction for a distance of 1.2km, before forming a three-arm signalised junction with the A58.

- 2.3.14 The road is largely bordered by residential properties on both sides, with some retail and commercial uses. Smithy Bridge railway station is located halfway between the A58 and Hollingworth Lake, and there is a level crossing across Smithy Bridge at this point. The crossing is controlled by automatic barriers.
- 2.3.15 The road has a speed limit of 30mph and as such there is street lighting for its entire length. There are also 2m-wide footways on both sides of the carriageway. There are double yellow TROs preventing parking in some areas, but other areas do not benefit from such protection and on street parking can be observed.
- 2.3.16 There are also bus stops at frequent intervals along the road. These bus stops comprise a flag attached to a lamp post, however there is no seating or shelter.
- 2.3.17 On site observations during the traditional peak periods did not indicate significant levels of congestion and this position is supported by the traffic modelling that was undertaken as part of Appendix D of the Transport Locality Assessments (dated November 2020), titled 'GMA23 Land North of Smithy Bridge'.

Milnrow Road / Wildhouse Lane

- 2.3.18 The B6225 Milnrow Road extends away from Smithy Bridge Road and Hollingworth Lake in a southerly direction, and continues as Wildhouse Lane shortly after, before reaching Milnrow after circa 2km.
- 2.3.19 From Milnrow, it is possible to access the M62 via Junction 21. This is the quickest route between the site and the motorway network.
- 2.3.20 Much of the B6225 in this area is bordered by agricultural land and as such the speed limit for part of the road (between Smithybridge and Milnrow) is 50mph, otherwise the speed limit within Smithy Bridge is 30mph. There is a continuous 2m-wide footway on the western side of the carriageway, and the road is only partially lit within Smithybridge and Milnrow, with the section in between (subject to 50mph) comprising no street lighting.
- 2.3.21 There are also bus stops along the road. These bus stops comprise a flag and pole, however there is no seating or shelter.
- 2.3.22 On site observations during the peak periods indicate some queuing and delay at the northernmost and southernmost junctions. The route can also become busy during off-peak periods as it provides a primary route to Hollingworth Lake from the motorway.

A58

2.3.23 The A58 Halifax Road is located to the north of the site. It is a main distributor road of strategic importance which forms part of the national Primary Route Network and the Greater Manchester Key Route Network. Nonetheless, in the vicinity of the site, the A58 also plays a local role and accommodates multiple priority junctions to access residential roads.

2.3.24 On site observations during peak and off-peak periods have indicated queuing and delay at some junctions. This is again supported by the traffic modelling that was undertaken as part of the Transport Locality Assessments.

2.4 Highway Safety

2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM Road Accidents database for the most recent 60 months as this is the data provided by TfGM.

2.4.2 The extent of the search is shown in **Figure 2.11**, and a breakdown of the information is contained in **Table 2.1**. The search area includes an average radius of a 1km from the Hollingworth Road land parcel, consistent with the search area provided within Appendix D of the GMSF Transport Locality Assessments.



Figure 2.10 – Accident Data Study Area
(Source: Transport for Greater Manchester, 2022)

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Transport Assessment

Junction / Link	Slight	Serious	Fatal	Totals
B6225 Hollingworth Road	2	0	0	2
B6225 Hollingworth Road / Lake Bank / Rakewood Road	0	1	0	1
Rakewood Road / Syke Road	1	0	0	1
B6225 Smithy Bridge Road	2	0	0	2
B6225 Smithy Bridge Road / Milnrow Road	2	0	0	2
B6225 Smithy Bridge Road / Henry Street	1	0	0	1
B6225 Smithy Bridge Road / Barke Street	1	1	0	2
B6225 Smithy Bridge Road / Fletcher's Road	1	0	0	1
Abbey Drive	1	0	0	1
B6225 Smithy Bridge Road / A58 Halifax Road / New Road / Union Road	2	1	0	3
A58 Halifax Road	3	0	0	3
A58 New Road / Arm Road	1	1	0	2
New Street	1	0	0	1
A58 New Road	2	0	0	2
A58 Featherstall Road	1	1	0	2
A58 Featherstall Road / Ashwood Drive / Stubley Lane	1	0	1	2
A58 Featherstall Road / Foxcroft Street / Whittle Street / Spenwood Road	1	1	0	2
A58 Featherstall Road / Whitelees Road	1	0	0	1
A58 Church Street / Albert Street	0	1	0	1
A58 Church Street	1	1	0	2
Hare Hill Road / Regent Street	1	0	0	1
Hare Hill Road / Pembroke Street	1	0	0	1
Station Road	1	0	0	1
B6225 Canal Street / A58 Halifax Road	1	0	0	1
A58 Halifax Road / Royds Street	1	0	0	1
A6033 Todmorden Road	1	0	0	1
Total	31	8	1	40

Table 2.1 – Personal Injury Accident Data Summary

2.4.3 **Table 2.1** confirms that there have been 40 collisions in the study area during the five-year study period, comprising 31 'slight' severity incidents, and 8 'serious' severity incidents, and 1 fatal accident.

2.4.4 The serious accidents occurred across separate junctions / links, namely the following:

- B6225 Hollingworth Road / Lake Bank / Rakewood Road – involving a cyclist;

- B6225 Smithy Bridge Road / Barke Street;
- B6225 Smithy Bridge Road / A58 Halifax Road / New Road / Union Road – involving a pedestrian;
- A58 New Road / Arm Road;
- A58 Featherstall Road / Foxcroft Street / Whittle Street / Spenwood Road;
- A58 Featherstall Road;
- A58 Church Street / Albert Street – involving a pedestrian; and
- A58 Church Street.

2.4.5 The fatal accident occurred during the day on a weekend in 2021, when a vehicle came off the road and collided with two road workers who were working on the pavement.

2.4.6 Whilst all collisions are regrettable, the accidents were all relatively spread out, and there were no particular clusters of accidents.

2.4.7 This review does not highlight any clusters of collisions which would warrant further investigation, and there are no concentrations of vehicle collisions or irregular casualties that would suggest an existing safety issue that would be exacerbated by the proposed development. This is a view that was shared by Officers at Rochdale Highways during the scoping meeting on 6th September 2021 as outlined in **Section 1.3** above.

3.0 Development Proposals for Hollingworth Road Land Parcel

3.1 Introduction

3.1.1 The planning application is described as follows:

“Planning application seeking full permission for residential development including the construction of vehicular/pedestrian accesses, landscape measures, open space and associated works at land off Hollingworth Road, alongside reconfiguration of and extension to the existing car park and associated works off Rakewood Road; and outline permission for the development of a primary school (access into the school site to be considered – all other matters reserved for future approval.”

3.1.2 The proposed development includes 312 residential dwellings (Use Class C3) accessed off the B6225 Hollingworth Road, with enhancements to the existing Public Right of Way (PRoW) access to the perimeter of the Hollingworth Road land parcel, a primary school (Use Class F1a) of up to 420 pupils, along with internal road network, car parking, and landscaping.

3.1.3 The primary school will be located on the south-eastern part of the Hollingworth Road land parcel that currently comprises the public car park for visitors to Hollingworth Lake while the residential land areas will make up the remainder of the Hollingworth Road land parcel, interspersed with open space, green infrastructure, and footpaths.

3.1.4 The proposed masterplan for the Hollingworth Road land parcel is provided in **Appendix A** to the rear of the report.

3.1.5 The development proposals for the Rakewood Road land parcel are detailed in **Section 8.3**.

3.2 Proposed Access Arrangements

Vehicular Access

3.2.1 Vehicular access to the proposed development will be from Hollingworth Road on the eastern boundary. It is proposed that there will be two access junctions, with the northern access leading towards some of the new homes to the east of Heald Lane, and the southern access leading towards the proposed primary school and the remainder of the new homes proposed to the west of Heald Lane.

3.2.2 This access arrangement is shown on **Drawing 079716-CUR-00-XX-DR-TP-75003** to the rear of the report, where the junctions are in the form of a three-arm priority junction with a right turn ghost island, with capacity for 4 vehicles across both the northern and southern access points.

3.2.3 The access roads into the Hollingworth Road land parcel are envisaged to be a minimum of 6.75m as agreed with RBC Highways during scoping discussions and would include a minimum of 2m footways

on both sides (footways along the B6225 Hollingworth Road would be 2.5m-wide to tie into the existing provision). During scoping discussions, RBC Highways agreed that the road could reduce to 5.5m once past the school. RBC also confirmed that separate cycle lanes are not considered to be necessary.

Emergency Access

- 3.2.4 There is the potential for emergency accesses to be provided to the west of the Hollingworth Road land parcel, onto Bridge Bank Road, Highlands, or Higher Bank Road if appropriate. These would take the form of an extension of the existing roads into the Hollingworth Road land parcel. This would be discussed further with RBC at a later stage. If provided, these routes would comprise a 4.8m-6m wide carriageway (to tie into the existing road layout to the west).
- 3.2.5 These routes would be protected by bollards to prevent use by other vehicles (although this would be open for pedestrian and cycle use too) and would also be offered up for adoption should RBC request this.

Pedestrian and Cycle Access

- 3.2.6 In addition to the proposed access points, it is envisaged that the majority of existing PRoW which traverse the Hollingworth Road land parcel can be retained and integrated into the layout of the proposed development with some minor diversions to ensure the delivery of a high-quality design. These diversions will be completed under a separate PRoW diversion process not linked to the planning application.
- 3.2.7 This is shown in the proposed masterplan in **Appendix A** to the rear of the report.

3.3 Proposed Parking Provision

- 3.3.1 The applicable parking standards for the proposed development are set out in Appendix 5 of the Rochdale Adopted Core Strategy (2016). These are reproduced below for the relevant uses:

Use	Maximum Car Parking Standards	Minimum Cycle Parking Standards	Minimum Motorcycle Parking Standards
2+ bedroom houses outside of the town centre	2 spaces per dwelling (not including a garage)	No standard	No standard
Primary School	1.5 spaces per classroom	1 space per 10 FT staff+ 1 space per 10 pupils	1 space per 40 FT staff

Table 3.1 – Rochdale Borough Council Parking Standards

- 3.3.2 For the residential element, it is proposed to provide two car parking spaces per dwelling in a form suitable for those with disabilities to use. Cycle parking for each dwelling will also be provided within the curtilage of each dwelling.
- 3.3.3 This is one of the many initiatives to encourage more residents to travel by sustainable modes (in addition to other measures outlined in the accompanying Framework Travel Plan (Document Reference: **079716-CUR-XX-XX-T-TP-00003**).
- 3.3.4 The number of parking spaces to be allocated within the primary school will be determined at a later stage (i.e., during the reserved matters application).
- 3.3.5 Based on the QS416EW dataset of the 2011 Census, titled 'Car or Van Availability', it can be seen that 13% of households in the Rochdale 003 Middle Super Output Area (MSOA) where the site is located do not own cars or vans. This is followed by 43%, 36%, 7% and 2% of households with 1, 2, 3, and 4 or more cars respectively per household. The average number of cars per household in the locality of the site can be determined as 1.43.
- 3.3.6 As such, the level and location of provision is considered appropriate to the scale, location and nature of the development, and is in line with the parking requirements outlined in by RBC.

3.4 Proposed Servicing Arrangements

- 3.4.1 The internal layout of the Hollingworth Road land parcel will be designed such that it can be suitably accessed by refuse vehicles via the B6225 Hollingworth Road. As such, it is proposed that all houses are serviced on-street. An 11.2m refuse vehicle would be able to manoeuvre across the Hollingworth Road land parcel via the proposed access point and onto the internal road network / appropriate turning heads such as to ingress and egress from the Hollingworth Road land parcel in forward gear.

3.5 Proposed Off-Site Junction Mitigation

- 3.5.1 At the time of writing, it is understood that a number of highway improvement schemes are being considered by RBC Highways, with the overall aim of reducing congestion on the A58 corridor. The location of these is summarised below:
- Wildhouse Lane / Kiln Lane priority junction;
 - The Canal Street / A58 Halifax Road / Todmorden Road signalised and priority junction; and
 - The Smithy Bridge Relief Road.
- 3.5.2 Bloor are not in a position to deliver these schemes in isolation and that would not be appropriate or reasonable in planning terms. However, Bloor is open to the possibility of a financial contribution towards the highway improvement schemes that are understood to be being considered by RBC, subject to the findings of this Transport Assessment and more detailed post submission discussions.

3.6 Proposed Sustainable Transport Mitigation

- 3.6.1 Whilst mitigating highway impacts is important and requires consideration, current national and local planning policy as summarised in **Section 7** below is more focused on encouraging sustainable modes of travel rather than delivering additional highway capacity. It is therefore considered appropriate to offer improvements towards sustainable mitigation rather than the delivery of additional highway capacity during peak periods. Further details of the sustainable transport strategy and improvements are set out in **Section 4** below.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (Department for Levelling Up, Housing and Community (DLUHC), 2021).
- 4.1.3 Over a quarter (27.0%) of households in Greater Manchester do not have access to any cars or vans (see Census 2021 dataset TS045). A lack of access to a car appears to impair people's mobility; those without access to a car made 29% less trips than those with access in 2019 (see NTS0702). People in households without access to a car, however, travel more frequently and further by sustainable modes of travel, including making twice as many cycling trips annually and four times as many bus trips. Therefore, any site which is not adequately accessible by walking, cycling, and public transport will be inaccessible to a quarter of the population.
- 4.1.4 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian accessibility;
 - Cycle accessibility; and,
 - Public transport.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.
- 4.2.2 The National Design Guide (NDG, published by DLUHC, 2021) says that well designed places / neighbourhoods are walkable, which is defined "*Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius).*"
- 4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport's (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be "*...an upper limit*" and that walking "*...offers the greatest potential to replace short car trips, particularly those under 2 km.*" The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled '*Guidelines for Providing for*

Journeys on Foot’ which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

CIHT Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

- 4.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document ‘Planning for Walking’ (2015).
- 4.2.5 An indicative pedestrian catchment plan has been produced to demonstrate the accessibility of the Hollingworth Road land parcel on foot. **Plan 079716-CUR-00-XX-DR-TP-06003** to the rear of the report shows distances of 500m, 1,000m and 2,000m. These are termed ‘Desirable’, ‘Acceptable’ and the ‘Preferred Maximum’ by the CIHT for commuting and school trips; which are considered a good approximation for pedestrian trips associated with the development.
- 4.2.6 The plan shows that facilities in the vicinity of Hollingworth Lake are within a 500m walking distance of the centre of the Hollingworth Road land parcel . This includes a number of local amenities such as public houses, restaurants, hot food takeaways and small retail opportunities. All of the above are accessible via the network of existing PRow across the Hollingworth Road land parcel, which will be further enhanced as part of the proposed development, as detailed in **Section 3** above.
- 4.2.7 Further afield, the plan shows that all of Littleborough, Smithy Bridge and parts of the A58 corridor are within an acceptable walking distance. These areas include the Smithy Bridge and Littleborough rail stations which would provide access to future residents requiring to commute for work, leisure, or other purposes. The Hollingworth Road land parcel is roughly equidistant between the two rail stations. Again, all of the above facilities are accessible via the network of existing footways and proposed improvements.
- 4.2.8 As discussed in **Section 2** above, the surrounding roads comprise a good level of footway provision for pedestrian use, and the carriageways are well-lit by street lighting. As such, it can be concluded that, upon implementation of the pedestrian improvements, walking will be a feasible and sustainable mode of travel for many residents for short trips (i.e. to the bus stops, rail stations, or to local shops).
- 4.2.9 The proposed primary school’s catchment area would likely lie within the OL15 and (part of) OL16 postcode areas, which can be accessed within the ‘Preferred Maximum’ walking distance. The ‘*QS103EW - Age by single year*’ dataset from the 2011 Census has been used to estimate the

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough Transport Assessment

population of children aged 5-11 within an approximate 2km walking distance, with Lower Super Output Areas (LSOAs) selected and results shown below:

LSOA	Population Aged 5 – 11
Rochdale 001C	80
Rochdale 001D	168
Rochdale 002D	89
Rochdale 003A	140
Rochdale 003B	93
Rochdale 003C	81
Rochdale 003D	162
Rochdale 004D	188
Rochdale 014A	116
Total	1,117

Table 4.2 – School-Age Population within Selected LSOAs

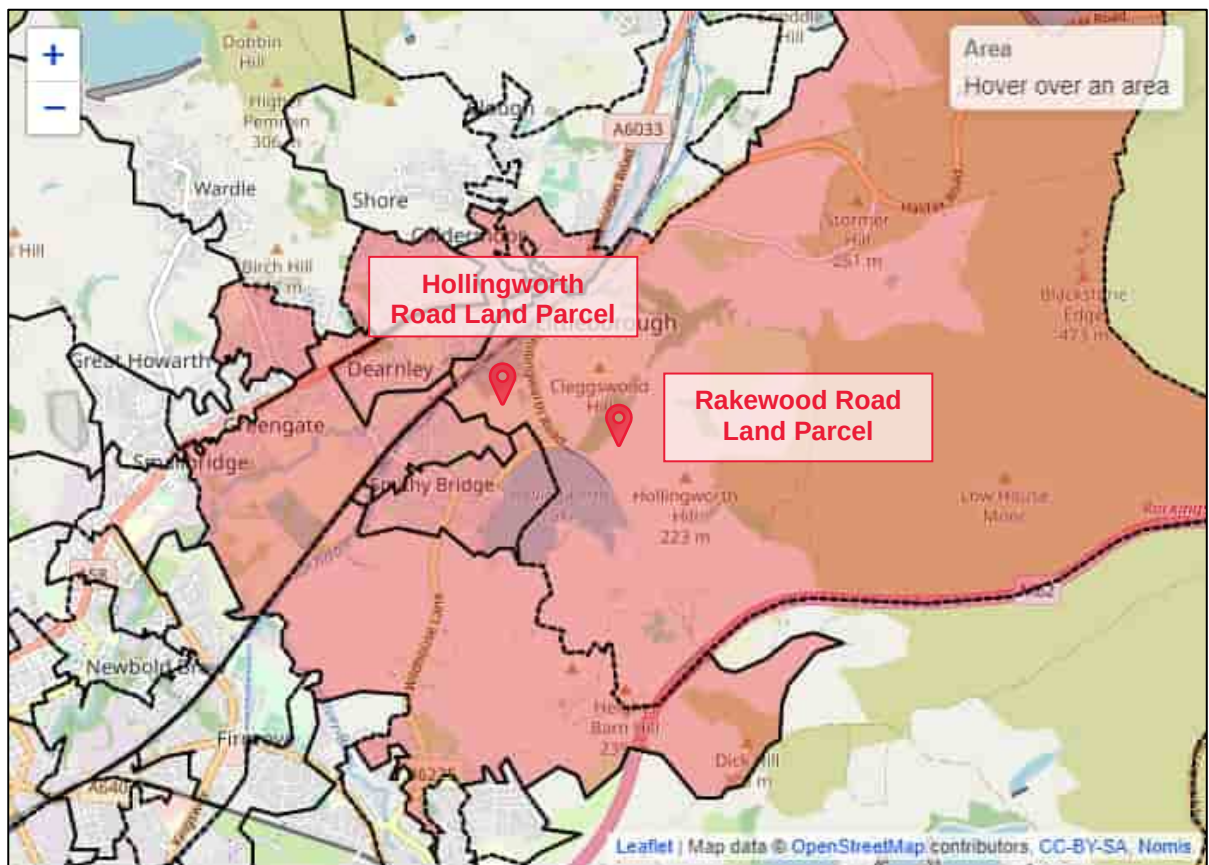


Figure 4.1 – Map of Selected LSOAs (Source: OpenStreetMap and Nomis, 2022)

- 4.2.10 It is evident that various residential areas within Littleborough and Smithy Bridge are within the acceptable and maximum walking distances of the proposed primary school.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a relatively low cost, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving and is subject to fewer delays.
- 4.3.2 An indicative cycle catchment plan has been produced to demonstrate the accessibility of the Hollingworth Road land parcel by bicycle. **Plan 079716-CUR-00-XX-DR-TP-06004** to the rear of the report shows an 8km cycle catchment, which is considered a good approximation for trips associated with the proposed development.
- 4.3.1 National Travel Survey statistics demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively. This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC, 2021) and LTN1/20.
- 4.3.2 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 8km in approximately 25 minutes.
- 4.3.3 The 8km cycle catchment extends as far as Walsden to the north, Newhey and some areas north of Shaw to the south, and almost all of Rochdale to the east of the town centre.

4.3.4 There are no segregated cycle facilities within the immediate vicinity of the site, with cyclists expected to travel on-carriageway with general traffic. However, there is a traffic-free route just to the north of the site where National Cycle Network (NCN) Route 66 links Littleborough with Rochdale and West Yorkshire following the Rochdale Canal towpath. The local cycle network within the vicinity of the site is reproduced in **Figure 4.2** below:

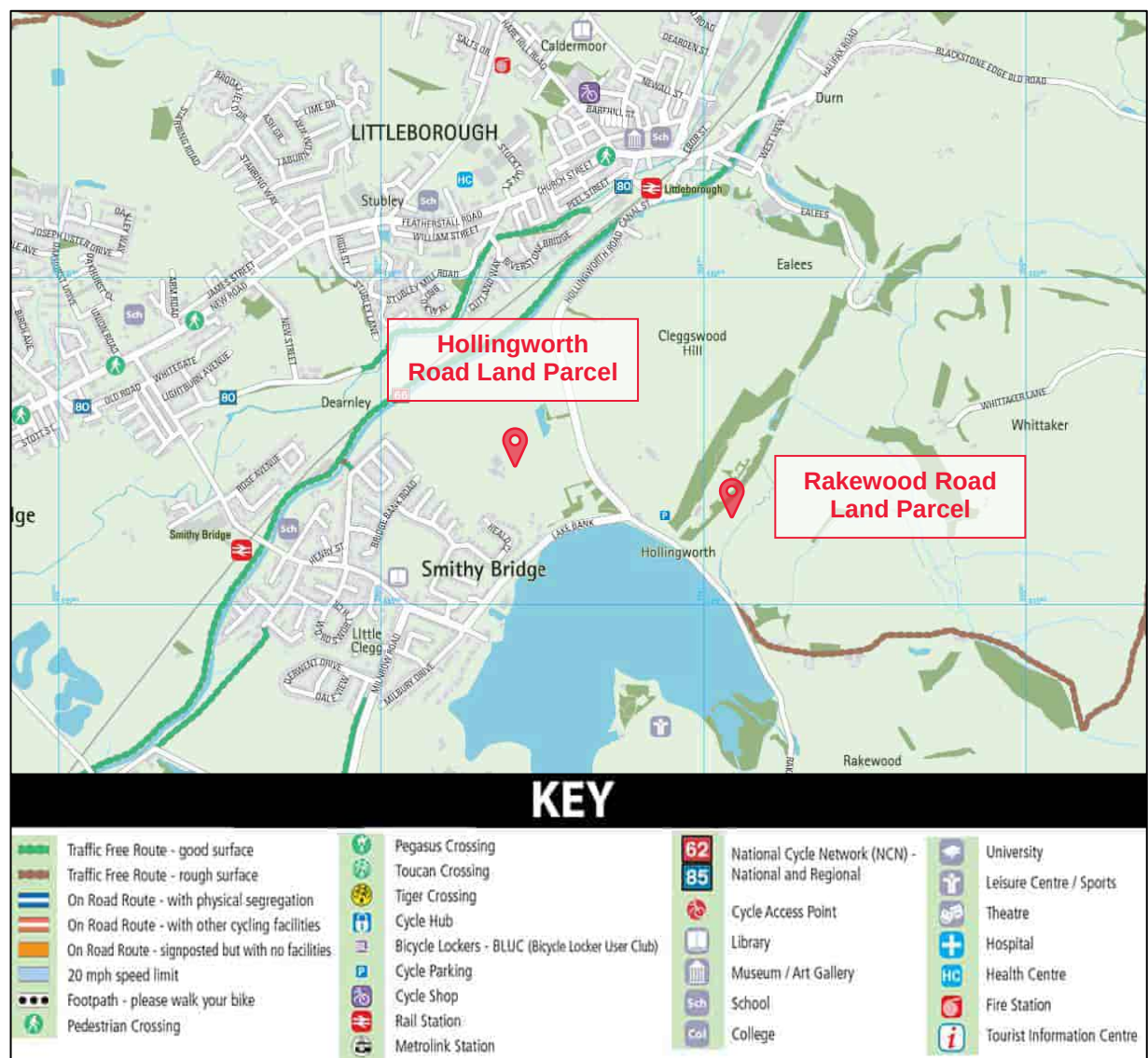


Figure 4.2 – Local Cycle Network
(Source: TfGM, 2022)

4.3.5 During site visits, it was also observed that many experienced cyclists frequent the area around the site for leisure purposes, such as along Wildhouse Lane, Lake Bank, and Hollingworth Road. The footway along the section of Wildhouse Lane between Smithy Bridge and Milnrow is also for shared use with cyclists, and there is traffic-free cycle access from Bridge Street to the Milnrow Metrolink station for multi-modal travel.

- 4.3.6 The site is therefore well placed to take advantage of the cycle connections around Littleborough. In summary, it is considered that cycling could be a realistic mode of travel for both short distance trips between home and work (for residents who work locally) or between home and transport interchanges (i.e., rail and Metrolink stations, for residents who work beyond the borough), and long-distance trips for leisure.

4.4 Public Transport Accessibility

- 4.4.1 Developed by TfGM, the Greater Manchester Accessibility Level (GMAL) is a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within Greater Manchester.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. GMAL suggests that the majority of the Hollingworth Road land parcel sits at Level 5, whilst the south-east corner has a GMAL Level of 3 (and the Rakewood Road land parcel at Levels 2 and 3).
- 4.4.3 **Plan 079716-CUR-00-XX-DR-TP-06005** to the rear of the report demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the Hollingworth Road land parcel. These include:
- **20 minutes** – Littleborough, Smithy Bridge, Wardle, and parts of Milnrow;
 - **40 minutes** – Milnrow, Rochdale town centre, Castleton, Mills Hill, Newhey, Summit, Walsden, Todmorden; and
 - **60 minutes** – Manchester City Centre, Middleton, Moston, Burnley, Hebden Bridge, Sowerby Bridge, Halifax, Brighouse.
- 4.4.4 The National Model Design Code – Part 2 (DLUHC, 2021) states: *“Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance].”* These times and distances are also cited in the CIHT document *‘Planning for Walking’* (2015).
- 4.4.5 Accessibility by bus and rail is considered further below, with a local public transport network map included in **Figure 4.3** below:

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough Transport Assessment

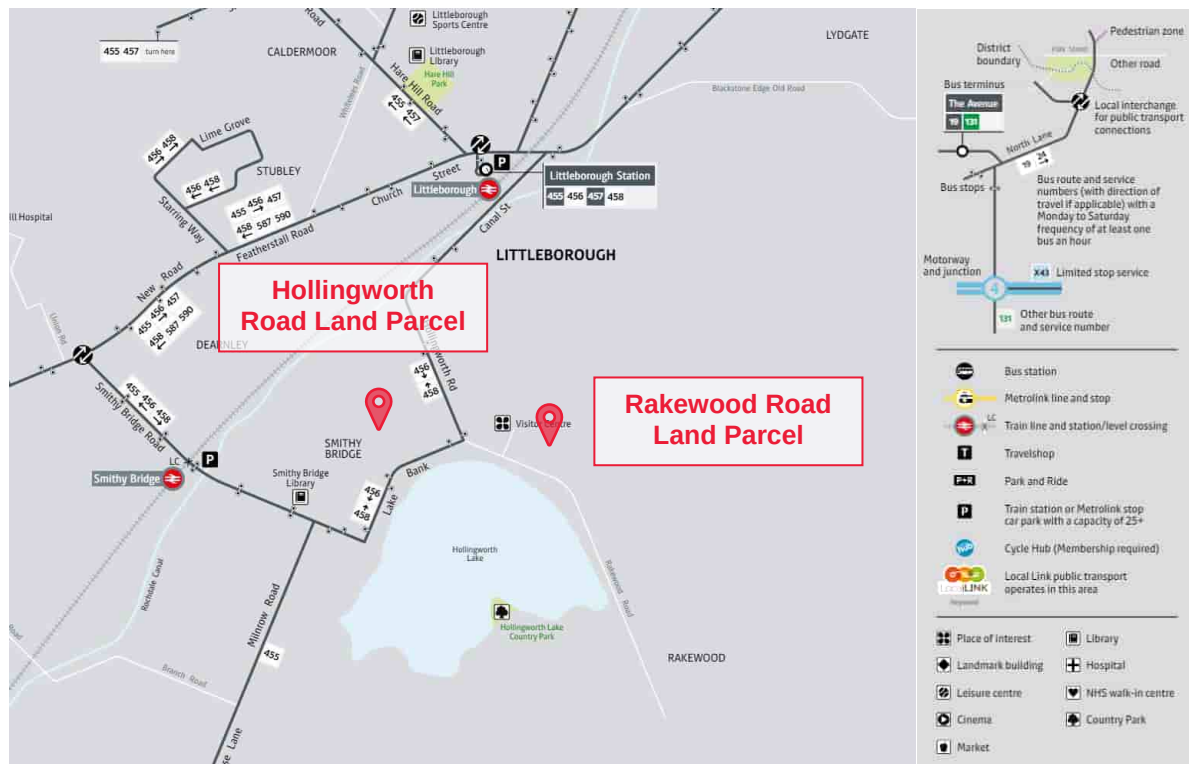


Figure 4.3 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2024)

Bus Accessibility

- 4.4.6 The nearest bus stops are located on the B6225 Hollingworth Road to the east of the Hollingworth Road land parcel and within 400m walking distance. Additional services are accessible from bus stops along Smithy Bridge Road and the A58, some 1km to the west and north of the Hollingworth Road land parcel respectively.
- 4.4.7 **Table 4.3** details the services that call at these stops, and their associated frequencies. The frequencies displayed are for services in both inbound and outbound directions unless stated otherwise with an asterisk (*).

Bus Service	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From Hollingworth Road:						
456*	Stansfield – Littleborough – Wardle – Low Hill – Rochdale	06:36	22:29	Hourly	Hourly	Hourly
458*	Rochdale - Low Hill – Wardle – Littleborough – Stansfield	07:30	22:23	Hourly	Hourly	Hourly
From Smithy Bridge Road (services 456 and 458 as above, with the addition of:)						

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Transport Assessment

Bus Service	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
455	Stansfield – Littleborough – Milnrow – Newbold – Rochdale	08:37	18:42	Hourly	Hourly	No Service
	Rochdale – Milnrow – Littleborough – Shore – Stansfield	08:01	18:59	Hourly	Hourly	No Service
850 (school bus)	Firgrove – Wardle – Smithy Bridge – Hollingworth Academy	08:08	N/A	1 a day	No Service	No Service
	Hollingworth Academy – Smithy Bridge – Wardle – Firgrove	15:21	N/A	1 a day	No Service	No Service
891 (school bus)	Shore Cote Lane – St Cuthberts RCHS	07:32	N/A	1 a day	No Service	No Service
	St Cuthberts RCHS – Shore Cote Lane	15:42	N/A	1 a day	No Service	No Service
From A58 (services 455, 456, and 458 as above, with the addition of:)						
457	Stansfield – Littleborough – Dearnley – Belfield – Rochdale	07:03	23:18	Hourly	Hourly	Hourly
	Rochdale – Littleborough – Shore – Caldermoor – Stanfield	07:39	23:00	Hourly	Hourly	Hourly
587	Rochdale – Littleborough - Ripponden – Halifax Town Centre	06:43	19:43	Hourly	Hourly	4 a day
	Halifax Town Centre – Ripponden – Littleborough – Rochdale	06:56	19:05	Hourly	Hourly	4 a day
590	Halifax Town Centre - Hebden Bridge – Todmorden – Rochdale	05:18	22:58	Every 30 mins	Every 30 mins	Hourly
	Rochdale – Todmorden – Hebden Bridge – Halifax Town Centre	05:58	23:32	Every 30 mins	Every 30 mins	Hourly
884 (school bus)	Eric St Littleborough – Kingsway Park HS Rochdale	07:38	N/A	1 a day	No Service	No Service
	Kingsway Park HS Rochdale – Eric Street Littleborough	15:24	N/A	1 a day	No Service	No Service
894 (school bus)	Littleborough Square – St Cuthberts RCHS	07:33	N/A	1 a day	No Service	No Service
	St Cuthberts RCHS – Littleborough Square	15:36	N/A	1 a day	No Service	No Service

Table 4.3 – Summary of Nearby Bus Service Frequencies

4.4.8 These stops provide services between the Hollingworth Road land parcel and various residential areas within Littleborough and beyond.

4.4.9 It is noted that the provision of bus services will change over time during different seasons of the year and in response to prevailing circumstances. The bus times are accurate at the time of writing, whereas up-to-date public bus times can be found on TfGM's website at <https://tfgm.com/bus/timetables>.

Rail Accessibility

4.4.10 With regard to rail, the Hollingworth Road land parcel is located broadly equidistant from the Littleborough (LTL) and Smithy Bridge (SMB) railway stations, both of which are within 1-1.2km walking distance from the Hollingworth Road land parcel. These stations are on the Calder Valley Line, with a summary of rail services from the station outlined in **Table 4.4**:

Destination	Mon – Fri first train	Mon – Fri last train	Peak Service Frequency	
			Mon – Sat	Sun / Hols
Blackpool and Preston to Colne, Leeds and York Calling at: Blackburn, Accrington, Rose Grove, Burnley Manchester Road, Todmorden, Walsden, Littleborough, Rochdale, Manchester Victoria. (Limited stops at SMB compared to LTL)	LTL – MCR: 07:03 SMB – MCR: 07:05 MCR – LTL: 06:25 MCR – SMB: 06:22	LTL – MCR: 00:02 SMB – MCR: 00:05 MCR – LTL: 23:24 MCR – SMB: 23:21	Hourly in both directions	Hourly in both directions
Leeds to Manchester Victoria (Calder Valley) Calling at but not limited to: Leeds, Bramley, New Pudsey, Bradford Interchange, Low Moor, Halifax, Sowerby Bridge, Mytholmroyd, Hebden Bridge, Todmorden, Walsden, Littleborough, Smithy Bridge, Rochdale, Mills Hill, Manchester Victoria, Wigan Wallgate, Wigan North Western. (Limited stops at SMB compared to LTL)	LTL – MCR: 06:09 SMB – MCR: 06:32 MCR – LTL: 06:17 MCR – SMB: 06:14	LTL – MCR: 00:03 SMB – MCR: 00:05 MCR – LTL: 23:43 MCR – SMB: 23:40	Up to 2 per hour in both directions	Up to 2 per hour in both directions

Table 4.4 – Summary of Rail Services calling at Littleborough and Smithy Bridge

4.4.11 The trains that service Littleborough and Smithy Bridge run regularly on weekdays and weekends, allowing future residents to change at busier stations such as Manchester Victoria in a journey time of less than 30 minutes (excluding walking and waiting times). This allows access to employment opportunities; and is a viable alternative to private car use.

4.4.12 It is noted that the provision of rail services will change over time in response to prevailing circumstances. The rail times are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/travel/timetables>.

4.4.13 Curtins is of the view that the close proximity of the Hollingworth Road land parcel to two railway stations is a significant benefit when it comes to travel by sustainable modes.

4.5 Mitigation Based on Locality Assessment

4.5.1 Notwithstanding the above analysis, the Locality Assessment that originally formed part of the GMSF analysis concluded that the following public transport mitigation measures may be required to support development at the Hollingworth Road land parcel:

- An improvement to the capacity of peak hour rail services on the Calder Valley Line (i.e., extra carriages) to provide more comfortable and attractive journeys for rail users;
- An improvement to the frequency of bus services along Lake Bank and Hollingworth Road to provide better travel times and increased capacity for bus users; and
- Improvements to bus stops to provide high quality shelters and information on Lake Bank and Hollingworth Road.

4.5.2 With regard to walking and cycling, the following mitigation is envisaged:

- Safe walking and cycling routes passing through the allocation, serving the proposed primary school, the Rochdale Canal and Hollingworth Lake;
- A traffic-free connection to Hollingworth Road;
- A traffic-free connection to Lake Bank along Heald Lane, including lighting and surface treatment;
- Traffic-free route to Bridge 52 on the Rochdale Canal (summer route to Smithy Bridge Rail Station);
- Traffic free connections to Wood Bank Road and Brown Lodge Drive via the existing rights of way (winter route to Smithy Bridge Rail Station);
- Improvements to the existing right of way to Stubble Lane including lighting and surface treatment, connecting with frequent bus services along the A58;
- Traffic calming and parking management measures along Hollingworth Road towards Littleborough; and
- Provision of new and improved cycle parking at Littleborough Rail Station.

4.5.3 The first five of the walking and cycling measures were considered to be essential as part of the Locality Assessment. The sixth measure is considered to be a necessary local measure to support net zero ambitions given the proximity of the allocation to the existing route, and the benefits that it achieves in providing a connection to frequent bus services and employment opportunities in Littleborough, though

it is understood that this improvement is being progressed through the Station Alliance. The final two measures are considered to be supporting measures to encourage further sustainable transport use.

- 4.5.4 As the above improvements would offer sustainable travel benefits, they are included in the proposals, where deliverability is in the control of Bloor. Where the improvements lie outside of Bloor's control, RBC will be responsible for delivery, and this can be discussed further at the post submission stage.

4.6 Active Travel England (ATE) Planning Application Assessment Toolkit

- 4.6.1 The Active Travel England (ATE) planning application assessment toolkit is included in **Appendix C** to the rear of this report. Its purpose is to gather evidence and assess the active travel merits (walking, wheeling, and cycling) of a development proposal.
- 4.6.2 The toolkit also demonstrates policy compliance for each respective criterion used to assess the development, and it is noted that the development is in line with the majority of the assessment criteria except for a select few which require more information and / or should be excluded from the assessment.

4.7 Summary

- 4.7.1 In summary, the Hollingworth Road land parcel is located such as to benefit from existing walking, cycling, and public transport opportunities that will be enhanced as part of the proposals and the Places for Everyone Plan. The Hollingworth Road land parcel is located in close proximity to a variety of key services and facilities as well as a number of existing residential areas.
- 4.7.2 The Hollingworth Road land parcel is therefore considered to be accessible from sustainable modes of travel in line with national and local transport planning policy outlined in **Section 7** of this Transport Assessment.

5.0 Traffic Forecasting for Hollingworth Road Land Parcel

5.1 Introduction

- 5.1.1 This section of the report details the methodology used to predict the traffic associated with the proposed development at the Hollingworth Road land parcel and derive future year traffic flows in order to assess the impact of the proposals.

5.2 Scope of Assessment

- 5.2.1 The operation of the existing highway network has been assessed at the following locations as agreed with Rochdale Borough Council (RBC) Highways during scoping discussions:

- **Site Access 1** – Southern site access off B6225 Hollingworth Road;
- **Site Access 2** – Northern site access off B6225 Hollingworth Road;
- **Junction 1** – A58 Halifax Road / Wardle Road roundabout;
- **Junction 2** – A58 Halifax Road / Birch Road / Old Road signalised junction;
- **Junction 3** – A58 Halifax Road / Union Road / Smithy Bridge Road signalised junction;
- **Junction 4** – Smithy Bridge Road / B6225 Milnrow Road roundabout;
- **Junction 5** – B6225 Smithy Bridge Road / Lake Bank / The Beach Car Park / Smithy Bridge Road / Milbury Drive junction;
- **Junction 6** – B6225 Lake Bank / Rakewood Road / Hollingworth Road junction;
- **Junction 7** – A58 Halifax Road / A6033 Todmorden Road signalised junction;
- **Junction 8** – A58 Halifax Road / Canal Street junction;
- **Junction 9** – A640 Rochdale Road / B6225 Bridge Street / A640 Elizabethan Way / Wesley Street signalised junction;
- **Junction 10** – B6225 Kiln Lane / Dale Street / B6225 Bridge Street roundabout; and
- **Junction 11** – B6225 Wildhouse Lane / Kiln Lane junction.

- 5.2.2 Curtins have been provided with full turning movement surveys at the 11 junctions above, which were undertaken by an independent traffic survey company on Thursday 28th April 2022 between 07:00 – 09:00 and 15:00 – 18:00, and Saturday 30th April 2022 between 11:00 – 15:00.

- 5.2.3 **Traffic Figures 1 to 3** at the rear of the report show the 2022 Observed peak hour traffic flows for the weekday AM and PM peaks, and Saturday peak hour respectively. These were observed to be 08:00 – 09:00, 16:30 – 17:30, and 11:15 – 12:15 respectively.

- 5.2.4 As requested by TfGM during Curtins' highways meeting with TfGM, RBC Highways, and Bloor, the peak hour flows include queues at the end of the peak hour that have been added to signalised junctions (Junctions 2, 3, 7, and 9). All Traffic Figures are provided in **Appendix D** to the rear of the report.

5.3 Assessment Years and Traffic Growth

- 5.3.1 In accordance with planning policy, the impact of the proposed development should be assessed for the application year (2024) and the future year of 2029 which is assumed to be 5 years after year of application. This was agreed in principle with RBC Highways during scoping discussions.
- 5.3.2 In some cases, TEMPRO growth factors are applied to the traffic surveys to establish a future year base. However, in this instance, it is not considered that this would be appropriate. It was agreed with RBC Highways that committed development flows were considered sufficient to capture any increases to traffic on the basis that traffic levels in the area were not increasing year on year (particularly in the traditional AM and PM peak periods), and that applying a growth factor is likely to result in double counting.
- 5.3.3 The 2024 and 2029 assessment years are therefore largely irrelevant, and the scenarios assessed represent any future year.

5.4 Trip Distribution & Assignment

- 5.4.1 It is noted that the GMSF Locality Assessment utilised the Greater Manchester Strategic Modelling Suite to consider distribution of traffic. The results are summarised in **Table 5.1** below:

Route	AM Peak Hour	PM Peak Hour
A58 West of A6033	6%	6%
A6033 Todmorden Road	26%	20%
B6225 Wildhouse Lane	65%	72%
A58 East of A6033	2%	1%
Total	99%	99%

Table 5.1 – TfGM Locality Assessment – Traffic Distribution at 2040 (Origins and Destinations Combined)

- 5.4.2 The above distribution is limited to a small number of junctions. It is also assumed that this distribution relates solely to the residential element of the site, as the primary school was not considered as part of the Locality Assessment.

Residential

- 5.4.3 For robustness, trip distribution has been recalculated using information provided by the Census 2011 Origin-Destination information for the place of work at an MSOA (Middle Super Output Area) level.
- 5.4.4 The suggested dataset is the 'Location of Usual Residence and Place of Work by Method of Travel to Work' (MSOA Level). This has been interrogated to find the destinations of trips to work from home-based origins centred around the middle super output area where the site is located per the 2011 Census.

- 5.4.5 Using this data, distribution has been calculated by considering the most likely route to be selected by residents in the proposed development to reach their place of employment, based on travel distances and times as suggested by online route planners. The route planner was undertaken during peak hours considering local traffic conditions, whereas the places of work analysed were inclusive of all 2011 Census merged local authority districts across the UK.
- 5.4.6 A summary of the projected traffic Census distribution is provided in **Appendix E**. Notwithstanding, it was agreed with RBC Highways that the traffic distribution could be amended to demonstrate a 50-50 north / south split between the A58 Halifax Road / B625 Canal Street and Wildhouse Lane / Kiln Lane junctions.
- 5.4.7 As such, **Traffic Figure 4** included at the rear of this report illustrates the percentages of residential traffic that passes through the assessed junctions, assigning traffic to each of the arms, amended to suit the 50-50 agreed split.

School

- 5.4.8 A separate approach has been undertaken for the trip distribution of the proposed primary school, as trips to primary school are likely to take place within the Smithy Bridge and Littleborough area rather than across the region. The existing location of primary schools in the vicinity of the site are shown in **Figure 5.1** below:

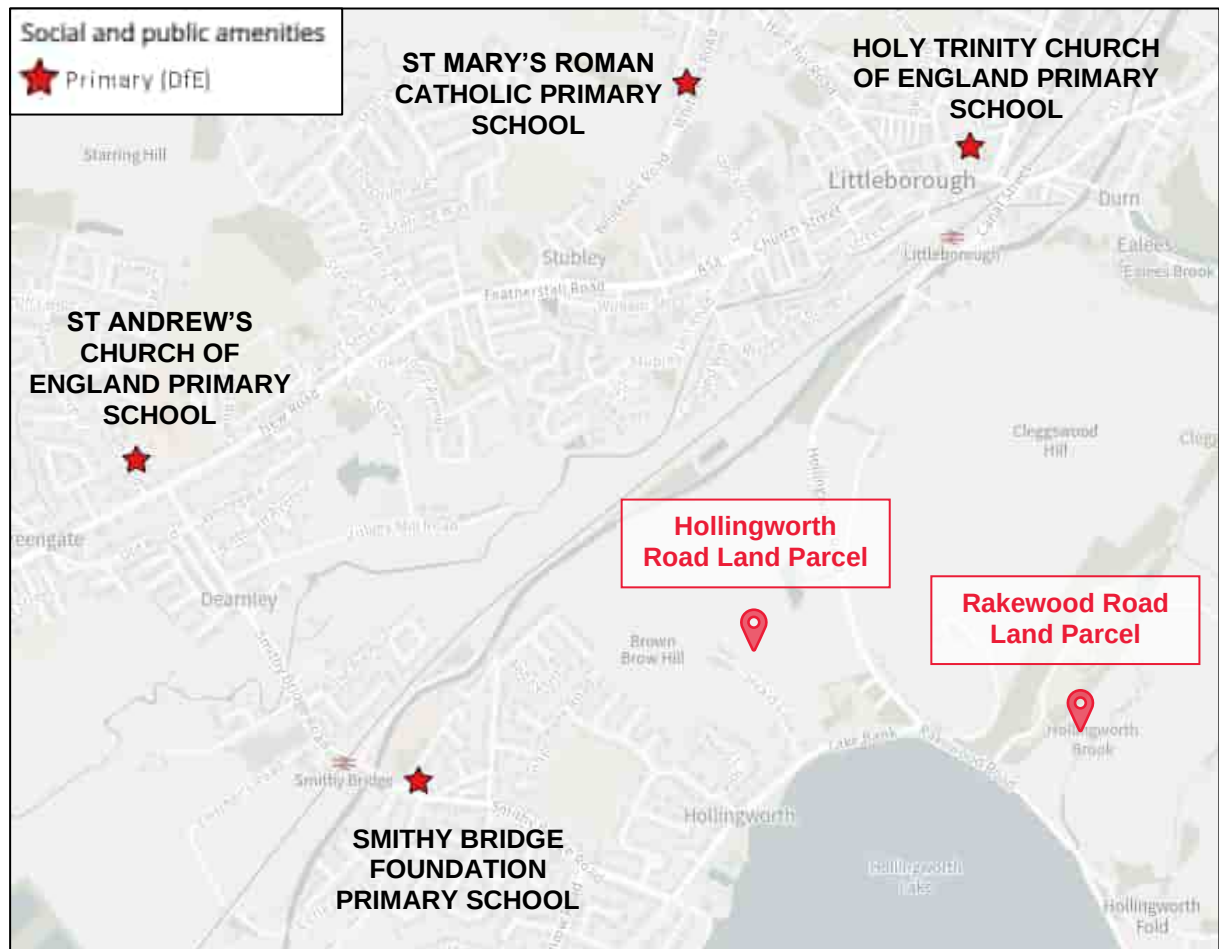


Figure 5.1 – Primary Schools in the Vicinity of the Site
(Source: Google Satellite, 2023)

- 5.4.9 To provide a robust assessment, it was assumed that 75% of the proposed primary school places would be occupied by the new families within the proposed development and immediate vicinity of the site. For the remainder of places within the primary school, statistics from National Travel Survey (NTS) 2014: Travel to School were obtained. It is noted that there have been more updated versions of the NTS (i.e., NTS 2020), however NTS 2014 was the most recent year which released a specific dataset on Travel to School.
- 5.4.10 The NTS 2014: Travel to School statistics state that 76% of trips to school made by primary school students are under 2 miles (3.2km). For reference, Curtins obtained **Figure 5.2** overleaf from Greater Manchester's Open Data Infrastructure Map (GMODIN), which shows an approximate 3km driving catchment from the proposed school in 500m increments:

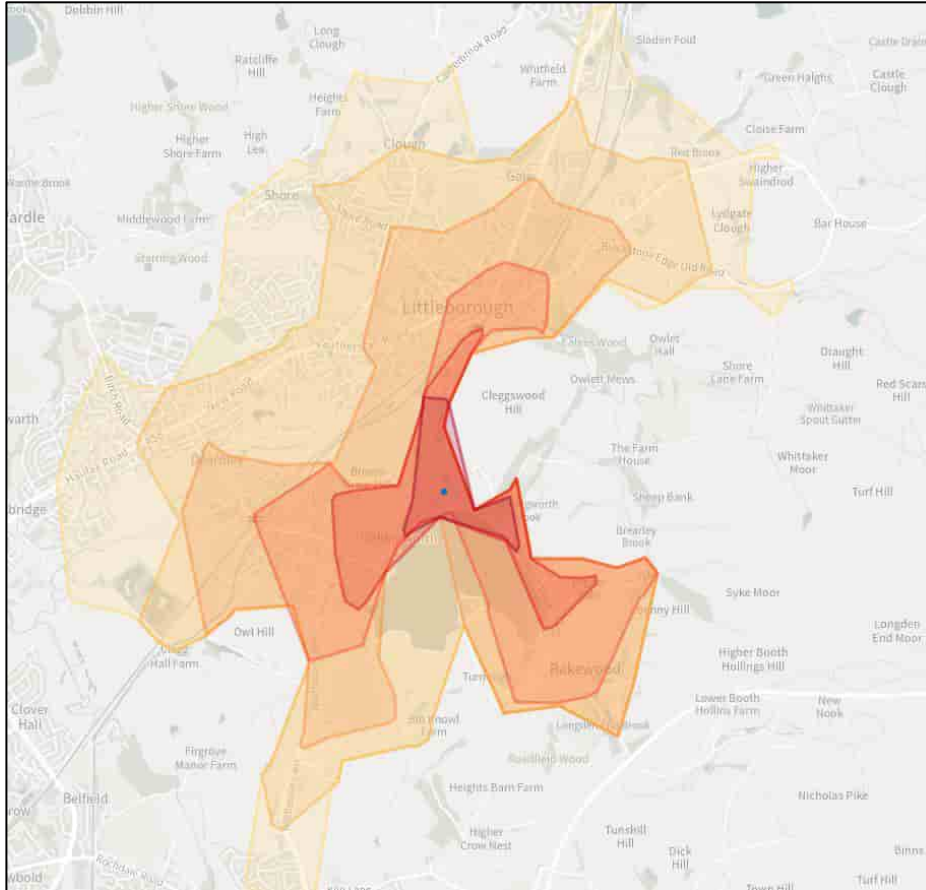


Figure 5.2 – 3km Driving Catchment from Proposed Primary School
(Source: GMODIN and OS Maps, 2022)

5.4.11 Considering the population catchment and housing density within the above driving distance, the following assumptions for trip generation were applied:

- 10% of trips from the south, near the residential estate off the B6225 Wildhouse Lane;
- 50% of trips from within the Smithy Bridge area;
- 20% of trips from the Littleborough area to the north of the site; and
- 20% of trips from the Hurstead area to the east and west of the A58 Halifax Road / Smithy Bridge Road junction.

5.4.12 **Traffic Figure 5** included at the rear of this report illustrates the percentages of school traffic that passes through the assessed junctions, assigning traffic to each of the arms.

5.5 Forecasted Trip Generation

5.5.1 It is noted that the GMSF Locality Assessment assumed completion of 18 dwellings by 2025 and all 300 dwellings by 2040. The trip generation for these two scenarios was calculated using Greater Manchester-wide trip rates for a 'constrained' scenario (where the model adjust the input demand based

on how the cost of travel changes from the base year to the future year, effectively reassigning traffic to other routes, modes, location, or time of day) and a 'high side' scenario (where the model does not adjust the input demand based on how the cost of travel changes, resulting in higher traffic flows / a more robust assessment). The 2040 results are summarised below:

Scenario	AM Peak			PM Peak		
	Departures	Arrivals	Total	Departures	Arrivals	Total
2040 GMSF Constrained	87	26	<u>113</u>	43	94	<u>136</u>
2040 GMSF High Side	103	41	<u>144</u>	63	94	<u>157</u>

Table 5.2 – TfGM Locality Assessment – Trip Generation in 2040

5.5.2 The above table demonstrates that the 'high side' results equate to 144 two-way trips in the AM peak period and 157 two-way trips in the PM peak period. Curtins is of the view that these are broadly comparable with average residential trip rates used elsewhere and are therefore fit for purpose.

5.5.3 It is also noted that the primary school was not considered as part of the Locality Assessment.

Residential

5.5.4 For robustness, a trip generation exercise has been undertaken using the TRICS database (v. 7.9.2) to calculate the trip generation associated with the proposals. The level of trips generated by these uses have been estimated using vehicular peak hour trip rates obtained from surveys of sites of a similar size and nature. The full TRICS outputs are included within **Appendix F** to the rear of this report.

5.5.5 The resultant trip rates and traffic generation for the proposed 330 dwellings is shown in **Table 5.3** below. All trips rates are per one dwelling:

Time Period	Average Trip Rates			Average Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
Residential (up to 330 dwellings)						
AM (08:00 – 09:00)	0.135	0.379	0.514	45	125	<u>170</u>
PM (17:00 – 18:00)	0.352	0.161	0.513	116	53	<u>169</u>
Saturday (11:00 – 12:00)	0.168	0.185	0.353	55	61	<u>116</u>

Table 5.3 – Proposed Trip Rates and Trip Generation (Residential)

5.5.6 The number of vehicle trips generated by the residential element of the proposed development equates to 170 and 169 two-way movements respectively in the typical weekday AM and PM peak periods, and 116 tow-way movements in the Saturday peak hour. This has been incorporated with the turning proportions to produce traffic flows within **Traffic Figures 6 to 8**.

School

5.5.7 The trip rates and traffic generation for the proposed 420-pupil primary school is also shown in **Table 5.4** below. All trips rates are per one pupil:

Time Period	Average Trip Rates			Average Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
Primary School (up to 420 pupils)						
AM (08:00 – 09:00)	0.32	0.264	0.584	134	111	245
PM (17:00 – 18:00)	0.021	0.035	0.056	9	15	24
Primary School (105 pupils, assuming 75% of the school's places would be occupied by families from the new development, therefore the trips would be internal)						
AM (08:00 – 09:00)	0.32	0.264	0.584	34	28	61
PM (17:00 – 18:00)	0.021	0.035	0.056	2	4	6
Total Development (Residential + School)						
AM (08:00 – 09:00)	N/A			78	153	<u>231</u>
PM (17:00 – 18:00)				118	57	<u>175</u>

Table 5.4 – Proposed Trip Rates and Trip Generation (School)

5.5.8 The number of vehicle trips generated by the primary school element of the proposed development equates to 61 and 6 two-way movements respectively in the typical weekday AM and PM peak periods. There were no weekend surveys nor trip rates, as the school is not expected to generate any traffic during the Saturday peak. This has been incorporated with the turning proportions to produce traffic flows within **Traffic Figures 9** and **10**.

5.5.9 The total trip generation of the proposed development (residential plus school) in the weekday AM and PM peaks are summarised in **Traffic Figures 11** and **12**.

5.6 Committed Development

5.6.1 In addition to the proposed development, vehicular trips generated by relevant committed developments have been considered as part of the junction capacity assessments on the local highway network.

5.6.2 The following have been identified for further consideration as part of this assessment:

- **Stubley Meadows, Russell Homes** (north-west of the Hollingworth Road land parcel, application reference: 20/00607/FUL) – “Residential development of 100 dwellings together with associated access, earthworks, landscaping, public open space, and on-site infrastructure (including the capping of artesian well) | Land Off New Road, Littleborough”;
- **Smithy Bridge, Taylor Wimpey** (west of the Hollingworth Road land parcel, application reference: 22/01364/FUL) – “Residential development: erection of up to 199 dwellings including vehicular

access on to Smithy Bridge Road, with internal highways, car parking, footpaths, cycle paths, boundaries, gardens, open space and other associated works | Land West Of Smithy Bridge Road, Littleborough”; and

- **Vistry Partnerships** (north of the Hollingworth Road land parcel, application reference: 21/01146/FUL) – *“Residential development - erection of up to 127 residential dwellings including new vehicular access points, footpaths, cycle paths, boundaries, landscaping, creation of open space, a pumping station and other associated works | Former Akzo Nobel Site, Hollingworth Road, Littleborough”.*

5.6.3 A review of the approved Transport Assessments for the above developments has shown that the committed developments generate a number of two-way trips in the AM and PM peak hours. As the study areas for each of the committed developments differ to that of the proposed development, assumptions have been made where appropriate to determine the impact of the committed development across the junctions assessed as part of the proposed development.

5.6.4 The weekday AM and PM peak development flows of each of the above committed developments are shown in the above order in **Traffic Figures 13 to 18**. These are then combined into total committed development flows in **Traffic Figures 19 and 20**.

5.6.5 The future year weekday AM and PM (with all committed developments) are shown in **Traffic Figures 21 and 22**.

5.6.6 There are also a number of committed developments that have been scoped in with the Local Planning Authority (LPA) which have not been considered as part of the junction capacity assessments. These committed developments and the reasons for their exclusion are as follows:

- **Russell Homes** (north-west of the Hollingworth Road land parcel, application reference: 22/01039/FUL) – *“Erection of a residential development for 61 dwellings (to include 2no. Use Class C2 residential care dwellings for children), access, landscaping, open space, SUDs, and associated works. | Land To The West Of New Street Littleborough”;*
 - This has been excluded from the assessment because the Transport Assessment submitted as part of the 2022 application concluded that the proposed development would generate approximately 30 two-way vehicular movements during the AM and PM peak periods. As such, the proposed development is unlikely to give rise to any material issues on the local highway network; and
- **Littleborough Community Primary School** (north of the Hollingworth Road land parcel, application reference: 20/00607/FUL) – *“Part demolition of existing school / children's centre / gym, erection of a new school building of up to two storeys and erection of temporary classrooms, with*

reconfigured and additional car parking, access and landscaping | Littleborough Community Primary School Calderbrook Road Littleborough OL15 9HW”;

- This has been excluded from the assessment because the development proposals comprise a replacement school, with no change to staff and pupil numbers. As such, there will not be any additional vehicular trips attributed to the development during the traditional weekday school AM and PM peak hours, as traffic associated with the school would already be on the surveyed highway network; and
- **Lancet Homes** (south of the Hollingworth Road land parcel, application reference: 22/01568/FUL)
 - *“Section 73 application for minor material amendment to planning permission 20/00639/FUL (Demolition of the existing buildings, hardstanding areas and sports pitches, and the erection of 47 dwellinghouses including provision of associated roads, footways, public open space, parking areas, drainage, landscaping and boundary treatments along with ground levelling works, works to trees and ponds and other associated works) relating to external and internal amendments to housetypes including addition of roof openings, and alterations to site levels | Birchinley Manor Equestrian Centre Wildhouse Lane, Milnrow, OL16 3TW”;*
- This has been excluded from the assessment because the Transport Statement submitted as part of the 2020 application concluded that the proposed development would generate less than 1 trip per minute during the AM and PM peak periods. As such, the proposed development will have a negligible impact on the local highway network.
- **Wardle Academy Birch** (north-west of the Hollingworth Road land parcel, application reference: 22/00830/VRCON) – *“Part two/part single storey extension to school to create additional teaching facility, door to ground floor west elevation and relocation of site boundary gates | Wardle Academy Birch Road Wardle Rochdale OL12 9RD”;*
- This has been excluded from the assessment because the Highways Technical Note that was submitted as part of the planning application concluded that the development would not have a severe impact on the operation of the highway network.

5.7 Assessment of Traffic Flows

- 5.7.1 To provide an initial indication of flows, the residential development traffic has been added to the future year scenario to form the ‘Future Base + Residential Development’ traffic flows in the weekday AM and PM peak. The resultant figures are set out in **Traffic Figures 23** and **24**.

- 5.7.2 Additionally, the school development traffic has been added separately to the above to form the 'Future Base + Residential + School Development' traffic flows, to further assess its impacts during the weekday AM and PM peak. The resultant figures are set out in **Traffic Figures 25** and **26**.

6.0 Junction Capacity Assessments

6.1 Introduction

6.1.1 The operation of the existing highway network has been assessed at the following locations as agreed with Rochdale Borough Council (RBC) Highways during scoping discussions:

- **Site Access 1** – Southern site access off B6225 Hollingworth Road;
- **Site Access 2** – Northern site access off B6225 Hollingworth Road;
- **Junction 1** – A58 Halifax Road / Wardle Road roundabout;
- **Junction 2** – A58 Halifax Road / Birch Road / Old Road signalised junction;
- **Junction 3** – A58 Halifax Road / Union Road / Smithy Bridge Road signalised junction;
- **Junction 4** – Smithy Bridge Road / B6225 Milnrow Road roundabout;
- **Junction 5** – B6225 Smithy Bridge Road / Lake Bank / The Beach Car Park / Smithy Bridge Road / Milbury Drive junction;
- **Junction 6** – B6225 Lake Bank / Rakewood Road / Hollingworth Road junction;
- **Junction 7** – A58 Halifax Road / A6033 Todmorden Road signalised junction;
- **Junction 8** – A58 Halifax Road / Canal Street junction;
- **Junction 9** – A640 Rochdale Road / B6225 Bridge Street / A640 Elizabethan Way / Wesley Street signalised junction;
- **Junction 10** – B6225 Kiln Lane / Dale Street / B6225 Bridge Street roundabout; and
- **Junction 11** – B6225 Wildhouse Lane / Kiln Lane junction.

6.1.2 The above junctions operating under priority control have been modelled utilising TRL's JUNCTIONS programme, and those under signal control via JCT Consultancy's LinSig programme.

6.1.3 LinSig allows traffic engineers to model traffic signals and their effect on traffic capacities and queuing. As well as modelling the effects of traffic signals LinSig also optimises signal timings to reduce delay or increase capacity at a junction or group of interlinked junctions.

6.1.4 LinSig results refer to the Degree of Saturation (DoS) and Mean Maximum Queue (MMQ) predicted in each lane of the junction. A DoS of 100% indicates that the lane in question is operating at its theoretical capacity (point of saturation), whilst a DoS of 90% or less indicates that the lane is operating within its practical capacity.

6.1.5 JUNCTIONS results refer to the Ratio of Flow to Capacity (RFC), delay and queue length predicted on each arm of the junction. An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 or less indicates that the arm is operating within its practical capacity.

6.1.6 The results from the junction assessments are shown in the following section, and the relevant junction modelling output reports are attached in **Appendix G** to the rear of this report.

6.2 Site Access 1 – Southern Site Access off B6225 Hollingworth Road

6.2.1 As this site access junction currently does not exist at the time of writing, **Table 6.1** presents a summary of the PICADY results for peak flows during the future year base + development scenarios for the weekday AM and PM peak.

Lane Descriptor	AM Peak		PM Peak	
	RFC	Q	RFC	Q
Future Year Base + Residential Development				
Site Access – B6225	0.27	0.4	0.13	0.2
B6225 – Site Access	0.02	0.0	0.06	0.1
Future Year Base + Residential + School Development				
Site Access – B6225	0.37	0.6	0.14	0.2
B6225 – Site Access	0.03	0.0	0.06	0.1

Table 6.1 – B6225 Hollingworth Road Southern Site Access Junction 'Future Year Base + Development' Scenarios

6.2.2 Based on the results shown in **Table 6.1**, the southern site access junction is predicted to operate well within practical capacity in the future year scenarios with both the residential and residential plus school developments in place.

6.3 Site Access 2 – Northern Site Access off B6225 Hollingworth Road

6.3.1 As this site access junction currently does not exist at the time of writing, **Table 6.2** presents a summary of the PICADY results for peak flows during the future year base + development scenarios for the weekday AM and PM peak.

Lane Descriptor	AM Peak		PM Peak	
	RFC	Q	RFC	Q
Future Year Base + Residential Development				
Site Access – B6225	0.12	0.1	0.05	0.1
B6225 – Site Access	0.01	0.0	0.03	0.0
Future Year Base + Residential + School Development				
Site Access – B6225	0.12	0.1	0.05	0.1
B6225 – Site Access	0.01	0.0	0.03	0.0

Table 6.2 – B6225 Hollingworth Road Northern Site Access Junction 'Future Year Base + Development' Scenarios

6.3.2 Based on the results shown in **Table 6.2**, the northern site access junction is predicted to operate well within practical capacity in the future year scenarios with both the residential and residential plus school developments in place.

6.4 Junction 1 – A58 Halifax Road / Wardle Road Roundabout

6.4.1 **Table 6.3** presents a summary of the ARCADY results for peak flows during the 2022 survey year, future year base and base + development scenarios for the weekday AM and PM peak.

6.4.2 It is noted that there is some limited unequal lane usage along the A58 Halifax Road (W) arm. However, if the modelling is adjusted to account for this, ARCADY appears to overestimate the queuing compared to queue surveys. As such, the junction has been modelled and validated against observed queues.

Lane Descriptor	AM Peak		PM Peak	
	RFC	Q	RFC	Q
	2022 Surveyed			
A58 Halifax Road (E)	0.05	0.0	0.04	0.0
A58 Halifax Road (W)	0.51	1.1	0.76	3.1
Wardle Road	0.56	1.3	0.36	0.6
Future Year Base				
A58 Halifax Road (E)	0.05	0.0	0.04	0.0
A58 Halifax Road (W)	0.52	1.1	0.79	3.7
Wardle Road	0.57	1.3	0.38	0.6
Future Year Base + Residential Development				
A58 Halifax Road (E)	0.05	0.1	0.04	0.0
A58 Halifax Road (W)	0.53	1.2	0.81	4.1
Wardle Road	0.57	1.3	0.39	0.6
Future Year Base + Residential + School Development				
A58 Halifax Road (E)	0.05	0.1	0.04	0.0
A58 Halifax Road (W)	0.53	1.2	0.81	4.1
Wardle Road	0.57	1.3	0.39	0.6

Table 6.3 – A58 Halifax Road / Wardle Road Roundabout '2022 Observed, Future Year Base, and Future Year Base + Development' Scenarios

6.4.3 Based on the results shown in **Table 6.3**, the A58 Halifax Road / Wardle Road roundabout currently operates within practical capacity in the 2022 surveyed scenario and is predicted to continue as such in the future year scenarios with both the residential and residential plus school developments in place.

6.4.4 It is considered that the development impact is negligible with a very minor change in the RFC and queue values.

6.5 Junction 2 – A58 Halifax Road / Birch Road / Old Road Signalised Junction

6.5.1 Curtins has obtained the signal timing information from the Urban Traffic Control Unit (UTC) at TfGM which noted that the junction operates under Microprocessor Optimised Vehicle Actuation (MOVA) control. There is no maximum cycle time with the green times variable throughout the day.

6.5.2 On this basis, the results of the A58 Halifax Road / Birch Road / Old Road traffic signals are summarised below in **Tables 6.4** and **6.5**:

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2022 Surveyed (Without Queue Demand at the End of Peak Hour)					
1/1+1/2	Birch Road Left Ahead Right	88.8%	14.4	79.0%	8.2
2/1	Halifax Road East Left Ahead	67.4%	18.2	49.8%	10.9
2/2	Halifax Road East Right	87.4%	12.0	76.3%	4.1
3/1	Old Road Right Left Ahead	10.5%	0.4	0.9%	0.0
4/2+4/1	Halifax Road West Ahead Right Left	80.7%	21.1	82.4%	24.5
Practical Reserve Capacity (PRC) (%)		1.4		9.2	
Total Delay (pcuHr)		29.26		20.92	
Cycle Time (s)		120		120	
2022 Surveyed (With Queue Demand at the End of Peak Hour)					
1/1+1/2	Birch Road Left Ahead Right	87.6%	14.1	84.8%	9.2
2/1	Halifax Road East Left Ahead	68.5%	18.7	49.9%	10.9
2/2	Halifax Road East Right	86.9%	11.9	79.3%	4.4
3/1	Old Road Right Left Ahead	10.5%	0.4	0.9%	0.0
4/2+4/1	Halifax Road West Ahead Right Left	86.1%	23.6	83.9%	25.8
Practical Reserve Capacity (PRC) (%)		2.7		6.2	
Total Delay (pcuHr)		30.64		22.37	
Cycle Time (s)		120		120	
Future Year Base					
1/1+1/2	Birch Road Left Ahead Right	89.3%	14.6	80.1%	8.5
2/1	Halifax Road East Left Ahead	72.4%	20.6	52.4%	11.9

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Transport Assessment

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2/2	Halifax Road East Right	89.7%	12.9	86.7%	5.5
3/1	Old Road Right Left Ahead	10.5%	0.4	0.9%	0.0
4/2+4/1	Halifax Road West Ahead Right Left	89.2%	25.5	86.9%	28.6
Practical Reserve Capacity (PRC) (%)		0.4		3.6	
Total Delay (pcuHr)		33.78		24.22	
Cycle Time (s)		120		120	

Table 6.4 – A58 Halifax Road / Birch Road / Old Road Signalised Junction '2022 Surveyed (With and Without Queues) and Future Year Base' Scenarios

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
Future Year Base + Residential Development					
1/1+1/2	Birch Road Left Ahead Right	91.6%	15.6	80.5%	8.5
2/1	Halifax Road East Left Ahead	73.6%	21.3	53.1%	12.1
2/2	Halifax Road East Right	91.4%	13.5	87.2%	5.6
3/1	Old Road Right Left Ahead	10.5%	0.4	0.9%	0.0
4/2+4/1	Halifax Road West Ahead Right Left	87.0%	24.5	89.4%	31.1
Practical Reserve Capacity (PRC) (%)		-1.7		0.7	
Total Delay (pcuHr)		34.54		25.71	
Cycle Time (s)		120		120	
Future Year Base + Residential + School Development					
1/1+1/2	Birch Road Left Ahead Right	91.6%	15.6	80.5%	8.5
2/1	Halifax Road East Left Ahead	73.6%	21.3	53.1%	12.1
2/2	Halifax Road East Right	91.4%	13.5	87.2%	5.6
3/1	Old Road Right Left Ahead	10.5%	0.4	0.9%	0.0
4/2+4/1	Halifax Road West Ahead Right Left	87.1%	24.5	89.4%	31.1
Practical Reserve Capacity (PRC) (%)		-1.7		0.7	
Total Delay (pcuHr)		34.56		25.71	
Cycle Time (s)		120		120	

Table 6.5 – A58 Halifax Road / Birch Road / Old Road Signalised Junction 'Future Year Base + Development' Scenarios

- 6.5.3 **Table 6.4** demonstrates that the A58 Halifax Road / Birch Road / Old Road junction currently operates within theoretical capacity during the weekday AM and PM peak periods in the 2022 survey year and the future year base accounting for committed development in the area.
- 6.5.4 A comparison of the future year base and base with development scenario in **Table 6.5** shows a minimal increase in DoS and queues, for example along Birch Road left ahead right during the AM peak, there is an increase of 2.3% in DoS and 1 passenger car unit (pcu) in queues due to the proposed residential development traffic.
- 6.5.5 It is clear from the overall junction outputs that the addition of the residential development traffic results in a minimal increase in delay at the junction, with delay increasing by 0.76 pcuHr in the AM peak 1.49 pcuHr in the PM peak.
- 6.5.6 The addition of primary school traffic does not result in a significant change in the operation of the junction as the primary school trips were assumed to be concentrated locally within Smithy Bridge and Littleborough.
- 6.5.7 Overall, it is considered that the proposed development will have a minor impact on the operation of this junction and that sustainable travel measures including the Travel Plan proposed as part of the scheme would be sufficient to mitigate the impact of both the residential use and the school at this junction.

6.6 Junction 3 – A58 Halifax Road / Union Road / Smithy Bridge Road Signalised Junction

- 6.6.1 Curtins has obtained the signal timing information from the Urban Traffic Control Unit (UTC) at TfGM which noted that the junction operates under Microprocessor Optimised Vehicle Actuation (MOVA) control. There is no maximum cycle time with the green times variable throughout the day.
- 6.6.2 On this basis, the results of the A58 Halifax Road / Union Road / Smithy Bridge Road traffic signals are summarised below in **Tables 6.6** and **6.7**:

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2022 Surveyed (Without Queue Demand at the End of Peak Hour)					
1/1	Eastbound Reservoir Ahead	56.1%	0.4	66.6%	0.2
1/2	Eastbound Reservoir Right	74.9%	7.2	68.0%	6.5
2/1	Smithy Bridge Road Right Left	86.5%	15.8	89.0%	17.0
3/1+3/2	New Road Left Ahead	77.2%	21.4	76.1%	20.6

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Transport Assessment

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
6/1	Westbound Reservoir Ahead	60.8%	5.1	51.8%	2.9
6/2	Westbound Reservoir Right Ahead	33.7%	5.4	26.8%	3.1
7/1	Union Road Left Right	46.8%	2.6	31.5%	1.4
9/1	Halifax Road Ahead Left	72.2%	19.3	81.2%	24.0
9/2	Halifax Road Ahead	24.0%	4.8	23.0%	4.5
Practical Reserve Capacity (PRC) (%)		4.1		1.2	
Total Delay (pcuHr)		26.03		26.96	
Cycle Time (s)		120		120	
2022 Surveyed (With Queue Demand at the End of Peak Hour)					
1/1	Eastbound Reservoir Ahead	56.2%	0.4	70.7%	0.2
1/2	Eastbound Reservoir Right	81.8%	7.3	79.1%	6.8
2/1	Smithy Bridge Road Right Left	87.1%	16.0	90.0%	18.7
3/1+3/2	New Road Left Ahead	81.8%	24.1	83.5%	23.9
6/1	Westbound Reservoir Ahead	63.8%	5.1	54.8%	2.9
6/2	Westbound Reservoir Right Ahead	34.4%	5.5	29.7%	3.1
7/1	Union Road Left Right	46.8%	2.6	31.5%	1.4
9/1	Halifax Road Ahead Left	72.4%	19.3	86.9%	26.7
9/2	Halifax Road Ahead	24.1%	4.9	24.5%	4.9
Practical Reserve Capacity (PRC) (%)		3.3		-0.1	
Total Delay (pcuHr)		27.51		31.63	
Cycle Time (s)		120		120	
Future Year Base					
1/1	Eastbound Reservoir Ahead	58.7%	0.4	73.6%	0.2
1/2	Eastbound Reservoir Right	97.8%	7.8	98.7%	8.2
2/1	Smithy Bridge Road Right Left	92.8%	19.9	94.6%	22.5
3/1+3/2	New Road Left Ahead	88.5%	28.2	87.3%	26.1
6/1	Westbound Reservoir Ahead	66.4%	5.0	56.6%	2.9
6/2	Westbound Reservoir Right Ahead	37.5%	5.3	33.2%	3.1
7/1	Union Road Left Right	52.0%	2.7	31.5%	1.4
9/1	Halifax Road Ahead Left	77.1%	21.2	90.6%	29.5

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Transport Assessment

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
9/2	Halifax Road Ahead	26.7%	5.4	28.9%	5.9
Practical Reserve Capacity (PRC) (%)		-8.7		-9.6	
Total Delay (pcuHr)		33.87		38.16	
Cycle Time (s)		120		120	

Table 6.6 – A58 Halifax Road / Union Road / Smithy Bridge Road Signalised Junction '2022 Surveyed (With and Without Queues) and Future Year Base' Scenarios

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
Future Year Base + Residential Development					
1/1	Eastbound Reservoir Ahead	59.5%	0.4	75.1%	0.2
1/2	Eastbound Reservoir Right	99.4%	7.9	100.2%	8.9
2/1	Smithy Bridge Road Right Left	95.8%	22.4	98.3%	26.2
3/1+3/2	New Road Left Ahead	95.1%	34.5	89.3%	27.7
6/1	Westbound Reservoir Ahead	69.1%	5.0	57.8%	2.9
6/2	Westbound Reservoir Right Ahead	38.7%	5.3	35.4%	3.1
7/1	Union Road Left Right	52.0%	2.7	31.5%	1.4
9/1	Halifax Road Ahead Left	76.9%	21.2	92.2%	31.4
9/2	Halifax Road Ahead	26.7%	5.4	29.4%	6.0
Practical Reserve Capacity (PRC) (%)		-10.5		-11.4	
Total Delay (pcuHr)		40.61		43.96	
Cycle Time (s)		120		120	
Future Year Base + Residential + School Development					
1/1	Eastbound Reservoir Ahead	58.7%	0.4	75.1%	0.2
1/2	Eastbound Reservoir Right	98.5%	8.0	100.2%	8.9
2/1	Smithy Bridge Road Right Left	99.9%	26.9	98.7%	26.7
3/1+3/2	New Road Left Ahead	93.9%	33.4	89.3%	27.7
6/1	Westbound Reservoir Ahead	69.0%	4.9	57.8%	2.9
6/2	Westbound Reservoir Right Ahead	39.0%	5.2	35.6%	3.2
7/1	Union Road Left Right	52.0%	2.7	31.5%	1.4
9/1	Halifax Road Ahead Left	75.6%	20.7	92.2%	31.4

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
9/2	Halifax Road Ahead	26.5%	5.4	29.4%	6.0
Practical Reserve Capacity (PRC) (%)		-11.0		-11.4	
Total Delay (pcuHr)		43.38		44.43	
Cycle Time (s)		120		120	

Table 6.7 – A58 Halifax Road / Union Road / Smithy Bridge Road Signalised Junction 'Future Year Base + Development' Scenarios

- 6.6.3 **Table 6.6** demonstrates that the A58 Halifax Road / Union Road / Smithy Bridge Road junction currently operates close to capacity during the weekday AM and PM peak periods in the 2022 surveyed scenario and would operate over capacity in the future year base accounting for committed development in the area. Junction performance during the peak periods is therefore an existing issue and not something attributable to the proposed development.
- 6.6.4 A comparison of the future year base and base with development scenario in **Table 6.7** shows a minimal increase in DoS and queues, for example along Smithy Bridge Road right left during the PM peak, there is an increase of 3.7% in DoS and 3.7 pcu in queues due to the proposed residential development traffic.
- 6.6.5 The addition of primary school traffic also demonstrates, in the AM peak, an increase of 4.1% in DoS and 4.5 pcu of queues on the same link in addition to traffic from the residential development.
- 6.6.6 It is considered that the increase in queuing and delay is minor and likely to be imperceptible to existing road users.
- 6.6.7 Notwithstanding, it is noted that the neighbouring Taylor Wimpey committed development is committing to contribute to the delivery of the Smithy Bridge Relief Road (as outlined in the Transport Assessment accompanying Taylor Wimpey's 2022 planning application (application reference: 22/01364/FUL)), by way of providing a length of c. 640 metres of Relief Road through the site – from Smithy Bridge Road up to the western boundary of the Hollingworth Road land parcel, representing circa one-third of the total length of proposed Relief Road.
- 6.6.8 It is understood that RBC Highways are seeking an appropriate contribution towards the delivery of the remainder of the link road. Bloor are open to the possibility of a contribution towards the scheme to mitigate the development impacts along the A58 corridor, subject to further post submission discussions.

6.7 Junction 4 – Smithy Bridge Road / B6225 Milnrow Road Roundabout

6.7.1 **Table 6.8** presents a summary of the ARCADY results for peak flows during the 2022 survey year, future year base and base + development scenarios for the weekday AM and PM peak.

Lane Descriptor	AM Peak		PM Peak	
	RFC	Q	RFC	Q
2022 Surveyed				
Smithy Bridge Road (E)	0.71	2.5	0.58	1.4
B6225 Milnrow Road	0.52	1.1	0.79	3.8
Smithy Bridge Road (W)	0.49	1.0	0.54	1.2
Future Year Base				
Smithy Bridge Road (E)	0.79	3.8	0.61	1.6
B6225 Milnrow Road	0.55	1.3	0.85	5.7
Smithy Bridge Road (W)	0.55	1.2	0.60	1.5
Future Year Base + Residential Development				
Smithy Bridge Road (E)	0.90	8.6	0.66	1.9
B6225 Milnrow Road	0.58	1.4	0.91	9.7
Smithy Bridge Road (W)	0.57	1.3	0.68	2.1
Future Year Base + Residential + School Development				
Smithy Bridge Road (E)	0.91	9.8	0.66	1.9
B6225 Milnrow Road	0.59	1.5	0.91	9.9
Smithy Bridge Road (W)	0.60	1.5	0.68	2.1

Table 6.8 – Smithy Bridge Road / B6225 Milnrow Road Roundabout ‘2022 Observed, Future Year Base, and Future Year Base + Development’ Scenarios

6.7.2 **Table 6.8** demonstrates that the Smithy Bridge Road / B6225 Milnrow Road roundabout currently operates at practical capacity during the weekday AM and PM peak periods in the 2022 survey year and the future year base accounting for committed development in the area. Junction performance during the peak periods is therefore an existing issue and not something attributable to the proposed development.

6.7.3 It is also shown that the addition of residential development traffic would increase the RFC by 0.11 in the weekday AM peak along Smithy Bridge Road (E) and 0.06 in the weekday PM peak along the B6225 Milnrow Road. There would also be an increase in queues of 4.8 and 4 pcus in the weekday AM and PM peaks respectively on the above links.

6.7.4 It is envisaged that the addition of school traffic would slightly impact the future year base + residential development traffic scenario, with an additional increase of RFC of 0.01 and increase in queues of 1.2 pcus in the weekday AM peak along Smithy Bridge Road (E). However, this is confined to a relatively brief peak period, and is not reflected in the weekday PM peak, as school traffic would reach its peak prior to the assessed hours of 17:00 – 18:00.

6.7.5 It is considered that the impact at the junction is minor and mitigation is not necessary.

6.8 Junction 5 – B6225 Smithy Bridge Road / Lake Bank / The Beach Car Park / Smithy Bridge Road / Milbury Drive Junction

6.8.1 **Table 6.9** presents a summary of the PICADY results for peak flows during the 2022 survey year, future year base and base + development scenarios for the weekday AM and PM peak.

Lane Descriptor	AM Peak		PM Peak	
	RFC	Q	RFC	Q
2022 Surveyed				
Milbury Drive – B6225 Smithy Bridge Road	0.03	0.0	0.04	0.0
Milbury Drive – B6225 Lake Bank	0.04	0.0	0.04	0.0
B6225 Smithy Bridge Road – Milbury Drive	0.04	0.1	0.02	0.0
Future Year Base				
Milbury Drive – B6225 Smithy Bridge Road	0.03	0.0	0.04	0.0
Milbury Drive – B6225 Lake Bank	0.04	0.0	0.05	0.1
B6225 Smithy Bridge Road – Milbury Drive	0.04	0.1	0.02	0.0
Future Year Base + Residential Development				
Milbury Drive – B6225 Smithy Bridge Road	0.03	0.0	0.04	0.0
Milbury Drive – B6225 Lake Bank	0.04	0.0	0.05	0.1
B6225 Smithy Bridge Road – Milbury Drive	0.04	0.1	0.02	0.0
Future Year Base + Residential + School Development				
Milbury Drive – B6225 Smithy Bridge Road	0.04	0.0	0.04	0.0
Milbury Drive – B6225 Lake Bank	0.05	0.1	0.05	0.1
B6225 Smithy Bridge Road – Milbury Drive	0.04	0.1	0.02	0.0

Table 6.9 – B6225 Smithy Bridge Road / Lake Bank / The Beach Car Park / Smithy Bridge Road / Milbury Drive Junction '2022 Observed, Future Year Base, and Future Year Base + Development' Scenarios

6.8.2 Based on the results shown in **Table 6.9**, the B6225 Smithy Bridge Road / Lake Bank / The Beach Car Park / Smithy Bridge Road / Milbury Drive junction currently operates well within practical capacity in the 2022 surveyed scenario and is predicted to continue as such in the future year scenarios with both the residential and residential plus school developments in place.

6.9 Junction 6 – B6225 Lake Bank / Rakewood Road / Hollingworth Road Junction

6.9.1 **Table 6.10** presents a summary of the PICADY results for peak flows during the 2022 survey year, future year base and base + development scenarios for the weekday AM and PM peak.

Lane Descriptor	AM Peak		PM Peak	
	RFC	Q	RFC	Q
2022 Surveyed				
Rakewood Road – B6225 Lake Bank (W)	0.05	0.1	0.05	0.1
Rakewood Road – B6225 Lake Bank (E)	0.06	0.1	0.05	0.1
B6225 Lake Bank (W) – Rakewood Road	0.06	0.1	0.12	0.3
Future Year Base				
Rakewood Road – B6225 Lake Bank (W)	0.05	0.1	0.05	0.1
Rakewood Road – B6225 Lake Bank (E)	0.06	0.1	0.05	0.1
B6225 Lake Bank (W) – Rakewood Road	0.06	0.1	0.12	0.3
Future Year Base + Residential Development				
Rakewood Road – B6225 Lake Bank (W)	0.06	0.1	0.05	0.1
Rakewood Road – B6225 Lake Bank (E)	0.07	0.1	0.05	0.1
B6225 Lake Bank (W) – Rakewood Road	0.07	0.1	0.13	0.3
Future Year Base + Residential + School Development				
Rakewood Road – B6225 Lake Bank (W)	0.06	0.1	0.05	0.1
Rakewood Road – B6225 Lake Bank (E)	0.07	0.1	0.05	0.1
B6225 Lake Bank (W) – Rakewood Road	0.07	0.1	0.13	0.3

Table 6.10 – B6225 Lake Bank / Rakewood Road / Hollingworth Road Junction ‘2022 Observed, Future Year Base, and Future Year Base + Development’ Scenarios

6.9.2 Based on the results shown in **Table 6.10**, the B6225 Lake Bank / Rakewood Road / Hollingworth Road junction currently operates well within practical capacity in the 2022 surveyed scenario and is predicted to continue as such in the future year scenarios with both the residential and residential plus school developments in place.

6.10 Junction 7 – A58 Halifax Road / A6033 Todmorden Road Signalised Junction

6.10.1 Curtins has obtained the signal timing information from the Urban Traffic Control Unit (UTC) at TfGM which noted that the junction operates under Microprocessor Optimised Vehicle Actuation (MOVA) control. There is no maximum cycle time with the green times variable throughout the day.

6.10.2 On this basis, the results of the A58 Halifax Road / A6033 Todmorden Road traffic signals are summarised below in **Tables 6.11** and **6.12**:

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2022 Surveyed (Without Queue Demand at the End of Peak Hour)					
1/1	Halifax Road East Ahead Right	92.0%	16.5	79.0%	19.6
2/1	A6033 Todmorden Road Left Right	95.1%	29.4	88.4%	19.6
3/1	Halifax Road West Ahead Left	92.5%	19.2	55.5%	12.8
Practical Reserve Capacity (PRC) (%)		-5.7		1.8	
Total Delay (pcuHr)		31.70		18.74	
Cycle Time (s)		120		120	
2022 Surveyed (With Queue Demand at the End of Peak Hour)					
1/1	Halifax Road East Ahead Right	95.4%	19.7	83.1%	20.8
2/1	A6033 Todmorden Road Left Right	96.5%	31.2	87.2%	19.3
3/1	Halifax Road West Ahead Left	96.7%	22.2	57.4%	13.4
Practical Reserve Capacity (PRC) (%)		-7.4		3.2	
Total Delay (pcuHr)		38.35		19.51	
Cycle Time (s)		120		120	
Future Year Base					
1/1	Halifax Road East Ahead Right	98.6%	23.8	84.9%	21.5
2/1	A6033 Todmorden Road Left Right	99.6%	36.4	92.1%	22.0
3/1	Halifax Road West Ahead Left	100.1%	27.2	59.1%	14.0
Practical Reserve Capacity (PRC) (%)		-11.2		-2.4	
Total Delay (pcuHr)		50.64		22.16	
Cycle Time (s)		120		120	

Table 6.11 – A58 Halifax Road / A6033 Todmorden Road Signalised Junction '2022 Surveyed (With and Without Queues) and Future Year Base' Scenarios

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
Future Year Base + Residential Development					
1/1	Halifax Road East Ahead Right	101.1%	29.3	91.8%	25.2
2/1	A6033 Todmorden Road Left Right	101.9%	41.7	93.0%	22.6
3/1	Halifax Road West Ahead Left	102.5%	31.4	62.3%	15.2
Practical Reserve Capacity (PRC) (%)		-13.9		-3.3	
Total Delay (pcuHr)		64.82		25.65	
Cycle Time (s)		120		120	
Future Year Base + Residential + School Development					
1/1	Halifax Road East Ahead Right	101.5%	30.3	91.9%	25.3
2/1	A6033 Todmorden Road Left Right	102.0%	42.0	93.0%	22.6
3/1	Halifax Road West Ahead Left	103.3%	33.0	62.3%	15.2
Practical Reserve Capacity (PRC) (%)		-14.7		-3.3	
Total Delay (pcuHr)		67.78		25.68	
Cycle Time (s)		120		120	

Table 6.12 – A58 Halifax Road / A6033 Todmorden Road Signalised Junction 'Future Year Base + Development' Scenarios

- 6.10.3 **Table 6.11** demonstrates that the A58 Halifax Road / A6033 Todmorden Road junction currently operates close to theoretical capacity during the weekday AM and PM peak periods in the 2022 surveyed scenario, and exceeds theoretical capacity in the future year base accounting for committed development in the area.
- 6.10.4 Junction performance during the peak periods is therefore an existing issue and not something attributable to the proposed development. It should also be noted that a level of congestion and delay on a busy urban commuter route is not something that is unexpected and this situation occurs at numerous junctions across Greater Manchester and the UK every morning and evening.
- 6.10.5 A comparison of the future year base and base with development scenario in **Table 6.12** shows a minimal increase in DoS and queues, for example along Halifax Road East ahead right during the AM peak, there is an increase of 2.5% in DoS and 5.5 pcu in queues due to the proposed residential development traffic.
- 6.10.6 The addition of primary school traffic also demonstrates, in the AM peak, a further increase of 0.8% in DoS and 1.6 pcu of queues on the Halifax Road West ahead left link in addition to traffic from the

residential development. It is considered that this increase in queuing is minimal and likely to be imperceptible to existing road users.

6.10.7 As noted from scoping discussions, officers at RBC are considering highway improvements at this location (in conjunction with mitigation at the A58 Halifax Road / Canal Street junction), albeit there are no definitive timescales to progress the works. Curtins has explored the possibility of some form of interim mitigation, but this does not seem feasible within land under Bloor control. On this basis, a proportional financial contribution towards the A58 corridor as a whole may be appropriate to mitigate impacts, and this has been accepted in principle by RBC during scoping discussions.

6.11 Junction 8 – A58 Halifax Road / Canal Street Junction

6.11.1 **Table 6.13** presents a summary of the PICADY results for peak flows during the 2022 survey year, future year base and base + development scenarios for the weekday AM and PM peak.

Lane Descriptor	AM Peak		PM Peak	
	RFC	Q	RFC	Q
2022 Surveyed				
B6225 Canal Street – A58 Halifax Road (W)	0.57	1.4	0.69	2.2
B6225 Canal Street – A58 Halifax Road (E)	0.41	0.7	0.46	0.8
A58 Halifax Road (W) – B6225 Canal Street	0.98	23.3	0.81	5.2
Future Year Base				
B6225 Canal Street – A58 Halifax Road (W)	0.63	1.7	0.71	2.5
B6225 Canal Street – A58 Halifax Road (E)	0.48	1.0	0.50	1.0
A58 Halifax Road (W) – B6225 Canal Street	1.00	33.2	0.85	6.7
Future Year Base + Residential Development				
B6225 Canal Street – A58 Halifax Road (W)	0.76	3.0	0.78	3.4
B6225 Canal Street – A58 Halifax Road (E)	0.62	1.6	0.59	1.4
A58 Halifax Road (W) – B6225 Canal Street	1.02	48.3	0.93	13.6
Future Year Base + Residential + School Development				
B6225 Canal Street – A58 Halifax Road (W)	0.79	3.6	0.78	3.4
B6225 Canal Street – A58 Halifax Road (E)	0.67	1.9	0.59	1.4
A58 Halifax Road (W) – B6225 Canal Street	1.03	55.0	0.93	13.6

Table 6.13 – A58 Halifax Road / Canal Street Junction '2022 Observed, Future Year Base, and Future Year Base + Development' Scenarios

- 6.11.2 Based on the results shown in **Table 6.13**, the A58 Halifax Road / Canal Street junction currently operates at theoretical capacity in the 2022 surveyed scenario, and exceeds theoretical capacity in the future year base accounting for committed development in the area.
- 6.11.3 However, the addition of residential development traffic would only increase the RFC by 0.02 in the weekday AM peak and 0.08 in the weekday PM peak along the A58 Halifax Road (W) – B6225 Canal Street stream.
- 6.11.4 It is envisaged that the addition of school traffic would slightly impact the future year base + residential development traffic scenario, with an additional increase of RFC of 0.01 and increase in queues of 6.7 pcus in the weekday AM peak along the above stream. However, this is confined to a relatively brief peak period, and is not reflected in the weekday PM peak, as school traffic would reach its peak prior to the assessed hours of 17:00 – 18:00.
- 6.11.5 As noted above and from scoping discussions, officers at RBC suggest that improvements may be required at this location (in conjunction with mitigation at the A58 Halifax Road / A6033 Todmorden Road junction), however there are no definitive timescales to progress the mitigation scheme. On this basis, a proportional financial contribution towards the A58 corridor as a whole may be appropriate to mitigate impacts, and this has been accepted in principle by RBC.

6.12 Junction 9 – A640 Rochdale Road / B6225 Bridge Street / A640 Elizabethan Way / Wesley Street Signalised Junction

- 6.12.1 Curtins has obtained the signal timing information from the Urban Traffic Control Unit (UTC) at TfGM which noted that the junction operates under Microprocessor Optimised Vehicle Actuation (MOVA) control. There is no maximum cycle time with the green times variable throughout the day.
- 6.12.2 On this basis, the results of the A640 Rochdale Road / B6225 Bridge Street / A640 Elizabethan Way / Wesley Street traffic signals are summarised below in **Tables 6.14** and **6.15**:

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2022 Surveyed (Without Queue Demand at the End of Peak Hour)					
1/1	Wesley Street Right Ahead Left	0.0%	0.0	0.3%	0.0
2/1+2/2	Bridge Street Ahead Left Right	99.8%	31.6	90.6%	18.4
3/1	Elizabethan Way Left Ahead	36.8%	7.4	29.7%	5.0
3/2	Elizabethan Way Right	99.4%	22.9	92.1%	11.8
4/1	Rochdale Road Right Ahead Left	84.7%	21.3	86.2%	24.9

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Transport Assessment

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
Practical Reserve Capacity (PRC) (%)		-10.9		-2.3	
Total Delay (pcuHr)		45.62		29.09	
Cycle Time (s)		120		120	
2022 Surveyed (With Queue Demand at the End of Peak Hour)					
1/1	Wesley Street Right Ahead Left	0.0%	0.0	0.3%	0.0
2/1+2/2	Bridge Street Ahead Left Right	100.3%	34.0	97.9%	24.1
3/1	Elizabethan Way Left Ahead	37.6%	7.6	29.6%	4.8
3/2	Elizabethan Way Right	103.6%	28.4	103.9%	32.7
4/1	Rochdale Road Right Ahead Left	92.1%	25.1	94.8%	31.8
Practical Reserve Capacity (PRC) (%)		-15.2		-15.4	
Total Delay (pcuHr)		55.79		53.31	
Cycle Time (s)		120		120	
Future Year Base					
1/1	Wesley Street Right Ahead Left	0.0%	0.0	0.3%	0.0
2/1+2/2	Bridge Street Ahead Left Right	104.0%	53.3	97.9%	25.4
3/1	Elizabethan Way Left Ahead	37.3%	7.5	30.1%	5.0
3/2	Elizabethan Way Right	109.5%	39.7	109.6%	47.9
4/1	Rochdale Road Right Ahead Left	93.3%	26.2	102.6%	46.9
Practical Reserve Capacity (PRC) (%)		-21.7		-21.8	
Total Delay (pcuHr)		81.09		82.56	
Cycle Time (s)		120		120	

Table 6.14 – A640 Rochdale Road / B6225 Bridge Street / A640 Elizabethan Way / Wesley Street Signalised Junction '2022 Surveyed (With and Without Queues) and Future Year Base' Scenarios

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
Future Year Base + Residential Development					
1/1	Wesley Street Right Ahead Left	0.0%	0.0	0.3%	0.0
2/1+2/2	Bridge Street Ahead Left Right	103.3%	54.8	98.6%	28.0
3/1	Elizabethan Way Left Ahead	38.7%	8.0	31.0%	5.2
3/2	Elizabethan Way Right	113.1%	47.6	117.5%	70.2

Link	Lane Descriptor	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
4/1	Rochdale Road Right Ahead Left	103.6%	42.4	105.8%	56.9
Practical Reserve Capacity (PRC) (%)		-25.6		-30.6	
Total Delay (pcuHr)		104.3		115.94	
Cycle Time (s)		120		120	
Future Year Base + Residential + School Development					
1/1	Wesley Street Right Ahead Left	0.0%	0.0	0.3%	0.0
2/1+2/2	Bridge Street Ahead Left Right	103.3%	54.8	98.6%	28.0
3/1	Elizabethan Way Left Ahead	38.7%	8.0	31.0%	5.2
3/2	Elizabethan Way Right	113.1%	47.6	117.5%	70.2
4/1	Rochdale Road Right Ahead Left	103.6%	42.4	105.8%	56.9
Practical Reserve Capacity (PRC) (%)		-25.6		-30.6	
Total Delay (pcuHr)		104.03		115.94	
Cycle Time (s)		120		120	

Table 6.15 – A640 Rochdale Road / B6225 Bridge Street / A640 Elizabethan Way / Wesley Street Signalised Junction 'Future Year Base + Development' Scenarios

- 6.12.3 **Table 6.14** demonstrates that the A640 Rochdale Road / B6225 Bridge Street / A640 Elizabethan Way / Wesley Street junction currently operates beyond theoretical capacity during the weekday AM and PM peak and the future year base accounting for committed development in the area.
- 6.12.1 Junction performance during the peak periods is therefore an existing issue and not something attributable to the proposed development. It should also be noted that a level of congestion and delay on a busy urban commuter route is not something that is unexpected and this situation occurs at numerous junctions across Greater Manchester and the UK every morning and evening.
- 6.12.2 A comparison of the future year base and base with development scenario in **Table 6.15** shows some increases in DoS and queues. For example, along the Elizabethan Way right and Rochdale Road right ahead left streams during the AM peak, there are increases of 3.6% and 10.3% respectively in DoS.
- 6.12.3 The primary school traffic does not result in a significant change in the operation of the junction, as the primary school trips were assumed to be concentrated locally within Smithy Bridge and Littleborough. The main increases in traffic at this junction arise from future residents utilising this junction to reach the motorway.

6.12.4 Whilst the junction is operating at capacity, the development impacts are not considered to be significant, especially as the junction operates with MOVA and the results of this are not replicated in the modelling.

6.13 Junction 10 – B6225 Kiln Lane / Dale Street / B6225 Bridge Street Roundabout

6.13.1 **Table 6.16** presents a summary of the ARCADY results for peak flows during the 2022 survey year, future year base and base + development scenarios for the weekday AM and PM peak.

Lane Descriptor	AM Peak		PM Peak	
	RFC	Q	RFC	Q
2022 Surveyed				
B6225 Kiln Lane	0.87	6.4	0.72	2.6
Dale Street	0.77	3.4	0.90	8.0
B6225 Bridge Street	0.67	2.1	0.85	5.6
Future Year Base				
B6225 Kiln Lane	0.97	19.7	0.77	3.4
Dale Street	0.85	5.3	0.93	10.7
B6225 Bridge Street	0.70	2.4	0.92	10.0
Future Year Base + Residential Development				
B6225 Kiln Lane	1.04	67.5	0.80	4.0
Dale Street	0.89	7.3	0.95	14.6
B6225 Bridge Street	0.72	2.7	0.97	22.8
Future Year Base + Residential + School Development				
B6225 Kiln Lane	1.04	67.5	0.80	4.0
Dale Street	0.89	7.3	0.95	14.6
B6225 Bridge Street	0.72	2.7	0.97	22.8

Table 6.16 – B6225 Kiln Lane / Dale Street / B6225 Bridge Street Roundabout '2022 Observed, Future Year Base, and Future Year Base + Development' Scenarios

6.13.2 Based on the results shown in **Table 6.16**, the B6225 Kiln Lane / Dale Street / B6225 Bridge Street roundabout currently operates beyond practical capacity in the 2022 surveyed scenario and is predicted to operate at or close to theoretical capacity in the future year base accounting for committed development in the area. Junction performance during the peak periods is therefore an existing issue and not something attributable to the proposed development.

- 6.13.3 It is also shown that the addition of residential development traffic would increase the RFC by 0.07 in the weekday AM peak and 0.03 in the weekday PM peak along the B6225 Kiln Lane link.
- 6.13.4 Similar to the above junction, the addition of primary school traffic does not result in a significant change in the operation of the junction, as the primary school trips were assumed to be concentrated locally within Smithy Bridge and Littleborough. The main increases in traffic at this junction arise from future residents utilising this junction to reach the motorway.
- 6.13.5 Whilst the junction is operating at capacity, the development impacts are not considered to be significant. The queues must also be treated with caution as once a roundabout reaches capacity, the queuing predicted increases exponentially and is no longer a valid metric for considering performance.

6.14 Junction 11 – B6225 Wildhouse Lane / Kiln Lane Junction

- 6.14.1 **Table 6.17** presents a summary of the PICADY results for peak flows during the 2022 survey year, future year base and base + development scenarios for the weekday AM and PM peak.

Lane Descriptor	AM Peak		PM Peak	
	RFC	Q	RFC	Q
2022 Surveyed				
B6225 Wildhouse Lane – Kiln Lane (E)	1.20	22.5	1.09	7.1
B6225 Wildhouse Lane – Kiln Lane (W)	1.21	131.3	1.10	66.5
Kiln Lane (E) – B6225 Wildhouse Lane	0.22	0.4	0.23	0.4
Future Year Base				
B6225 Wildhouse Lane – Kiln Lane (E)	1.39	35.6	1.18	10.6
B6225 Wildhouse Lane – Kiln Lane (W)	1.39	243.7	1.19	118.9
Kiln Lane (E) – B6225 Wildhouse Lane	0.22	0.4	0.24	0.4
Future Year Base + Residential Development				
B6225 Wildhouse Lane – Kiln Lane (E)	1.54	44.2	1.27	13.6
B6225 Wildhouse Lane – Kiln Lane (W)	1.54	336.8	1.27	164.9
Kiln Lane (E) – B6225 Wildhouse Lane	0.23	0.4	0.24	0.4
Future Year Base + Residential + School Development				
B6225 Wildhouse Lane – Kiln Lane (E)	1.54	44.2	1.27	13.6
B6225 Wildhouse Lane – Kiln Lane (W)	1.54	336.8	1.27	164.9
Kiln Lane (E) – B6225 Wildhouse Lane	0.23	0.4	0.24	0.4

Table 6.17 – B6225 Wildhouse Lane / Kiln Lane Junction '2022 Observed, Future Year Base, and Future Year Base + Development' Scenarios

- 6.14.2 Based on the results shown in **Table 6.17**, the B6225 Wildhouse Lane / Kiln Lane junction currently operates well beyond capacity in the 2022 surveyed scenario and the future year base accounting for committed development in the area.
- 6.14.3 As outlined previously, RBC has considered highway improvements at this junction which involves reconfiguration of priority (with Kiln Lane (W) and the B6225 Wildhouse Lane becoming the major arm, whereas Kiln Lane (E) would be the minor arm) to allow for unobstructed northbound and southbound traffic flow between Kiln Lane (W) and the B6225 Wildhouse Lane, with one lane in each direction.
- 6.14.4 **Table 6.18** below presents a summary of the PICADY results for peak flows during the 2022 survey year, future year base and base + development scenarios for the weekday AM and PM peak, assuming the above mitigation is in place.

Lane Descriptor	AM Peak		PM Peak	
	RFC	Q	RFC	Q
With Mitigation				
2022 Surveyed				
Kiln Lane (E) – Kiln Lane (W)	0.67	2.0	0.54	1.2
Kiln Lane (W) – Kiln Lane (E)	0.25	0.3	0.21	0.3
Future Year Base				
Kiln Lane (E) – Kiln Lane (W)	0.72	2.5	0.57	1.3
Kiln Lane (W) – Kiln Lane (E)	0.26	0.4	0.21	0.3
Future Year Base + Residential Development				
Kiln Lane (E) – Kiln Lane (W)	0.76	3.0	0.60	1.5
Kiln Lane (W) – Kiln Lane (E)	0.26	0.4	0.21	0.3
Future Year Base + Residential + School Development				
Kiln Lane (E) – Kiln Lane (W)	0.76	3.0	0.60	1.5
Kiln Lane (W) – Kiln Lane (E)	0.26	0.4	0.21	0.3

Table 6.18 – B6225 Wildhouse Lane / Kiln Lane Junction '2022 Observed, Future Year Base, and Future Year Base + Development' With Mitigation Scenarios

- 6.14.5 Based on the results shown in **Table 6.18**, the B6225 Wildhouse Lane / Kiln Lane junction with mitigation demonstrates significant improvements when compared to the existing situation, with the junction operating within practical capacity in the future year scenarios with both the residential and residential plus school developments in place.

6.14.6 On the above basis, it is considered that mitigation would offer benefits should RBC wish to pursue this mitigation. However, a proportional financial contribution towards the A58 corridor as a whole may be more appropriate to mitigate impacts and this may divert traffic away from this junction. This has been accepted in principle by RBC.

6.15 Summary and Mitigation

6.15.1 The above analysis demonstrates that some of the junctions on the local highway network are predicted to operate with a sufficient amount of residual capacity available in the future year traffic scenario, with and without the development in place. As a result, no mitigation is proposed at these locations.

6.15.2 However, as is to be expected for a busy urban network, some junctions on the wider highway network are predicted to operate at or close to capacity in the existing and/or future base year scenarios. A level of delay and congestion during peak periods is not unusual and on-site observations have shown that these junctions operate in acceptable manner for large parts of the day outside of the peaks.

6.15.3 The analysis also fails to account for the presence of MOVA at many of the signalised junctions, and this will further enhance junction performance in reality.

6.15.4 The actual impact of the development proposals is in most cases considered to be minimal or negligible, and it is generally not the development traffic that is causing the junctions to operate over capacity during the peak periods. Instead, there are existing capacity challenges that are not the responsibility of the developer to resolve.

6.15.5 Notwithstanding the above, it is understood that RBC is considering highway improvements at the following junctions:

- Wildhouse Lane / Kiln Lane;
- The Canal Street / A58 Halifax Road / Todmorden Road; and
- The Smithy Bridge Relief Road.

6.15.6 Based on the analysis in this report, Bloor is prepared to make an appropriate financial contribution towards the improvements, subject to further post submission discussions.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

7.2 National Planning Policy Framework (NPPF) (2023)

- 7.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 7.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 7.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 7.2.4 Section 9 of the NPPF is titled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 7.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 7.2.6 Paragraph 114 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the Site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

7.2.7 It has been shown that safe and suitable access to the site can be achieved. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.8 Paragraph 115 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

7.2.9 Junction capacity assessments have been undertaken, which demonstrate that some of the junctions on the local highway network are predicted to operate with a sufficient amount of residual capacity available in the future year traffic scenario, with and without the development in place.

7.2.10 However, some junctions on the wider highway network are predicted to operate over capacity in the future year traffic scenarios, especially the junctions that are already operating well beyond practical capacity. To mitigate this, Bloor is prepared to make an appropriate financial contribution subject to agreement on the precise figure.

7.2.11 Paragraph 116 of the NPPF states that applications for development should:

- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

7.2.12 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure within the vicinity of the Hollingworth Road land parcel, and public transport is accessible within an acceptable walking and cycling distance.

7.2.13 The proposed development accords with the general principles of the NPPF.

7.3 Planning Practice Guidance (PPG)

7.3.1 In addition to the NPPF, a Planning Practice Guidance (PPG) document has also been developed by the Department for Levelling Up, Housing and Communities. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

7.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this proposal requires a Transport Assessment. It also clarifies the process for establishing a scope for what the documents should contain. The PPG has been considered in the production of this TA and the accompanying Framework Travel Plan (Document Reference: **079716-CUR-XX-XX-T-TP-00003**).

7.3.3 As outlined above, this TA demonstrates that the Hollingworth Road land parcel is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the PPG and will seek to create a sustainable development and make a positive contribution to the local area.

7.4 Greater Manchester Transport Strategy 2040

7.4.1 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year. The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North.

7.4.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions encouraging people to make sustainable journeys, supported through journey planning tools, and

information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods)". Such interventions comprise:

- *"Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Delivering public health benefits through enabling more active travel;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption."*

7.4.3 Measures and additional initiatives in line with the above have also been provided in greater detail in the accompanying Framework Travel Plan (Document Reference: **079716-CUR-XX-XX-T-TP-00003**).

7.4.4 Under Policy 4, TfGM will also "work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network". This will be in accordance with the principles of:

- *"Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel."*

7.4.5 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel.

7.5 Rochdale Core Strategy

7.5.1 The Rochdale Borough Council Core Strategy was adopted in October 2016 and promotes similar principles to the NPPF. It sets out the long-term spatial strategy for future development in Rochdale until 2028, with the following strategic objectives (SO):

- SO1 – To deliver a more prosperous economy;
- SO2 – To create successful and healthy communities;
- SO3 – To improve design, image and quality of place;
- SO4 – To promote a greener environment; and
- SO5 – To improve accessibility and deliver sustainable transport.

- 7.5.2 Under SO2, creating successful and healthy communities, Policy C3, titled 'Delivering the Right Type of Housing', states:

"We will deliver the right types of homes, well designed and built to appropriate densities, to meet the overall needs and aspirations of the borough. To do this we will:

- Ensure new development provides housing types that take account of local needs and aspirations;*
- Ensure that the supply of larger and higher value housing in the borough is improved;*
- Require a high standard of design and layout that produces attractive places and takes account of energy efficiency and climate change;*
- Promote densities that make efficient use of land whilst delivering a range of housing to widen choice in the borough and reflect local character; and*
- Support the provision of housing on appropriate sites to meet the needs of specific groups including older people and other vulnerable groups.*

In the north of the borough there will be a focus on providing a range of higher value housing to attract and retain residents. To do this we will:

- a. Support lower density development if it delivers higher value dwellings of a type and size that are currently in short supply across the borough; and*
- b. Limit higher density development (50 dwellings per hectare and above) to sites in the centre of Littleborough, close to transport interchanges, and along the canal corridor."*

- 7.5.3 The housing development is in line with Policy C3 and is appropriately sized, and aims to integrate as much of the greenspace into the design as possible. The PRoW around the Hollingworth Road land parcel have either been retained or enhanced, and new links are also proposed to adjoin the neighbouring Vistry site.

- 7.5.4 Under SO5, the Core Strategy comprises two policies relating to improving accessibility and delivering sustainable transport. These include:

- Policy T1 – Delivering Sustainable Transport; and
- Policy T2 – Improving Accessibility.

- 7.5.5 Policy T1 relates primarily to Rochdale Borough Council (RBC)'s commitment to improving the Borough's transport infrastructure to promote sustainable travel. The initiatives include improvements to inter and sub-regional links to neighbouring centres including Manchester City Centre and strategic destinations such as Manchester Airport, improving access to the public transport network and interchange / hub facilities, providing access for all to development focus areas and town centres, and reducing the need to travel and make best use of the existing transport infrastructure.

7.5.6 Most notably, the improvements include congestion relief measures on A58 Littleborough to Rochdale and Heywood Town Centres, which would be of benefit to the proposed development, as described in the **Sections 3.5** and **6.6** above.

7.5.7 In contrast, Policy T2 relates primarily to requirements to be met by developers, stating:

"We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities. Transport improvements will focus access to priority regeneration areas, e.g. town centres, housing regeneration areas and economic growth corridors. We will do this by:

- a. *Requiring development and infrastructure proposals to satisfy the Council's accessibility hierarchy. This requires transport user needs to be considered and addressed in the following priority order:*
 - i. *People with impaired mobility and pedestrians;*
 - ii. *Cyclists;*
 - iii. *Public transport (Bus, Heavy and Light Rail) and "clean fuelled" vehicles;*
 - iv. *Taxi, private hire vehicles;*
 - v. *Powered two wheeled vehicles;*
 - vi. *Commercial traffic for local access;*
 - vii. *Shopping, visitors / tourist and off peak traffic; and*
 - viii. *Long stay and peak time commuter traffic.*
- b. *We will require Transport Assessments (TA) and Travel Plans (TP) for:*
 - i. *Residential developments of 80 units or more;*
 - ii. *All schools and Further Education Institutions (including extensions);*
- e. *We will ensure that development allocations and submitted proposals are as far as possible accessible for all (including people with impaired mobility), applying the accessibility criteria set out in Appendix 4 or any future thresholds agreed for Greater Manchester. Developers should work in partnership with the Council from initial conception to completion and monitoring. To achieve this, developers should ensure access between communities and jobs, shops, schools and colleges, leisure and health facilities are convenient;*
- f. *We will require developments to provide parking in compliance with the Council's Car Parking Standards (see Appendix 5); and*
- g. *We will expect development proposals to financially contribute to transport improvements where additional traffic movements cannot be accommodated on the existing network."*

7.5.8 It is considered that the scheme is fully compliant with Policy T2, as demonstrated throughout this Transport Assessment, and it is located close to the facilities within the local centre to minimise the need to travel by private car. Where there are additional traffic movements on the existing network, the

developer is committed to providing mitigation measures where appropriate. Other design elements such as access and parking are also in line with standards, and the design of the development complies with the accessibility hierarchy.

7.6 Places for Everyone (PfE) Plan

7.6.1 The Places for Everyone Plan was adopted by nine Greater Manchester local authorities – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – in March 2024. PfE forms part of the Development Plan for Rochdale.

7.6.2 The transport-related policies within PfE are as follows:

- Policy JP-C1 – An Integrated Network;
- Policy JP-C3 – Public Transport;
- Policy JP-C5 – Streets for All;
- Policy JP-C6 – Walking and Cycling; and
- Policy JP-C8 – Transport Requirements of New Development.

7.6.3 The policy in relation to the site is known as Policy JP Allocation 20 (hereafter abbreviated to JPA20), titled 'Land North of Smithy Bridge'. The requirements of development at Allocation 20 and the justification for these are as follows:

"Development at this site will be required to:

- 1. Deliver around 300 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;*
- 2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;*
- 3. Deliver a landscape-led development, incorporating high-quality green and blue infrastructure, that takes advantage of the site's attractive setting next to Hollingworth Lake and the Rochdale Canal and reflects and responds to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1;*
- 4. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Land North of Smithy Bridge Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;*

5. *Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8. This should include facilitating high quality, safe and convenient walking and cycling routes through the site to provide improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;*
6. *Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;*
7. *Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 50 dwellings or more;*
8. *Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c);*
9. *Facilitate the delivery of a new primary school and associated outdoor playing space. Make financial contributions for offsite additional secondary school provision to meet needs generated by the development in accordance with policy JP-P5;*
10. *Development will be required to retain and enhance the existing visitor car parking spaces on the site, or provide replacement visitor car parking spaces in a suitable location nearby for any existing spaces lost; and*
11. *Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)*

Reasoned Justification

11.262 This site provides an excellent opportunity to deliver a high-quality housing scheme and associated facilities which maximises the potential of this sustainable location. Any proposal should take advantage of its setting close to Hollingworth Lake and build on the existing and proposed residential offer within the area.

11.263 Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.

11.264 The site is within walking distance of both Littleborough and Smithy Bridge rail stations and adjacent to Smithy Bridge which is an attractive and popular residential area which also includes Hollingworth Lake Country Park. The site is also relatively close to Littleborough town centre which contains a range of local services and facilities. Access between these destinations can be significantly improved through the creation of new routes within this development and the adjoining housing site to the north. Given these important linkages, the masterplanning of the site should have regard to the proposed residential development to the north.

11.265 Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

11.266 The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units to ensure that development close to the canal is designed sensitively to the protected habitat.

11.267 The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).

11.268 The Land North of Smithy Bridge Historic Environment Assessment 2020 identifies heritage assets which may be impacted upon through the development of this site. The masterplan must seek to protect and enhance such assets where possible, otherwise their harm must be robustly justified and mitigated.

11.269 There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. This area provides an excellent location for a new facility given that it lies between Littleborough and Smithy Bridge and therefore can serve both areas sustainably. It also provides an attractive location for a school which can provide access to open areas and activities, thus promoting healthy lifestyles.

11.270 The southern end of the site is currently occupied by a car park which accommodates visitors to the lake. Any spaces lost as a result of the development will need to be replaced by an equivalent facility in order that the parking needs of visitors to the lake are met and to avoid displacing car parking

on to nearby roads and streets. The delivery of appropriate parking will need to be linked to the overall delivery of the wider proposal.

11.271 The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.6% of the site); sandstone (34.7%); and surface coal (99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."

7.6.4 Additionally, the following transport interventions have been identified by Appendix D: Indicative Transport Mitigation for Allocation 20:

- Necessary
 - A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road – localised improvements covering two adjacent junctions
 - A58 Wardle Road – localised junction improvements
 - Hollingworth Lake car park – relocation
 - Traffic calming and parking management measures along Hollingworth Road
 - Active travel improvements including secure cycle parking at Littleborough Rail Station
 - Bus stop upgrades along Hollingworth Road and Lake Bank
- Supporting
 - A58 Residential Relief Road
 - A58 local improvements

7.6.5 It is noted that some of the above transport interventions are not exclusive to the site (i.e., some of the above interventions are also required from a neighbouring allocation known as JPA22 Roch Valley). As set out throughout this report, Bloor is committed to further post submission discussions to discuss the details and extent of involvements in the transport interventions identified.

7.7 Conclusions

7.7.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within appropriate distances of the Hollingworth Road land parcel.

8.0 Replacement Public Car Park

8.1 Introduction

- 8.1.1 As noted in **Section 1**, the proposed primary school would be located on the land currently used as Hollingworth Road car park.
- 8.1.2 As a result, the existing Hollingworth Road car park would need to be relocated to an alternative location. It has been determined that the optimal solution is providing a new car park as an extension of the existing Hollingworth Country Park car park. The proposal for this car park extension both fulfils Rochdale Borough Council's long-standing ambition to improve parking associated with the lake and Country Park, whilst meeting requirements to provide replacement visitor car parking facilities as a result of the proposed residential development described above.
- 8.1.3 The vision is to successfully integrate the new car park without compromising the sensitivity of the surrounding landscapes and habitats within the area. Protection of the openness of the Green Belt and biodiversity protection has been considered at every stage of the design, with care taken to ensure the retention of high-quality trees and mitigating impacts on the river edge and other ecological constraints.
- 8.1.4 Opportunities to enhance biodiversity have been maximised through the reinforcement of the existing woodland edge to provide a protective buffer and create robust green connections throughout the Rakewood Road land parcel and wider landscape.
- 8.1.5 The proposed layout of the relocated car park within the Rakewood Road land parcel is provided in **Appendix H** to the rear of the report.

8.2 Existing Usage

- 8.2.1 To understand the existing use of the existing Hollingworth Road car park located off the B6225 Hollingworth Road, Curtins commissioned occupancy surveys which were undertaken by an independent traffic survey company on Thursday 28th April 2022 between 07:00 – 19:00 and Saturday 30th April 2022 between 07:00 – 19:00, with occupancy recorded at 15-minute intervals. The periods with the peak occupancy are highlighted in red for Thursday and blue for Saturday. The results are as follows:

Time	Thursday 28 th April 2022			Saturday 30 th April 2022		
	Arrivals	Departures	Occupied Spaces at End of Period	Arrivals	Departures	Occupied Spaces at End of Period
06:45 – 07:00			0			1
07:00 – 07:15	0	0	0	0	0	1

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Transport Assessment

Curtins

Time	Thursday 28 th April 2022			Saturday 30 th April 2022		
	Arrivals	Departures	Occupied Spaces at End of Period	Arrivals	Departures	Occupied Spaces at End of Period
07:15 – 07:30	0	0	0	0	0	1
07:30 – 07:45	0	0	0	0	0	1
07:45 – 08:00	0	0	0	0	0	1
08:00 – 08:15	0	0	0	0	0	1
08:15 – 08:30	0	0	0	0	0	1
08:30 – 08:45	1	0	1	0	0	1
08:45 – 09:00	0	0	1	0	0	1
09:00 – 09:15	0	0	1	0	0	1
09:15 – 09:30	0	0	1	0	0	1
09:30 – 09:45	0	0	1	0	0	1
09:45 – 10:00	0	0	1	7	0	8
10:00 – 10:15	0	0	1	2	0	10
10:15 – 10:30	0	0	1	2	0	12
10:30 – 10:45	1	0	2	10	3	19
10:45 – 11:00	1	1	2	3	0	22
11:00 – 11:15	0	0	2	3	1	24
11:15 – 11:30	0	0	2	3	1	26
11:30 – 11:45	0	0	2	4	2	28
11:45 – 12:00	0	0	2	4	6	26
12:00 – 12:15	2	0	4	4	7	23
12:15 – 12:30	1	0	5	4	4	23
12:30 – 12:45	4	2	7	8	0	31
12:45 – 13:00	2	1	8	11	3	39
13:00 – 13:15	0	0	8	9	4	44
13:15 – 13:30	0	2	6	11	9	46
13:30 – 13:45	3	4	5	10	3	53
13:45 – 14:00	1	1	5	11	2	62
14:00 – 14:15	2	2	5	8	7	63
14:15 – 14:30	0	1	4	1	4	60

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Transport Assessment

Time	Thursday 28 th April 2022			Saturday 30 th April 2022		
	Arrivals	Departures	Occupied Spaces at End of Period	Arrivals	Departures	Occupied Spaces at End of Period
14:30 – 14:45	0	1	3	11	6	65
14:45 – 15:00	0	0	3	9	7	67
15:00 – 15:15	0	0	3	6	8	65
15:15 – 15:30	0	2	1	3	8	60
15:30 – 15:45	1	1	1	2	15	47
15:45 – 16:00	3	2	2	5	5	47
16:00 – 16:15	2	2	2	3	3	47
16:15 – 16:30	0	0	2	2	11	38
16:30 – 16:45	0	0	2	1	10	29
16:45 – 17:00	0	0	2	1	8	22
17:00 – 17:15	1	1	2	0	5	17
17:15 – 17:30	1	1	2	1	7	11
17:30 – 17:45	0	0	2	1	3	9
17:45 – 18:00	0	0	2	1	0	10
18:00 – 18:15	0	0	2	0	2	8
18:15 – 18:30	0	0	2	1	1	8
18:30 – 18:45	0	0	2	1	0	9
18:45 – 19:00	0	1	1	0	1	8

Table 8.1 – Hollingworth Road Car Park Occupancy Survey

- 8.2.2 The above table demonstrates that the peak weekday utilisation of the car park occurs between 12:45 – 13:15 at 8 spaces as highlighted in red, whereas the peak weekend utilisation of the car park occurs between 14:45 – 15:00 at 67 spaces as highlighted in blue.
- 8.2.3 There are no markings on the car park and therefore visitors can park freely as appropriate. However, the official Rochdale Borough Council website estimates that there is space for approximately 250 cars. It is understood that this may be an error and a figure of 130 spaces now appears to have been accepted. Notwithstanding, the car park does not approach or reach its maximum capacity on a standard weekday / weekend. There may be times on a summer's day or bank holiday when usage is higher.
- 8.2.4 For completeness, a parking occupancy survey was also commissioned on the neighbouring Hollingworth Country Park car park to understand the typical usage of the car park in this location on a

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Transport Assessment



weekend. This was undertaken between 07:00 – 00:00 on Saturday 7th October and between 00:00 – 19:00 on Sunday 8th October 2023, with the results as follows. For brevity, only data from 07:00 – 19:00 has been presented, as these represent the hours with the highest activity.

8.2.5 It is noted that Rakewood Road (and by extension, the car park access) was closed between 11:00 – 13:00 on Sunday 8th October due to the 'Williams BMW Rochdale Half Marathon' on the day, this has been reflected in the below table in green.

Time	Saturday 7 th October 2023			Sunday 8 th October 2023		
	Arrivals	Departures	Occupied Spaces at End of Period	Arrivals	Departures	Occupied Spaces at End of Period
06:45 – 07:00			0	0	0	1
07:00 – 07:15	1	1	0	1	0	1
07:15 – 07:30	1	0	1	0	0	1
07:30 – 07:45	0	0	1	1	1	5
07:45 – 08:00	0	1	0	5	1	8
08:00 – 08:15	6	2	4	4	1	11
08:15 – 08:30	5	0	9	6	3	14
08:30 – 08:45	3	3	9	4	1	21
08:45 – 09:00	4	0	13	8	1	23
09:00 – 09:15	2	1	14	5	3	25
09:15 – 09:30	9	1	22	3	1	28
09:30 – 09:45	9	2	29	5	2	32
09:45 – 10:00	5	4	30	10	6	33
10:00 – 10:15	9	3	36	8	7	36
10:15 – 10:30	7	3	40	6	3	42
10:30 – 10:45	14	7	47	11	5	46
10:45 – 11:00	10	6	51	6	2	45
11:00 – 11:15	13	4	60	0	1	44
11:15 – 11:30	13	7	66	0	1	44
11:30 – 11:45	7	6	68	0	0	44
11:45 – 12:00	15	7	76	0	0	44
12:00 – 12:15	15	12	79	0	0	44
12:15 – 12:30	14	10	83	0	0	42

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Transport Assessment

Time	Saturday 7 th October 2023			Sunday 8 th October 2023		
	Arrivals	Departures	Occupied Spaces at End of Period	Arrivals	Departures	Occupied Spaces at End of Period
12:30 – 12:45	11	17	77	0	2	42
12:45 – 13:00	13	7	83	6	6	49
13:00 – 13:15	28	10	101	20	13	59
13:15 – 13:30	12	8	105	18	8	71
13:30 – 13:45	15	11	109	18	6	93
13:45 – 14:00	19	9	119	27	5	107
14:00 – 14:15	16	7	128	25	11	131
14:15 – 14:30	13	16	125	32	8	142
14:30 – 14:45	17	11	131	28	17	148
14:45 – 15:00	12	17	126	23	17	154
15:00 – 15:15	12	19	119	24	18	142
15:15 – 15:30	6	18	107	15	27	132
15:30 – 15:45	6	16	97	6	16	126
15:45 – 16:00	8	16	89	13	19	116
16:00 – 16:15	3	18	74	8	18	90
16:15 – 16:30	9	16	67	7	33	85
16:30 – 16:45	8	18	57	11	16	64
16:45 – 17:00	9	13	53	6	27	53
17:00 – 17:15	4	14	43	6	17	45
17:15 – 17:30	5	12	36	5	13	37
17:30 – 17:45	7	10	33	2	10	27
17:45 – 18:00	5	9	29	5	15	24
18:00 – 18:15	0	9	20	2	5	21
18:15 – 18:30	1	6	15	0	3	17
18:30 – 18:45	3	7	11	1	5	7
18:45 – 19:00	1	1	0	0	10	1

Table 8.2 – Rakewood Road Car Park Occupancy Survey

8.2.6 The above table demonstrates that the peak utilisation of the car park occurs between 14:30 – 14:45 on a Saturday at 131 spaces as highlighted in red, and between 14:45 – 15:00 on a Sunday at 154 spaces as highlighted in blue.

- 8.2.7 Similar to the Hollingworth Road car park, the existing Hollingworth Country Park car park also has an informal layout where the majority of spaces are not delineated, as shown in **Figure 7.1** below. The only section which is delineated is the tarmacked section near the Rakewood Road entrance, which comprises 24 delineated spaces, currently including 5 disabled spaces and 2 permit holder spaces.



Figure 8.1 – Existing Hollingworth Country Park Car Park

- 8.2.8 Based on on-site observations and estimations, the Hollingworth Country Park car park can be estimated to comprise a total of c. 188 spaces, with c. 186 spaces available for public use once the 2 permit holder spaces are considered.
- 8.2.9 On this basis, the maximum recorded occupancy of 154 spaces represents a maximum usage of c. 83% of the car park during the weekend peak hour. Due to the informal nature of the car park, this usage could have represented full capacity if some car park users did not park efficiently. Additionally, it is considered that there will be times on a summer's day or bank holiday when usage is likely higher, potentially at full capacity.
- 8.2.10 The car park occupancy surveys have demonstrated that Hollingworth Country Park car park cannot accommodate the additional parking requirements as a result of the closure of Hollingworth Road car park. On this basis, there is a requirement to provide additional parking opportunities.

8.3 Development Proposals for Rakewood Land Parcel

Parking Provision

- 8.3.1 The new car park area will provide 140 marked car parking spaces, a slight increase over the c. 130 spaces in the existing Hollingworth Road car park that it will be replacing.

- 8.3.2 Further to this new car park area, the existing tarmacked area near the entrance to the existing Hollingworth Country Park car park is proposed to be reconfigured to retain the existing disabled parking provision and create additional disabled and family parking. This will ensure that these users of the car park will be able to park conveniently near the lake and its amenities.
- 8.3.3 The total number of disabled spaces will be 12, complemented with 3 new parent and child spaces. This would reduce the total capacity of this area of the car park from 24 to 17 spaces, however the increase in disabled parking and parent and child space provision is considered an overall improvement on the existing situation.
- 8.3.4 The proposals will include removal of an existing buildout, which currently does not house a tree, and relocation of the two existing permit holders' bays within the same car park. **Drawing 79716-CUR-XX-00-D-TP-75014** contains details of the reconfiguration of this area of the car park.

Access Arrangements

- 8.3.1 Vehicular access to the proposed development will be from the existing Hollingworth Country Park car park. It is proposed that there will be a new priority junction with the existing car park internal road, with the site access forming the minor arm.
- 8.3.2 A ramp will commence at this junction providing access to the proposed car park extension. This ramp has been designed in line with the existing car park layout and its carriageway is proposed as 4.8m wide. The maximum gradient will be 5% (1:20).
- 8.3.3 **Drawing 79716-CUR-XX-00-D-TP-05001** to the rear of this report provides details of the swept path analysis of a large car, with **Drawing 79716-CUR-XX-00-D-TP-75014** providing a view of the proposed access ramp.
- 8.3.4 A single 2m wide footway will be located along the western edge of the proposed vehicular access ramp.
- 8.3.5 In addition to the proposed vehicular access point, there would be a segregated pedestrian footpath linking the southern portion of the Rakewood Road land parcel to the existing country park car park access road off Rakewood Road. This footpath will be provided with stairs.

8.4 Highway Impact

Existing Trip Generation

- 8.4.1 As stated in **Section 5**, the observed weekday AM and PM, and Saturday peak hours for traffic on the local highway network are 08:00 – 09:00, 16:30 – 17:30, and 11:15 – 12:15, respectively.

- 8.4.2 **Tables 7.1 and 7.2** earlier in the report demonstrate the existing usage of Hollingworth Road car park (which will be relocated) and Hollingworth Country car park (which is adjacent to the relocated car park), respectively.
- 8.4.3 During the weekday AM and PM, and Saturday peak hours, there were 1, 4, and 31 two-way trips associated with the Hollingworth Road car park, respectively. It is expected that this is representative of the levels of trips that would be generated by the replacement car park.
- 8.4.4 Traffic associated with the car park is greatest outside the above peak hours, when there is greater capacity on the highway network.

Proposed Trip Generation

- 8.4.5 It is expected that the usage of the Hollingworth Road car park is representative of the levels of trips that would be generated by proposed car park that would replace it.
- 8.4.6 On the above basis, the proposed development would generate up to four two-way vehicle trips in the weekday AM and PM peak hours. The c. 8% increase in capacity compared to the Hollingworth Road car park is not sufficient to generate any additional trips in the weekday AM and PM peak hours.
- 8.4.7 This level of trip generation is considered to be negligible.
- 8.4.8 As the replacement car park is less than half a kilometre from the existing Hollingworth Road car park, these trips would not be 'new' to the local highway network. The closest junction to the both the existing Hollingworth Road car park and the replacement car park is B6225 Lake Bank / Rakewood Road / Hollingworth Road (referred to as Junction 6 elsewhere in this report), so the trips are unlikely to be new to any junctions, merely being reassigned to different arms of the junction.
- 8.4.9 As demonstrated by **Section 6.9**, following the delivery of the residential and school developments, Junction 6 is forecast to operate with a maximum RFC of 0.13. As such, there would be significant capacity on all arms of the junction, and the potential reassignment of trips associated with Hollingworth Road car park to different arms would not cause any to exceed capacity.

8.5 Summary

- 8.5.1 As the proposed primary school would be located on the land currently used as Hollingworth Road car park, replacement car parking provision is required in a nearby alternative location, with the optimal solution having been determined as an extension of the existing Hollingworth Country Park car park.
- 8.5.2 Surveys have demonstrated that the c. 130-space Hollingworth Road car park experienced a peak occupancy of 8 and 67 vehicles on the Thursday and Saturday, respectively, while the c. 188-space Hollingworth County Park car park experienced a peak occupancy of 131 and 154 vehicles on the

Saturday and Sunday, respectively. The peak period was during the early- to mid-afternoon on all surveyed days.

- 8.5.3 The replacement car park can be expected to generate up to four two-way vehicle trips in the weekday AM and PM peak hours which will be transferred from the existing Hollingworth Road car park, a negligible level of trip generation.

9.0 Summary and Conclusion

9.1 Summary

- 9.1.1 Curtins has been appointed by Bloor Homes North West to provide traffic and transport feasibility advice for a residential-led development on land to the north-east of Smithy Bridge and east of Hollingworth Lake close to Littleborough, east of Rochdale.
- 9.1.2 The Hollingworth Road land parcel is allocated by the adopted Places for Everyone (PfE) Plan for a residential development of around 300 homes (Policy JP Allocation 20: Land North of Smithy Bridge).
- 9.1.3 Within the Hollingworth Road land parcel, the proposed development includes 312 residential dwellings (Use Class C3) accessed off the B6225 Hollingworth Road, with enhancements to the existing Public Right of Way (PRoW) access to the perimeter of the site, a primary school (Use Class F1a) of up to 420 pupils, along with internal road network, car parking, and landscaping.
- 9.1.4 An extension will be provided to the existing Hollingworth Country Park car park (at the Rakewood Road land parcel) to replace the Hollingworth Road car park.
- 9.1.5 The planning application is described as follows:

“Planning application seeking full permission for residential development including the construction of vehicular/pedestrian accesses, landscape measures, open space and associated works at land off Hollingworth Road, alongside reconfiguration of and extension to the existing car park and associated works off Rakewood Road; and outline permission for the development of a primary school (access into the school site to be considered – all other matters reserved for future approval.”

- 9.1.6 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 9.1.7 Relevant details of the proposed development, site layout, and access arrangements have been provided.
- 9.1.8 The Hollingworth Road land parcel is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance. A significant package of sustainable transport mitigation is also proposed.
- 9.1.9 The traffic impact assessment shows that some of the junctions on the local highway network are predicted to operate with a sufficient amount of residual capacity available in the future year traffic scenario, with and without the development at the Hollingworth Road land parcel in place.

- 9.1.10 However, some junctions on the wider highway network are predicted to operate over capacity in the future year traffic scenarios, especially the junctions that are already operating beyond practical capacity. To mitigate this, Bloor is prepared to make an appropriate financial contribution, subject to further post submission discussions.
- 9.1.11 The proposed replacement public car park at the Rakewood Road land parcel would have a negligible impact on the local highway network.
- 9.1.12 Additionally, the proposed measures in the accompanying Framework Travel Plan seek to increase the level of walking, cycling and public transport use to and from the Hollingworth Road land parcel, and to reduce reliance on the private car.
- 9.1.13 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

9.2 Conclusions

- 9.2.1 It is reasonable to conclude that the proposed development is in accordance with Paragraph 115 of the National Planning Policy (NPPF), as it would not have an unacceptable impact on highway safety, nor would there be a severe residual cumulative impact on the surrounding highway network.
- 9.2.2 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Transport Assessment

Curtins

Plans

Plan 079716-CUR-00-XX-DR-TP-06003 – Accessibility – Pedestrian Catchment Plan

Plan 079716-CUR-00-XX-DR-TP-06004 – Accessibility – Cycle Catchment Plan

Plan 079716-CUR-00-XX-DR-TP-06005 – Accessibility – Public Transport Plan



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Project:
LAND NORTH OF SMITHY BRIDGE - LITTLEBOROUGH

Drg Title:
**ACCESSIBILITY
INDICATIVE WALKING CATCHMENT**

Status:
PRELIMINARY

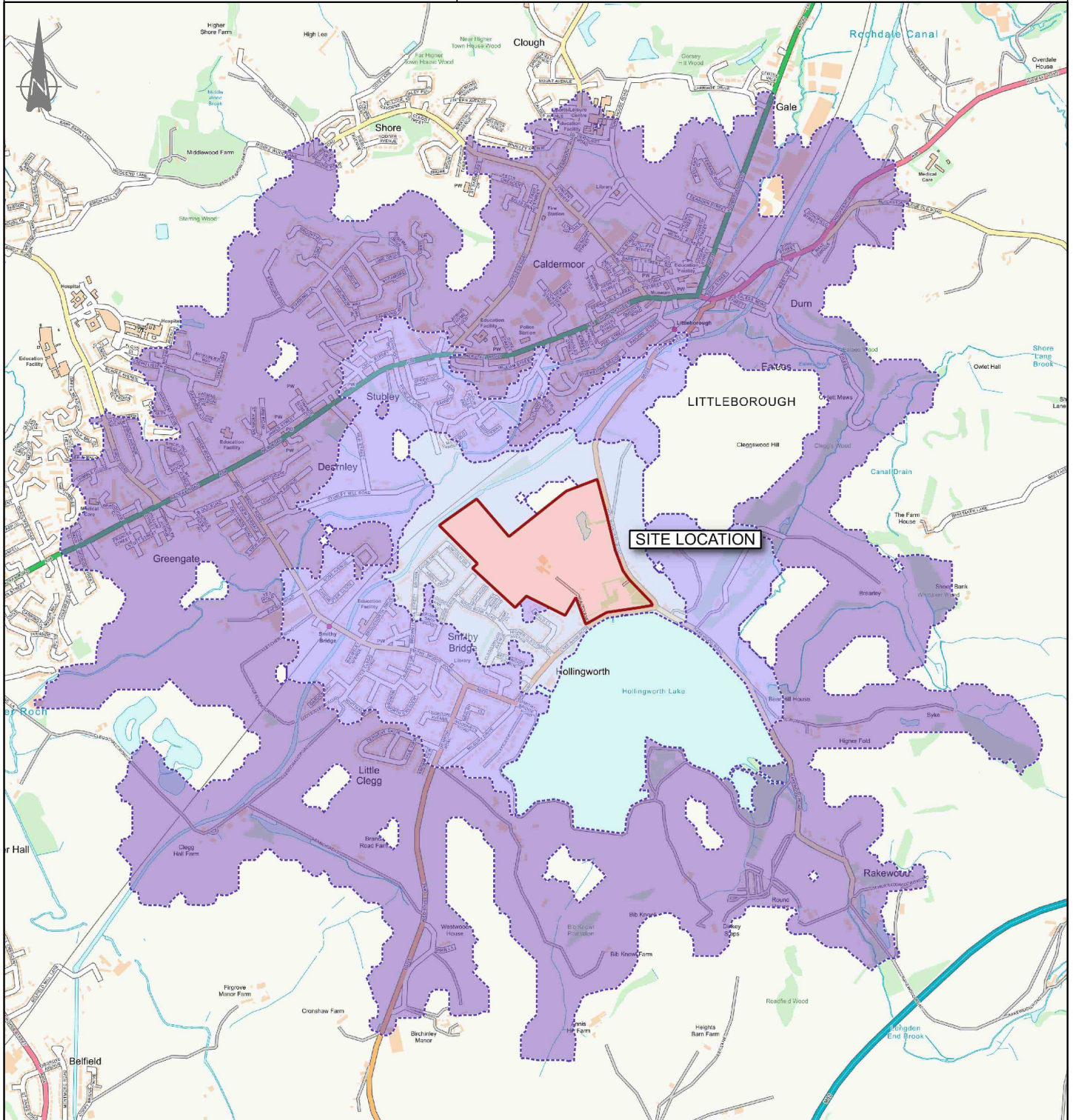
Drawn By: JM Checked By: AV

Designed By: JM Date: 19/08/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

79716 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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Project:
LAND NORTH OF SMITHY BRIDGE - LITTLEBOROUGH

Drg Title:
**ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT**

Status:
PRELIMINARY

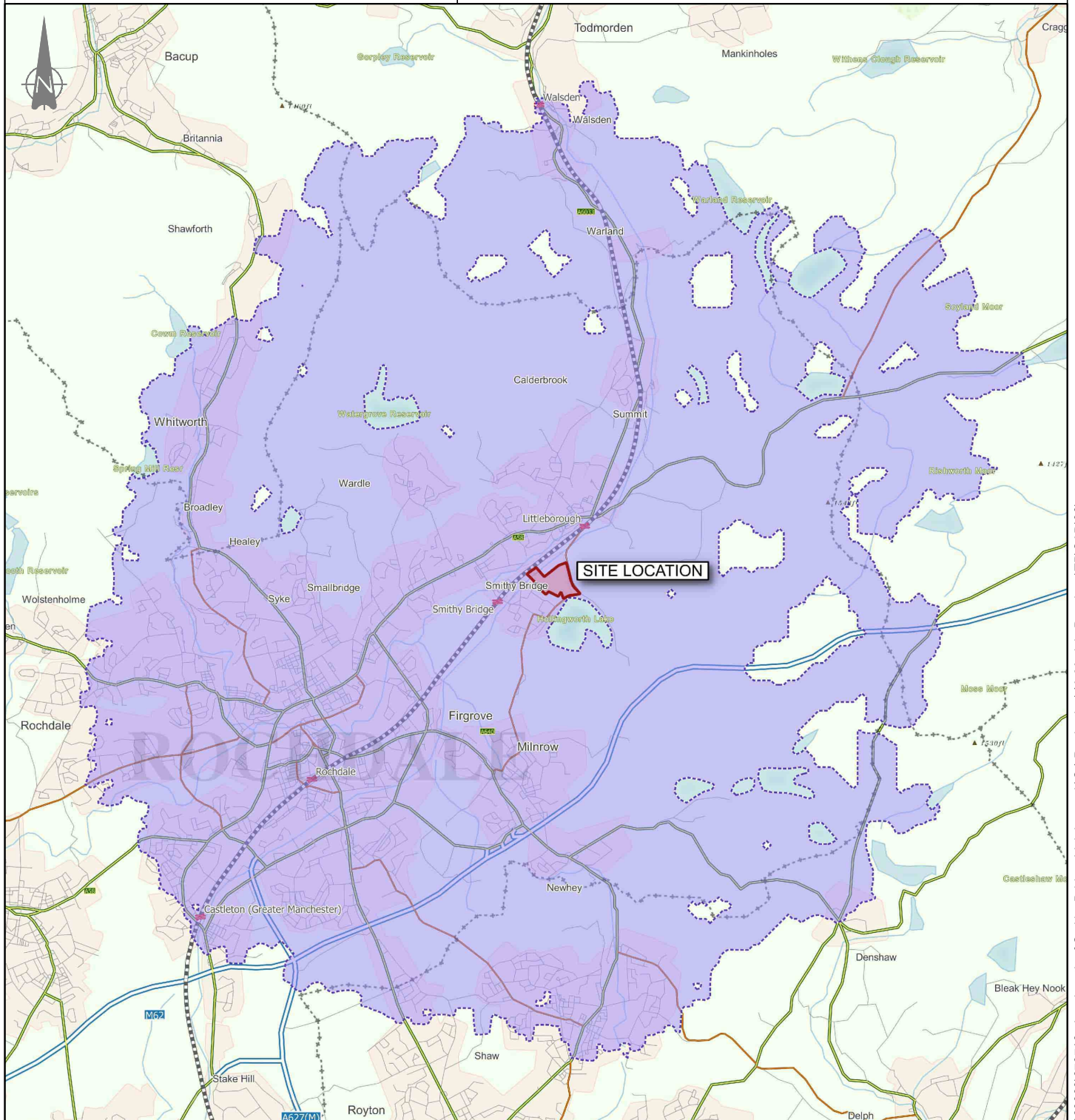
Drawn By: JM Checked By: AV

Designed By: JM Date: 19/08/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

79716 - CUR - 00 - XX - DR - TP - 06004 - P01



KEY: Site Cycle Catchment:
8000m

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\\mats02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q4-Production\4A-Models-Drawings\TP\CAD\061



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Project:
LAND NORTH OF SMITHY BRIDGE - LITTLEBOROUGH

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Status:
PRELIMINARY

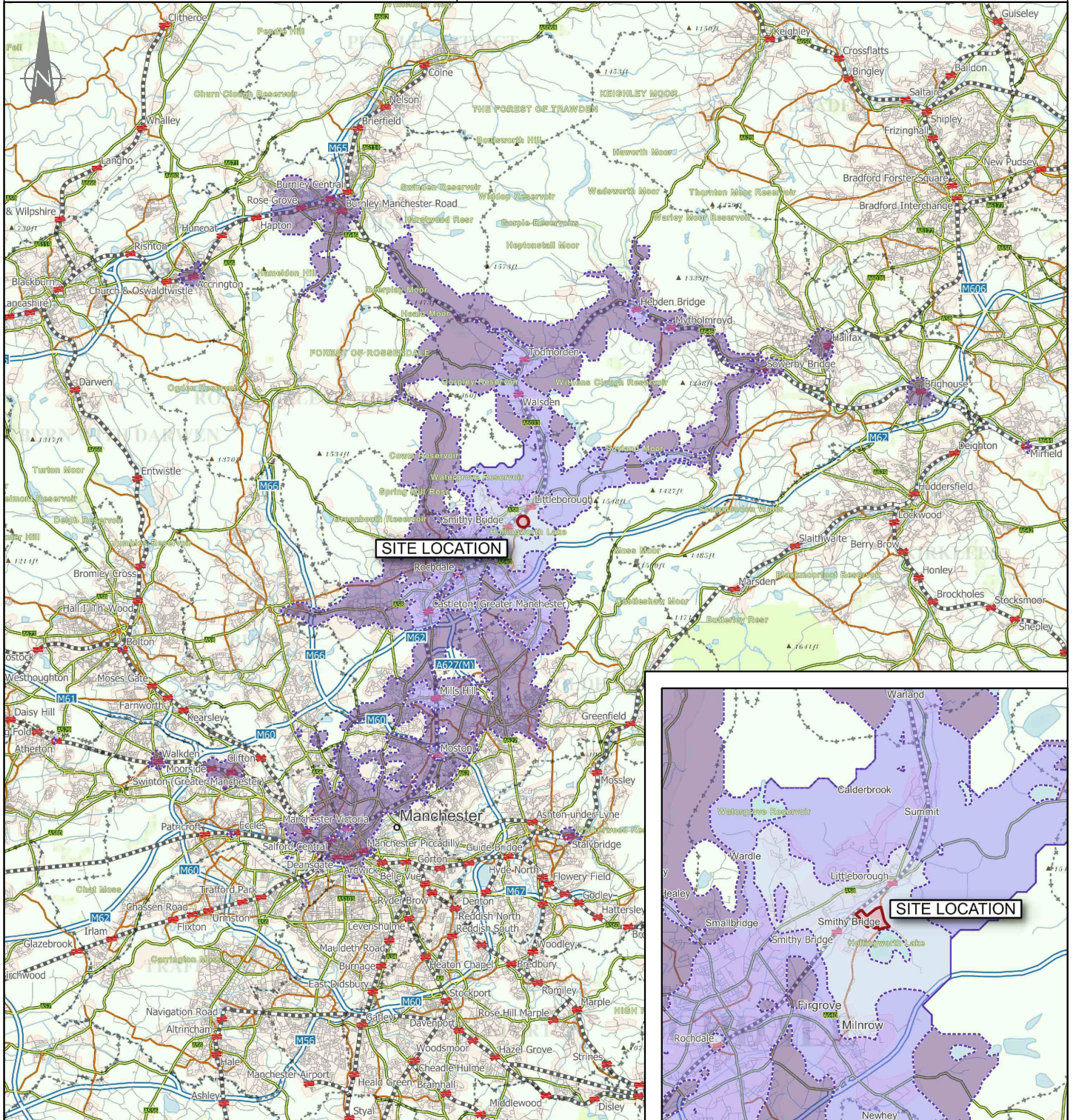
Drawn By: JM Checked By: AV

Designed By: JM Date: 19/08/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

79716 - CUR - 00 - XX - DR - TP - 06005 - P01



KEY: Site

Public Transport Catchment:

- 20 minutes
- 40 minutes
- 60 minutes

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Drawings

Hollingworth Road Land Parcel (Residential & Primary School)

Drawing 079716-CUR-XX-00-D-TP-75003 – Hollingworth Road Priority Controlled Access

Drawing 079716-CUR-XX-00-D-TP-75015 – General Arrangement

Drawing 079716-CUR-XX-00-D-TP-05002 – (Swept Path Analysis) 11.2m Large Refuse Vehicle

Drawing 079716-CUR-XX-00-D-TP-05003 – (Swept Path Analysis) Fire Tender

Rakewood Road Land Parcel (Replacement Car Park)

Drawing 079716-CUR-XX-00-D-TP-75014 – Proposed Car Park Extension and Existing Car Park
Improvements

Drawing 079716-CUR-XX-00-D-TP-05001 – (Swept Path Analysis) Large Car

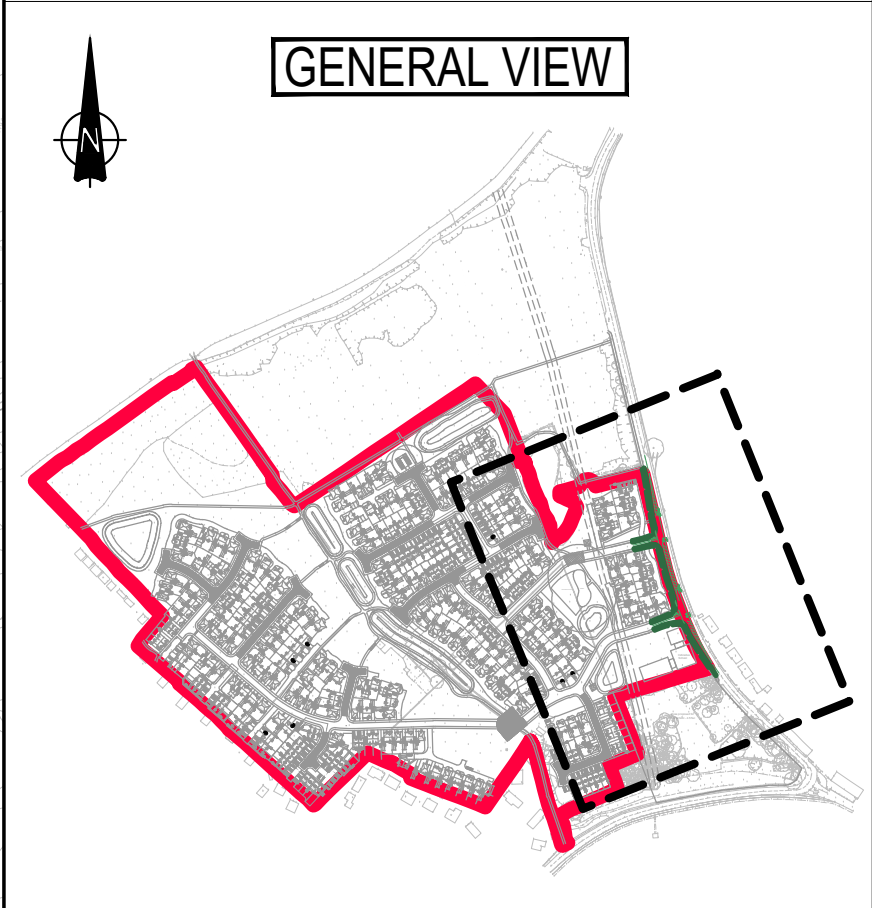


GENERAL NOTES:

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- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
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- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
- BASED ON BLOOR HOMES LAYOUT DRAWING REF.: "NW111-PD-1001D"

KEY:

- INDICATIVE RED LINE (PROVIDED BY BLOOR HOMES)
- PROPOSED KERB LINE
- PROPOSED FOOTWAY
- PROPOSED ROAD MARKINGS
- PROPOSED VISIBILITY SPLAYS (30mph)



P06	Minor update	07/06/24	MQ	AV
P05	Site layout updated	04/06/24	MQ	AV
P04	Southern access relocated further north	22/02/23	DD	AV
P03	Proposed access arrangement relocated c.6.5m north	08/02/23	JM	AV
P02	Access arrangement updated	08/09/21	DD	AV
Rev:	Description:	Date:	By:	Chkd:

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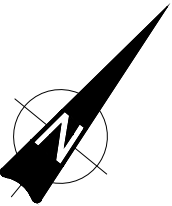
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Status: **PLANNING**

Project: **PROPOSED DEVELOPMENT AT HOLLINGWORTH ROAD AND RAKEWOOD ROAD, LITTLEBOROUGH**

Orig Title: **POTENTIAL ACCESS ARRANGEMENT PRIMARY ACCESS B6225 HOLLINWORTH ROAD**

Drawn By	DD	Designed By	DD	Checked By	AV
Date			27/08/21		
Scales @ A1			1:500		
Project No • Originator • Function • Spatial • Form • Discipline • Number					Revision
79716 - CUR - XX - 00 - D -TP- 75003					P06



- GENERAL NOTES:**
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 - ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 - FOR GENERAL NOTES REFER TO DRAWING.
 - THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
 - BASED ON BLOOR HOMES LAYOUT: 'NW111-PD-1001D'
 - CAR PORTS/ PARKING BAYS PROVIDED AT 2.5 x 5.0m THROUGHOUT SITE.

- KEY:**
- INDICATIVE RED LINE BOUNDARY (PROVIDED BY BLOOR HOMES)
 - PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 - PROPOSED ROAD MARKINGS

P03	Minor update	07/06/24	MQ	AV
P02	Site layout updated	04/06/24	MQ	AV

Rev:	Description:	Date:	By:	Chkd:
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Status:

PLANNING

Project:

**PROPOSED DEVELOPMENT AT
HOLLINGWORTH ROAD AND
RAKEWOOD ROAD, LITTLEBOROUGH**

Orig Title:

**GENERAL ARRANGEMENT
HIGHWAY DIMENSIONS**

Drawn By	Designed By	Checked By
JM	JM	LL
Date		Scales @ A1
23/05/24		1:1000

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
79716 - CUR - XX - 00 - D -TP- 75015	P03

Time & Projects 07/2001 - 08/2000/07/16 - Land north of Smithy Bridge, Littleborough/04-Production/44-Models Drawings/TPCAD/075