

Your ref: 25/00312/FUL

Our ref: ROC/25/110

Rochdale Council, Economy Directorate
Planning and Development
Number One Riverside
Smith Street
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6th May 2025**Location: Land at Junction of Water Street and Molesworth Street, Rochdale****Development: Development of a drive-thru restaurant (Use Class E / Sui Generis) with associated access, servicing, car parking, hard and soft landscaping, substation, engineering works and other associated works**

Dear Ryan Kileen

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

Background

The application seeks approval for the erection of a 422sqm drive-thru restaurant, located at the junction of Water Street and Molesworth Street in Rochdale. The operational hours will be 24 hours per day Monday to Sunday.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. ²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.



Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the proposed Drive-Thru development and have provided comments in respect of the relevant sections.

I. Trip Generation

The TA states that existing surveys have been used to establish trip generation and trip types which is acceptable.

II. Trip Distribution

It is not clear how the trip distribution has been calculated particularly with reference to paragraphs 5.7.2 and 5.7.3. TfGM HFAS would suggest traffic counts are used throughout the trip distribution calculations.

III. Junction Modelling

In respect of Paragraph 6.2.3, the modelling predicts that there will be RFCs over 1.0 in 2030. This means that the junction would be overcapacity, however, within the TA this is justified a 'worst-case' scenario. The modelling should be repeated to be as realistic as possible – otherwise the figures supplied indicate that the junction would need to be signalised.

junction.

Table 6-2 Water Street / A671 Molesworth Street T-Junction

Arms	AM Peak		PM Peak		SAT Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
2024 Base						
Water Street (W)	0.49	1	0.49	1	0.54	1
Molesworth Street (S)	0.56	1	0.56	1	0.55	1
2025 'Uplifted' Base						
Water Street (W)	0.49	1	0.75	3	0.54	1
Molesworth Street (S)	0.56	1	0.67	2	0.55	1
2030 Future						
Water Street (W)	0.53	1	0.83	4	0.59	1
Molesworth Street (S)	0.61	2	0.73	3	0.60	2
2030 Future + Development Traffic						
Water Street (W)	0.64	2 (+1)	1.19	36 (+32)	0.84	4 (+3)
Molesworth Street (S)	0.68	2	0.85	6 (+3)	0.73	3 (+1)



Every journey. Every day.

With reference to Paragraph 6.2.9 of the TA, for the signalised junction of Molesworth Street / Entwistle Street the LINSIG model is not representative of the actual operation of the junction. This is because it does not include the pedestrian phases running at the junction. However, the increase in traffic flows at this junction is not significant and therefore unlikely to have a noticeable impact on the operation of the junction – especially given it is running under SCOOT control.

IV. Internal Access Arrangements

The TA confirms that existing vehicle access arrangements from Water Street will be retained and modified to serve the proposed development. The access point should be designed to ensure the provision of tactile paving and dropped kerbs, with appropriate white lining. Any redundant access points which served the former site should be reinstated accordingly. These works should be ensured by way of planning condition.

The TA confirms that visibility splays in line with standards contained within Manual for Streets will be achievable from the site access point.

In terms of car parking provision, a total of 35 car parking bays, (including 2 accessible bays and 2 Electric Vehicle (EV) charging bays) are proposed within the onsite car park. The TA confirms that the car parking provision accords with adopted car parking standards.

A swept-path assessment is contained within Appendix D of the TA, which demonstrates the manoeuvres associated with the intended service vehicles requiring access to the site.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, car parking and servicing arrangements are acceptable.

V. Traffic Regulation Orders

TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.



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The TA confirms that double yellow lines are proposed along Water Street either side of the site access, to protect sightline visibility.

VI. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Site Accessibility

I. Public Transport

The site is located within Rochdale Town Centre and therefore benefits from excellent public transport links. Rochdale Bus Interchange and Rochdale Town Centre Metrolink stop are both located a 6-minute walk from the site, providing frequent services to a range of destinations within Greater Manchester and beyond.

II. Active Travel

In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

With reference to Paragraph 3.5 of the TA, the evidence regarding the cycle accessibility to the site is insufficient. Simply providing an isochrone and stating that there are National cycle routes nearby does not provide any evidence of the attractiveness of cycling to and from the site.

In respect of Paragraph 3.6 of the TA, the GMAL score for the site should be provided to give an objective understanding of the public transport accessibility of the site.

TfGM do not agree with the conclusions within Paragraph 3.4.4 of the TA, which relate to pedestrian provision in the vicinity of the proposed location because:

- There is no tactile paving for the crossing across Water Street.
- There are guardrails across which block the crossing points.
- There is no pedestrian island across the mouth of Water Street or any other point on Water Street.
- There are no pedestrian facilities across Molesworth Street.
- There are no dropped crossings or tactile paving shown on the access to the site.



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TfGM would refer to the Local Authority, to query whether the above observations could be included as a mitigation package as part of the development.

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future staff and customers, as follows:

Recommendations:

- Any redundant vehicle access points should be reinstated as continuous footway to adoptable standards (as confirmed within the TA).
- The access point serving the site should be designed to ensure the provision of tactile paving and dropped kerbs.
- The internal layout should ensure provision of a safe walkway through the car park, with appropriate lighting surrounding the building.
- Given the speed and volume of vehicles on Molesworth Street (A671) it would be beneficial for the implementation of pedestrian facilities to be considered to make it safe and easier to cross for future users of the site.

III. Cycle Parking

It is important to ensure that adequate infrastructure and facilities are provided to encourage staff members and customers to travel by sustainable modes.

The TA confirms that 3 Sheffield cycle stands (accommodating 6 cycles) will be provided near the entrance for both staff and customer use. However, these would only be suitable for short-stay customer use and are not suitable for long-stay staff use.

Cycle parking should be provided in accordance with the Council's standards and where possible spaces in excess of the minimum provided. Additionally, there should be onsite lockers, showers and changing room facilities available for staff.

The staff cycle store should be lockable and covered, located within a central accessible location, with sufficient lighting and CCTV.



IV. Travel Plan

A Staff Travel Plan should be produced for the development. The Travel Plan should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The offer of personalised journey planning for staff is a further measure that could be included in the full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development, prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage staff to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

Yours faithfully

Landuse Team
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Transport for Greater Manchester
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