

The Corner Plot – Rochdale Station Area

Transport Statement

NOVEMBER 2023

Version Control (optional)

Issue	Date Issued	Written by	Reviewed by	Approved by
01	17/11/2023	TC	EFT	HAN

This report dated 17 November 2023 has been prepared for Rochdale Borough Council (the “Client”) in accordance with the terms and conditions of appointment dated 16 October 2023(the “Appointment”) between the Client and **Arcadis UK** (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

CONTENTS

1	Introduction	5
1.1	Background	5
1.2	Report Structure	5
2	Policy Review	6
2.1	Introduction	6
2.2	National Policy	6
2.3	Regional Policy	6
2.4	Local Policy	7
3	Baseline Conditions & Accessibility	9
3.1	Introduction	9
3.2	Site Location	9
3.3	Site Operation	9
3.3.1	Parking Provision	9
3.3.2	Site Access – Vehicles	11
3.3.3	Servicing and Deliveries	11
3.4	Existing Highway Network.....	11
3.5	Collisions Data.....	12
3.6	Accessibility	12
3.6.1	Walking	12
3.7	Future Baseline	15
4	Development Proposals.....	16
4.1	Proposed Development.....	16
4.2	Access	16
4.3	Car Parking.....	16
4.4	Cycle Parking	16
4.5	Servicing and Deliveries	16
4.6	Trip Generation	17
4.6.1	Existing Vehicular Trip Generation.....	17
4.6.2	Proposed Trip Generation	17
4.7	Sustainable Travel Measure	20
4.7.1	Car Free	20
4.7.2	Framework Travel Plan	20
4.7.3	Cycling	20
5	Transport Impacts	21
5.1.1	Active Travel.....	21
5.1.2	Public Transport	21
5.1.3	Highway	21

6	Overall Summary and Conclusion	22
6.1	Summary.....	22
6.2	Conclusion	22
	Appendix A	1
	Proposed Development Layout	1

Tables

Table 2-1:	Parking standards for Land use type A1.....	8
Table 2-2:	Parking standards for Land use type A3.....	8
Table 2-3:	Parking standards for Land use type C3.....	8
Table 3-1:	Summarised Bus timetable.....	15
Table 4-1:	Proposed Person Trip Rates	17
Table 4-2:	Proposed Modal Split	18
Table 4-3:	Proposed Trips by mode-38 units.....	19

Figures

Figure 3-1:	Application Site Location	9
Figure 3-2:	Extent of area analysed as potential parking	10
Figure 3-3:	Collisions data from crashmap.co.uk	12
Figure 3-4:	The area covered by 2km of walking from the application site.....	13
Figure 3-5:	The area covered by 8km of cycling from the application site.	14
Figure 4-2:	Proposed 2011 census output areas - E01005482 : Rochdale 010C and E01005485 : Rochdale 015D	18

Appendices

Appendix A

Proposed Development Layout

1 Introduction

Arcadis UK Limited (Arcadis) have been commissioned by Rochdale Borough Council to prepare a Transport Statement in support of the redevelopment of an existing mixed-use site (Corner Plot) to provide 38 residential units (apartments) as well as commercial units on the ground floor.

1.1 Background

The Corner Plot application site is part of the Rochdale Station Gateway. The Council's aspiration for the Gateway area is to enclose a new public square, with taller buildings, including a more prominent and visually attractive façade entrance to the station. The regeneration and improvement of Rochdale Railway Station, and the surrounding land and buildings, represent a strategic priority for the Council to attract new residents and businesses to the area, contribute to an improved housing offer, create a new public realm, and open space and capitalise on the development and regeneration within Rochdale Town Centre.

As one of the first landmarks visible when leaving the railway station, the redevelopment of the Corner Plot application site is pivotal for the success of the Council's vision for the Station Gateway, which states:

*"With the station at its heart, a vibrant and distinctive new **Transit Orientated** neighbourhood will be created that builds upon the character of the existing community and heritage assets."*

The redevelopment proposals of the Corner Plot, the subject of this application, will help the Council achieve its vision by providing new, sustainable, modern, car-free apartments and commercial units.

1.2 Report Structure

The following chapters of this report will describe work undertaken during the study and the conclusions resulting from this work. The following is the structure of this report:

- Chapter 2 - An overview of the associated Transport Planning Policy
- Chapter 3 – A review of the existing conditions and accessibility
- Chapter 4 – The Proposed Development
- Chapter 5 – Sustainable Travel Measures
- Chapter 6 – Conclusion

2 Policy Review

2.1 Introduction

This section of the report outlines the necessary Transport Policies associated with the redevelopment of this application site into more commercial and residential areas, outlining the national policy, regional policy and local policy. The outlined policies below have been reviewed as part of the process which applies to the redevelopment of the mixed-use site.

2.2 National Policy

The revised NPPF 2023 sets out the Government's planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.

Chapter 9 of the NPPF seeks to ensure that sustainable transport should be considered from the earliest stages of planning so that potential impacts of transport networks can be addressed, opportunities to promote walking, cycling and public transport are identified and pursued and opportunities from existing or proposed transport infrastructure are realised, as outlined in Paragraph 104.

Paragraph 111 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.”

With this in mind, applications should prioritise the movements of pedestrians and cyclists and secondly, if possible, facilitate improved access to public transport infrastructure. They should address the needs of people with disabilities or reduced mobility in relation to all transport modes and create safe, secure and attractive places.

Paragraph 113 states that all developments that will generate significant amounts of movement should provide a transport assessment to support any application so that the likely impacts of the proposal can be assessed.

2.3 Regional Policy

The Greater Manchester Transport Strategy (2017)

This document highlights some key transport targets for the area associated with the application site location. The strategy highlights one of the key issues with sustainable transport, this being that many people do not currently see sustainable transport as a realistic alternative to the car. Therefore, one of the main aims for the region is to develop a fully inclusive and affordable sustainable transport system for all.

It also identifies that promoting sustainable transport to major new developments is necessary for it to be effective and that installing the infrastructure will not be enough. Furthermore, the document outlines that there are plans to support town centre regeneration through new sustainable transport connections. Some of the objectives for the greater Manchester area are:

- For 50% of trips to be made by sustainable modes, supporting a reduction in car use to no more than 50% of daily trips.
- World-class connections that support long-term, sustainable economic growth and access to opportunity for all
- As well as meeting the requirements of our travelling customers, our transport system needs to help the local economy to flourish and prosper, and our residents to contribute to and benefit from that prosperity,
- local rail services to meet high-quality standards and an aspiration to double the number of rail passengers coming into the Regional Centre by 2040

2.4 Local Policy

Rochdale Station Supplementary Planning Document

The SPD elaborates upon policies within the Rochdale Core Strategy (2016), notably policy SP3/R – The Strategy for Rochdale which provides a vision and strategy for the township. The policy has as one of its priorities the delivery of a high-quality station gateway providing for:

- Improvements to and the modernisation of Rochdale Train Station.
- Delivering Park and ride facilities to maximise the use of this major transport hub.
- Promoting high-quality, high-density development that improves the local townscape and builds on the local character and heritage value of the area; and
- Improving access south of the station to provide better links to the surrounding residential areas and Oldham Road corridor.

The supplementary planning document associated with the Rochdale Railway Station identifies key issues with the station currently. Some of the issues identified are:

- Lack of promotion of a high-quality public interface
- Layering of infrastructure and prominence of the highway
- Gateway experience into the area through the rail network is extremely poor.
- Existing facilities have not been updated when rail systems have caused congested roads due to on-street parking.

With the issues identified above in mind, the Supplementary Rail Document outlines 7 key priorities for enhancing the station that will build on the strengths of all aspects of the town including the community and business. The priorities are the following:

- Promote the station as a gateway experience creating a new gateway public square outside the station that enhances the arrival experience to Rochdale town.
- Create a place that has a distinct, vibrant and authentic identity that places people at the centre to celebrate and build upon the strong local communities and heritage.
- Establish a clear hierarchy of movement and access, centred on a transit hub for the future, that is accessible for everyone to navigate to and from.
- Promote a high-quality, high-density residential-led development around the station that is complimented by a mix of land uses that create a flexible and resilient community that further supports and drives the economic growth of Rochdale.
- Provide uses that create vibrancy and activity throughout the day, evenings and weekends.
- A 'place-led' approach built around Streets for all
- To promote healthy living and to support the viability of existing and new businesses.

The Core Strategy identifies policy C2 specifically sets out key development principles and proposes the following:

- Focus on regeneration and the delivery of a new station area, including homes, retail, leisure and commercial options.
- Improve the environment, public realm, and legibility from the station to the town centre.

Parking Strategy

The parking standards for Rochdale are contained within Appendix 5 of the Rochdale Core Strategy (2016). The table below shows the land-use type A1.

Table 2-1: Parking standards for Land use type A1.

Development Type	Maximum Standard for Car Parking Provision Minimum	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two-Wheeled Vehicle Parking Provision
Food Retail (<900m ²)	1 space per 25m ² Gross Floor Area (GFA)	1 space per 100m ² (min 2 spaces)	Considered Individually
Food Retail (>900m ²)	1 space per 16m ² GFA	1 space per 200m ² (min 2 spaces)	1 space per 600m ² (min 2 spaces)
Non-Food Retail (<900m ²)	1 space per 25m ² GFA	1 space per 100m ² (min 2 spaces)	Considered Individually
Non-Food Retail (>900m ²)	1 space per 22m ² GFA	1 space per 200m ² (min 2 spaces)	1 space per 900m ² (min 2 spaces)

The table below shows the parking standards for land use type A3.

Table 2-2: Parking standards for Land use type A3.

Development Type	Maximum Standard for Car Parking Provision Minimum	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two-Wheeled Vehicle Parking Provision
Restaurant	1 space per 7m ² Gross Floor Area (GFA)	1 space per 140m ² (min 2 spaces)	1 space per 280m ² (min 2 spaces)
Fast Food Drive Through	1 space per 8.5m ² GFA	1 space per 140m ² (min 2 spaces)	1 space per 280m ² (min 2 spaces)
Café/ Snack Bar	1 space per 6m ² PFA	1 space per 140m ² (min 2 spaces)	1 space per 280m ² (min 2 spaces)
Drinking establishment	1 space per 6m ² PFA	1 space per 140m ² (min 2 spaces)	1 space per 280m ² (min 2 spaces)

The table below shows the parking standards for land use type C3.

Table 2-3: Parking standards for Land use type C3.

Development Type	Maximum Standard for Car Parking Provision Minimum	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two-Wheeled Vehicle Parking Provision
Single Bedroom Apartments / Town Centre Flats & Apartments	1.25 spaces per dwelling	1 secure space per 5 dwellings (min 2 spaces)	Considered Individually
2+ Bedroom Apartments / Flats outside Town Centres	2 spaces per dwelling	1 secure space per 5 dwellings (min 2 spaces)	Considered Individually

3 Baseline Conditions & Accessibility

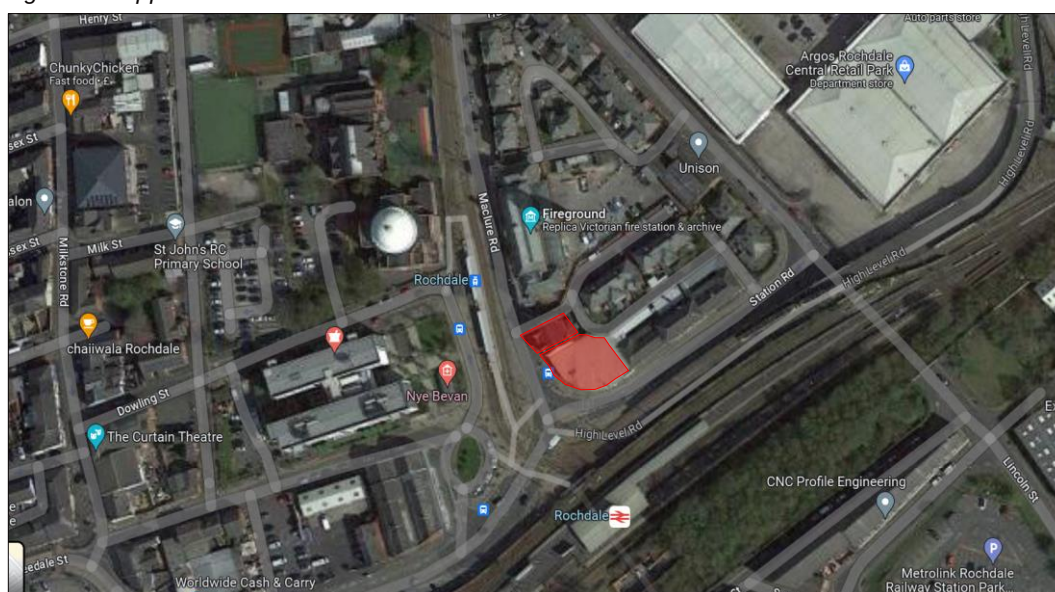
3.1 Introduction

This section gives an overview of the application site including its current uses and facilities as well as the accessibility around the application site and nearby amenities.

3.2 Site Location

The application site is located opposite Rochdale Railway Station and Metrolink stop. Rochdale town centre is located circa 900 metres, approximately 18-minute walk, to the north of the application site. Figure 3-1 shows the application site location in relation to the existing local highway network.

Figure 3-1: Application Site Location



3.3 Site Operation

The current development at the application site consists of 4 commercial units on the ground floor and residential unit(s) on the upper floors above the hot food takeaway.

3.3.1 Parking Provision

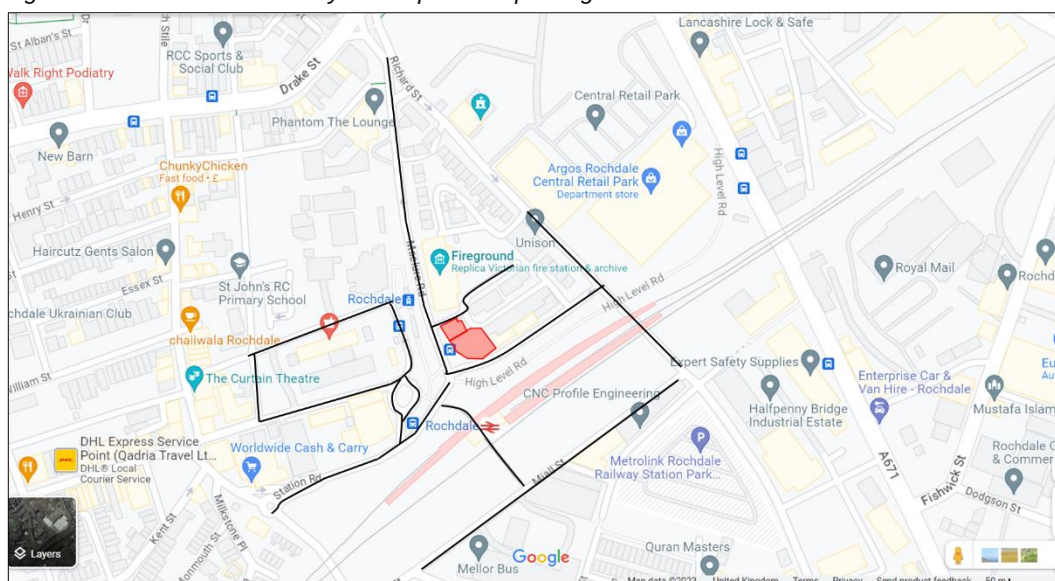
Off-street

There are currently no dedicated parking provisions for residents of the flats or the commercial units either on the public highway or feasible provision to the rear of the properties.

On-Street

The Lambeth Methodology states that residents of a proposed development may be willing to park in an area of approximately 200 metres (or a 2-minute walk) around the application site and residents/employees may be parking in the surrounding streets. Given the parking restrictions of all roads within 200 metres of walking from the application site access has been analysed. Figure 3-2 below shows the extent of the area analysed.

Figure 3-2: Extent of area analysed as potential parking



There are parking restrictions on all roads indicated in the figure above. Below is a summary of the restrictions on each road.

Maclure Road

Double yellow lines, zig-zag lines, keep clear markings (including no loading or unloading marks) and residents' parking can be found along the length of Maclure Road.

Milkstone Road

There is a mix of double yellow lines and dedicated short-stay parking bays with parking permitted for 1 hour, with no return within 1 hour at all times.

Dowling Street

At the junction with Milkstone Road, the restrictions applied to the parking bays located to the north side of the road are from Monday to Saturday between the hours of 8 am and 6 pm for 2 hours with no return within 1 hour. On the south side of the road, near a chemist, the parking bay restrictions apply between Monday and Saturday between the hours of 8 am and 6 pm, with parking only allowed for 20 minutes with no return within 1hr and 40 minutes. Double yellow lines are present on the rest of the road.

Lower Tweedale Street

There is a mix of double yellow lines and parking bays with time restrictions along the extent of Lower Tweedale Street. Near the taxi rank connecting to Dowling Street the parking restrictions applied to the bays are from Monday to Saturday between 8 am and 6 pm, with parking only permitted for 2 hours with no return within 1 hour. No loading at any time signage is also displayed along the length of the road.

Station Road

There are double yellow lines and parking bays with restricted parking from Monday to Saturday between 8 am and 6 pm, with parking only permitted for 1 hour with no return within 1 hour and loading at any time. Bays for taxis and loading only adjacent to the train station as well as bus stops also restrict parking.

Richard Street

Double yellow lines can be found at the whole extent of the east side of the street, with long sections of residents' parking bays on the west side of the road.

Lincoln Street

Double yellow lines can be found at the whole extent of the road.

Miall Street

There are no restrictions between its junction with Richard Street and Sarah Street on both sides of the road, apart from close to the junction with Lincoln Street. Parking is also unrestricted between the station underpass and its junction with Milkstone Road on the northern side. Double yellow lines are present at the remaining of the road.

Fire Station Yard

This road is a private residential road that allows access to the dwellings to the rear of the application site, meaning the space for parking is for these residents only.

3.3.2 Site Access – Vehicles

Currently, there are no vehicle access points to the application site, although there is a narrow lane/ginnel to the rear that could possibly accommodate a small vehicle for a short section. Pedestrian and cyclist access to the application site is taken from Maclure Road and Station Road.

3.3.3 Servicing and Deliveries

The refuse storage area will be located on the ground floor with direct access from the front of the building at Station Road. Refuse vehicle crew will have access to the gate's key or code. It is not stated in the plans if refuse storage for the commercial units and residential units will be different.

3.4 Existing Highway Network

Maclure Road connects to Station Road and provides access to the application site. The section of Maclure Road outside the northern extent of the site is a two-way with a posted speed limit of 20mph. Maclure Road is approximately 9.7m in width with footways measuring approximately 2.3 metres on the eastern side of the road.

The Metrolink runs to the west side of the road, and it is separated from the Maclure Road carriageway by a central reservation. This serves as a footway at the junction of Maclure Road with Station Road; however, at the northern of the stop the width reduces to approximately 60 centimetres.

Fire Station Yard is a private residential access road giving access to the dwellings located at the rear of the application site.

Station Road is a one-way road to the east of Maclure Road with two lanes westbound only and has a posted speed limit of 20mph. The carriageway is approximately 6.7m in width with footways on either side measuring approximately 4.2m in width. To the west of its junction with Maclure Road, and on the west side of the Metrolink tracks, Station Road becomes a two-way road.

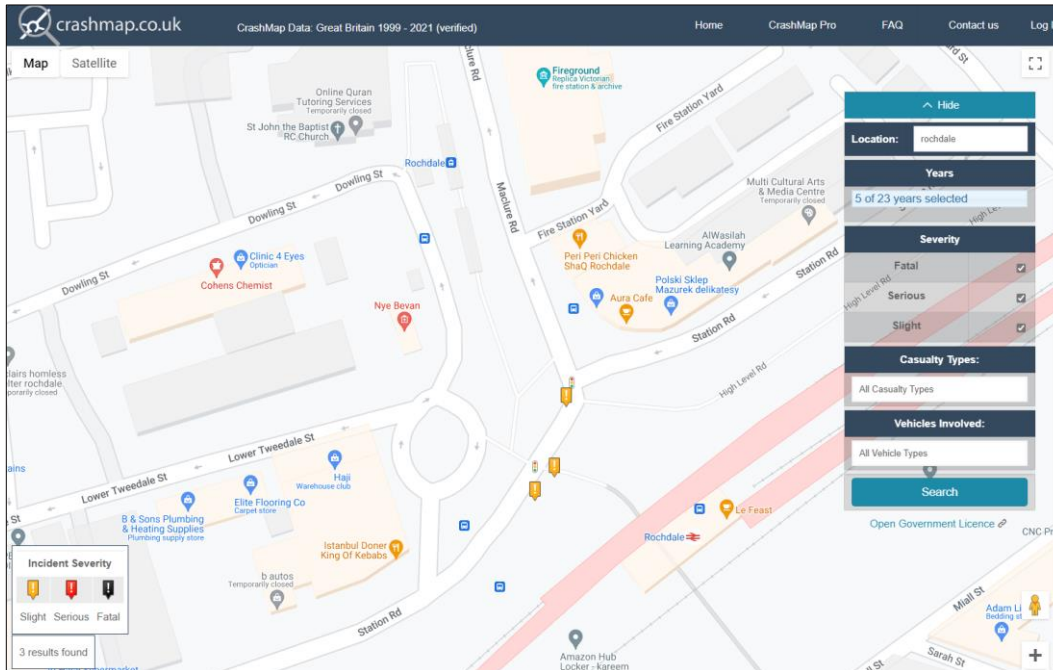
There are pedestrian crossing facilities in the form of a Pelican System integrated into the traffic signals at the junction of Station Road and Maclure Road aiding pedestrians transiting between the trams, buses, and trains. At the pelican crossings, there is tactile paving and dropped kerbs to aid those who are visually impaired and to make the area more accessible for those needing mobility aids.

On the approaches along Station Road to the signalised junction with Maclure Road there are advance waiting boxes for cyclists to give cyclists the benefit of being in front of vehicles.

3.5 Collisions Data

The most recent 5 years (2017-2021) of collision data from the Crash Map website for collisions in the study area is shown in Figure 3-3 below.

Figure 3-3: Collisions data from crashmap.co.uk



The Figure above shows that there have been 3 collisions which all resulted in slight injuries. There was one collision involving a pedestrian in 2018 resulting in minor injuries. No collisions involved a cyclist.

Due to there being only 3 'slight' collisions within proximity of the application site, there are no obvious safety concerns along the local highway network for the most vulnerable road users (pedestrians and cyclists).

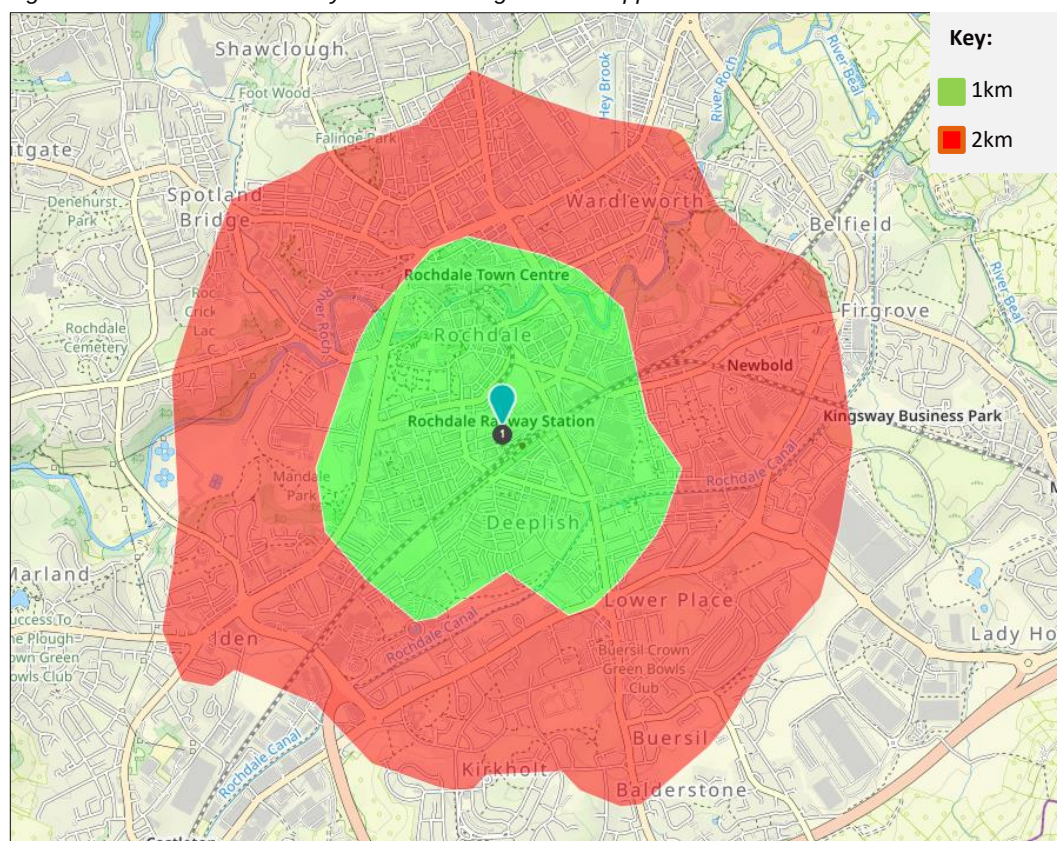
3.6 Accessibility

3.6.1 Walking

The footways adjacent to the application site are wide and provide tactile paving and dropped kerbs at crossing points. The footway varies in width as you travel north on Maclure Road is typically 2.3m with a section in front of the houses increasing to approximately 6m in width. These provisions allow for easy pedestrian access to the nearest bus stops, train station and tram stops that are all located within 100m of the application site.

The Chartered Institute for Highways and Transportation (CIHT) provides guidance on distances considered suitable for a journey on foot. A journey of up to 2km is considered suitable by most people. Based on an average walking speed of 80m per minute, this equates to a 25-minute journey. Figure (3-4) shows the area covered by 2km (25 minutes walking).

Figure 3-4: The area covered by 2km of walking from the application site.



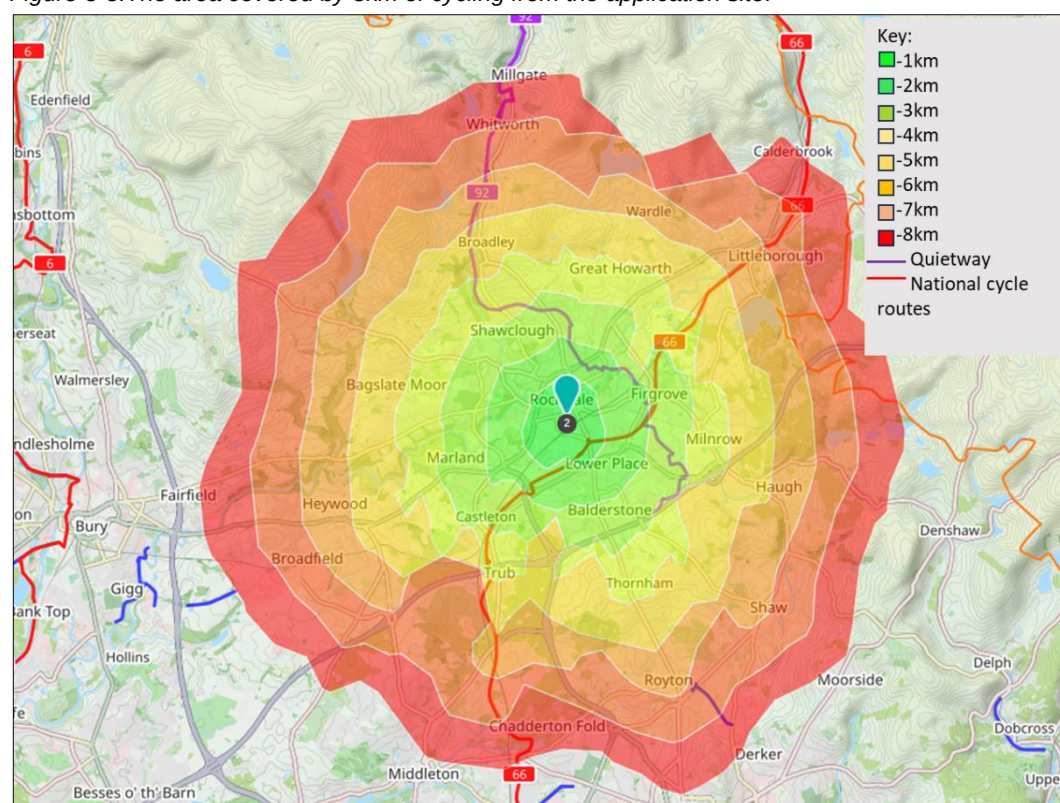
This shows that there are several key destinations within walking distance, including Rochdale town centre, local employment clusters, and local residential areas and amenities.

Cycling

The only significant form of cycling infrastructure within the vicinity of the application site is an advisory lane on Richard Street (to the east of the site); however, the traffic lights provide advanced cyclist's waiting boxes to allow a safer distance between cyclists and other vehicles on the road.

The Chartered Institute for Highways and Transportation (CIHT), provides statistics on distances for cycling trips. The majority of cycling trips are for short distances, with 80% being less than five miles and 40% being less than two miles. Therefore, a journey of up to 5 miles is considered acceptable for most people. The figure below shows the area covered by 8km and the cycle routes within that area.

Figure 3-5: The area covered by 8km of cycling from the application site.



The map above shows that the NCR 66 runs to the south of the application site and can be reached within a 5-minute bike ride. The map also shows that other communities across the Borough, such as Castleton, Heywood, Littleborough, and Royton are within 8km of the application site and can be reached by cycle. The main town centres of Middleton and Oldham are just beyond the 8km iso distance.

Local Amenities

The application site is very well served by both local amenities within the Milkstone community and is also a short distance of approximately 900 metres to the south of Rochdale town centre.

The nearest primary school is located approximately a 4-minute walk from the application site (290 metres). There are pharmacies, GP surgery, supermarkets, restaurants and a retail park located within a 5-minute walk from the application site. There is a co-work office located just above the Fire Station next to the application site, providing an alternative working area and the nearest hospital is a 19-minute walk from the application site, approximately 1.3 km away.

Public Transport

The application site is very well-served in terms of public transport. The nearest bus stops to the application site is approximately 65 metres to the southwest of the application site. The table below shows the departures, destination and frequency from the nearest stop (table 3-1).

Table 3-1: Summarised Bus timetable

Service Number	Destination	Frequency
471	Rochdale Interchange - Bolton Interchange	Every 12 minutes (peak periods)
R4	Rochdale Interchange (Eastbound)	Every hour
R6	Rochdale Interchange (Westbound)	Every Hour

In addition to the services above, the 881 bus runs once in the morning and once in the afternoon from Trub to Geave.

The Metrolink stop is located directly opposite the application site and is served by the Rochdale – East Didsbury line with Rochdale town centre being the next stop northbound. Southbound destinations include Kingsway Business Park, Oldham Town Centre, and onwards to Manchester Victoria and St Peter’s Square. The trams operate every 12 minutes in both directions.

Rochdale railway station is located approximately 70m to the south of the application site. Trains from this station provide services to Leeds, Blackburn, Manchester Victoria, Wigan Wallgate and other locations in between. Frequency varies between each destination, however, the average frequency for most services is every 30 minutes, including the ‘fast’ trains to Manchester Victoria.

All public transport options are less than 2 minutes’ walk from the application site making it an ideal location for a car-free development.

3.7 Future Baseline

The Council are currently progressing their plans to transform the area surrounding the railway station into a sustainable and desirable place to live. The plan is to create a Station Gateway with improved housing, enhanced public open space and public realm and excellent access to amenities. A summary of the key transformation for the area set out in the masterplan is listed below:

- Introduce new residential uses that provide for a mix of types and densities.
- Creation of a new Station square – Rochdale Station Square (RSSq) – with events space and public art (Station Gateway) which was granted planning permission in July 2023.
- Phased relocation of all vehicle movements away from the main northern entrance around Maclure Road as part of the Station South development.
- Create improved pick-up/drop-off facilities and bus access to the south along Miall Street.
- Improve North/South connectivity.
- Improve walking connections to the town centre, Deeplish, and Canalside.
- Support existing and attract new businesses in the area to integrate Milkstone's local centre and community into the Station Quarter
- Increase the capacity of the Metrolink Park and Ride to reduce on–street parking by commuters.

This transformation will directly benefit the application site. For more details and the plans for the wider area, please see: the [Rochdale Station Supplementary Planning Document \(SPD\)](#)

4 Development Proposals

4.1 Proposed Development

The proposals are for a mixed-use development consisting of both commercial units on the ground floor with residential units above. There are proposed a total of 38 dwellings spread across 5 floors split between 1 and 2 bedrooms.

The commercial units will be located on the ground floor measuring 342.9 square metres (sqm) and have the potential to be split into approximately 4 commercial units. The proposed development layout can be found in **Appendix A**.

4.2 Access

Vehicular, pedestrian and cycle access to the site is from Station Road and Maclure Road, with ancillary pedestrian and cycle access from the rear via Station Yard.

4.3 Car Parking

The proposals are for car-free development, therefore, there will be no car parking provisions for residents of the flats nor the commercial units on the ground floor on-site.

As mentioned in Section 3.4 there are parking restrictions on the roads within the vicinity of the proposed development, these include double yellow lines and no loading and unloading restrictions at any time, which reduces the opportunity for residents to own a car and park on the streets surrounding the development. As part of the wider redevelopment of the Rochdale Station Area there are proposals to provide a Multi-Storey Car Park (MSCP) where residents of the Corner Plot, and other proposed residential schemes in the area, can either rent or purchase a parking space.

Given the highly sustainable location of the proposed development in terms of accessibility to transportation and proximity to a wide range of services and amenities, the provision of car parking spaces is considered not to be necessary.

4.4 Cycle Parking

This development will provide 19 cycle stands (which can accommodate up to 38 bikes) located on the ground floor within a secure storage area, easily accessible via Station Road. The parking standard for apartments Appendix 5 of the Rochdale Core Strategy (2016) requires 1 cycle space per 5 dwellings, which the proposed developments exceed this by providing 1 space per dwelling.

No dedicated cycle parking will be provided for the commercial units. Parking standards taken from Appendix 5 of the Rochdale Core Strategy (2016) state there must be a minimum of 1 cycle space per 200 sqm for a retail unit greater than 900m². To comply with this standard, retail staff will be given space within the retail units to store their bikes and it is proposed as part of the wider Rochdale Station Square to provide cycle parking for visitors to the current and future businesses, including for the Corner Plot.

4.5 Servicing and Deliveries

The refuse storage area will be located on the ground floor with direct access from the front of the building on Station Road. Refuse vehicle crew will have access to the gate's key or code. Refuse for the commercial will be stored within or to the rear of their premises and it is anticipated they will place their refuse bins outside for collection.

4.6 Trip Generation

This section provides a comparison of the trips associated with the existing land use with an estimate of the trips which could be generated by the proposed development.

4.6.1 Existing Vehicular Trip Generation

Currently, there are no parking spaces available at this application site and there are parking restrictions on all possible potential parking places, as mentioned previously, so it is assumed that no car trips are made to this proposed development by staff or residents by car. It has been observed, that there are regular deliveries to the current fast food unit and mini-mart with typically one vehicle per day.

4.6.2 Proposed Trip Generation

Commercial Units

It is not expected that the commercial units will attract any extra external vehicle trips, other than the usual deliveries, as they will be serving local residents and users of the railway station. Therefore, trip generation of the new units would replace the existing trip generation, the majority of which are pedestrians from the local area or station users.

Dwellings

To understand the trips that will potentially be generated by the proposed dwellings, the TRICS database has been interrogated to provide an average total person trip rate for the peak hours. Person trip rates have been included in the table below:

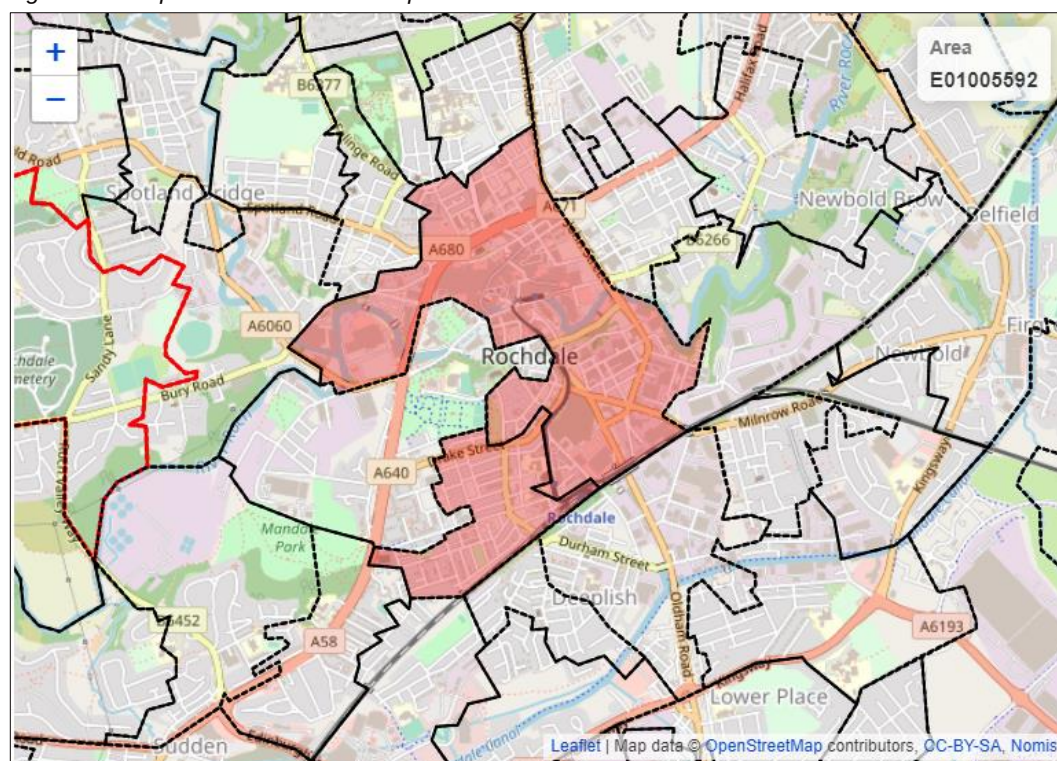
Table 4-1: Proposed Person Trip Rates

TRICS	AM Peak			PM Peak		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Trip Rate	0.104	0.529	0.633	0.49	0.239	0.729

Modal Split of Journeys to Work

Given that commuting trips account for a significant proportion of trips during the AM and PM peak hours, data from the 2011 Census Travel to Work Mode Share has been interrogated to establish how the local population is travelling on the surrounding networks. This information is available for the 2011 Output Area level within the Census. The selected Output Areas which represent the proposed development are illustrated in the figure below.

Figure 4-1: Proposed 2011 census output areas - E01005482 : Rochdale 010C and E01005485 : Rochdale 015D



As the proposed development will be car-free, the value of driving a car or van share has been adjusted to 0% and the value was proportionally distributed to sustainable modes – bus, minibus or coach, train, tram, and cycle. The percentage modal split of those working within the Output Areas is shown in the following table with the original census data split alongside the adjusted mode share.

Table 4-2: Proposed Modal Split

Mode of Travel to Work	%	Adjusted%
Train	3.6%	11.7%
Work mainly at or from home	4.3%	4.3%
Metrolink	0.6%	2.1%
Buses	14.0%	45.7%
Taxi	3.1%	3.1%
Motorcycle, scooter or moped	0.1%	0.1%
Driving a car or van	43.2%	0.0%
Passenger in a car or van	6.6%	6.6%
Bicycle	0.9%	2.9%
On foot	22.3%	22.3%
Other Methods of Travel to Work	1.2%	1.2%
Total	100%	100%

Applying the above modal share (Table 4-2) to the derived trip rates (Table 4-1), the resulting trips by mode share shown within Table 4-3 is based upon a 38-unit development on the proposed development.

Table 4-3: Proposed Trips by mode-38 units

Mode Share	Mode	AM Peak			PM Peak		
		Arrive	Depart	Two Way	Arrival	Depart	Two Way
11.7%	Train	0	2	3	2	1	3
4.3%	Work mainly at or from home	0	1	1	1	0	1
2.1%	Metrolink	0	0	0	0	0	1
45.7%	Buses	2	9	11	9	4	13
3.1%	Taxi	0	1	1	1	0	1
0.1%	Motorcycle, scooter or moped	0	0	0	0	0	0
0.0%	Driving a car or van	0	0	0	0	0	0
6.6%	Passenger in a car or van	0	1	2	1	1	2
2.9%	Cycle	0	1	1	1	0	1
22.3%	On foot	1	4	5	4	2	6
1.2%	Other methods of travel to work	0	0	0	0	0	0
100.0%	Total	4	20	24	19	9	28

The table above shows that there will be a total of 20 trips made by sustainable transport during the morning peak hour and a total of 23 trips during the evening peak.

4.7 Sustainable Travel Measure

4.7.1 Car Free

As mentioned previously, the proposals are for a car-free mixed-used development and the lack of parking facilities within the proposed development and lack of unrestricted on-street parking reduces the likelihood of car ownership significantly.

4.7.2 Framework Travel Plan

Through the overall implementation of the associated Framework Travel Plan, it is the aim that the range of sustainable transport measures will encourage residents, staff and visitors to be able to use suitable and sustainable modes of transport which are realistic and practical for users of the proposed development.

4.7.3 Cycling

The proposals include secure cycle storage on the ground floor providing one space per unit, which exceeds the cycle standards of 1 space per 5 dwellings. Staff of the commercial units will be allowed to store their bikes within the units and the Rochdale Station Square will provide spaces for visitors and customers within the new public realm.

5 Transport Impacts

5.1.1 Active Travel

Walking and Cycling would be a natural choice for residents and staff of the proposed development, which is part of the wider vision for the Rochdale Station Area. The predicted person trip generation, by pedestrians and cyclists, will be easily accommodated within the existing and future infrastructure.

5.1.2 Public Transport

The use of public transport is heavily encouraged by this proposed development, which is part of the wider vision for the Rochdale Station Area. The predicted person trip generation, by mode, is within the capacity of each system locally and as such the chance of overload is highly unlikely.

5.1.3 Highway

The impacts this development will have on the highway network are negligible as this is car-free and servicing trips for the proposed commercial developments are already in existence.

There may be some occasional vehicular trips generated by the commercial in terms of customers, but this is likely to be outside of the peak hours.

6 Overall Summary and Conclusion

6.1 Summary

Arcadis UK Limited (Arcadis) have been commissioned by Rochdale Borough Council to prepare a Transport Statement in support of the redevelopment of an existing mixed-use site (Corner Plot) to provide 38 residential units (apartments) as well as 4 commercial units on the ground floor.

The Corner Plot is located at the heart of the Rochdale Station Area Transit Orientated Community, at the corner of Station Road and Maclure Road, and approximately 900m from Rochdale Town Centre.

The proposed development is to be car-free with no spaces provided for the residents and businesses, and with little to no on-street provision, this will keep to a minimum vehicular trip. The council aims to improve the area in terms of making it more cyclist and pedestrian-friendly. Based on these analyses, there will be a neglectable impact on the highway network derived from the proposed development.

In terms of accessibility, there is a range of amenities and excellent bus, train, and tram services within very short walking distance from the proposed development. Rochdale town centre is only 900m to the north providing access to Rochdale Interchange and bus services across the Greater Manchester area.

Analysis of TRICS data shows that there will be an increase in usage of sustainable transport methods, over other developments that provide car parking spaces; however, it is expected that the additional person trip generation would not be expected to place any additional strain on these services and infrastructure.

6.2 Conclusion

The proposed development is in line with the National Planning Policy Framework (September 2023) advises in Paragraph 111:

“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.”

It is also completely aligned with the vision and objectives of the Rochdale Station Area SPD to create a Transit Orientated Community, that is predominately car-free and focused upon trips by sustainable modes to Rochdale and Manchester.

Appendix A

Proposed Development Layout

Arcadis UK

80 Fenchurch Street
London EC3M 4BY
United Kingdom

T: +44 (0) 20 7812 2000

[arcadis.com](https://www.arcadis.com)