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Willmott Dixon

Hopwood Hall College

Transport Statement

FE0012-FCL-XX-XX-T-H-0002



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1 Introduction

1.1 Background

Hopwood Hall College is a Further Education College located in Rochdale, Greater Manchester for ages 16+. The college is split over two campuses, located in Rochdale town centre and Middleton approximately 3.5 miles apart. The college offers a wide variety of courses including apprenticeships, Level 1, 2 and 3 courses, adult learning classes and a University Centre. Hopwood Hall College educates approximately 2,900 students on the Rochdale Campus. The Rochdale Campus currently has two buildings (designated Block A and Block B) accommodating both theoretical and practical teaching, with specialised spaces, student centred areas and an on-site nursery.

Willmott Dixon have been appointed as the design and build contractor for the demolition of Block B on the Rochdale Campus which is coming to the end of its serviceable life and is no longer fit for the requirements of the colleges teaching. This project will see the demolition of Block B, a new block erected and changes to the landscaping, parking and servicing arrangements on the site. Block B currently provides a GIFA of 7,700m², with the new block set to provide circa 7,059m² of GIFA. Block A on the Site will be retained. There will be a slight reduction in floorspace; however, the new building will be specifically designed to meet the colleges needs and be more efficient in its use of space. The current and proposed site layouts for the Rochdale Campus can be seen in Figure 1-1 and Figure 1-2 below.

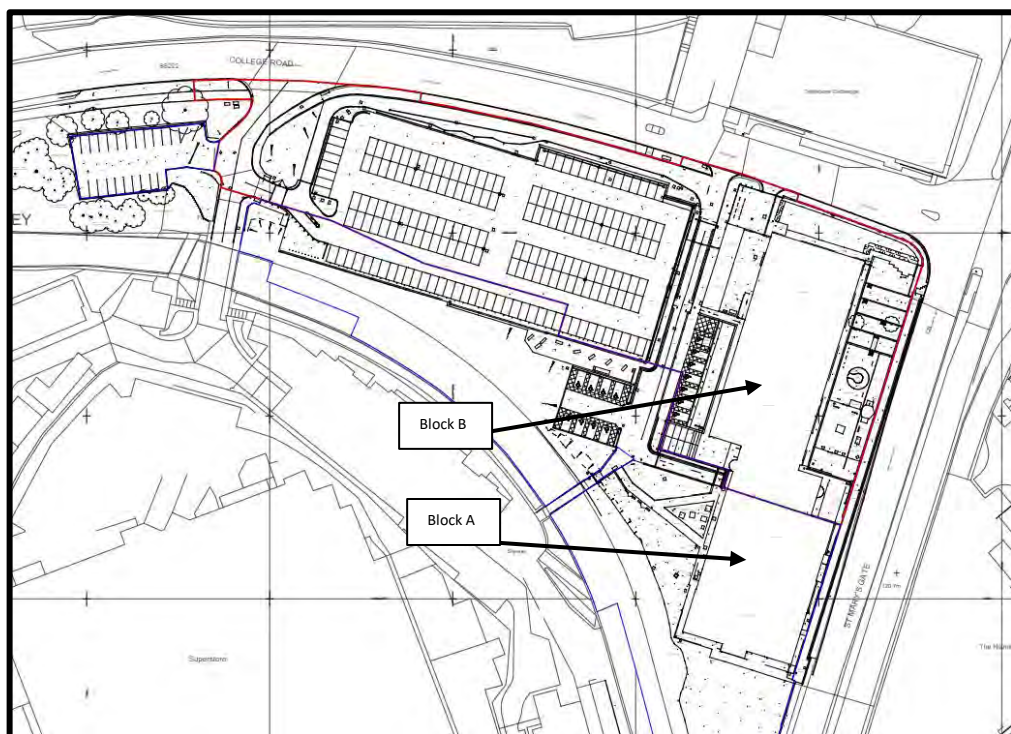


Figure 1-1 - Current Rochdale Campus Site Layout

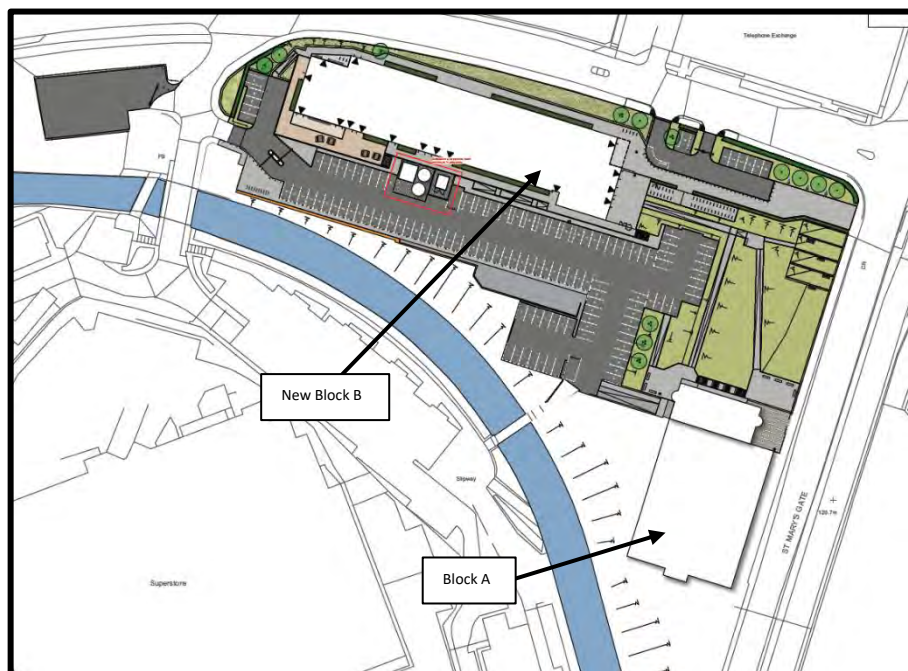


Figure 1-2 - Proposed Rochdale Campus Site Layout

The new building will be constructed whilst the college site remains in operation. Block B will then be decanted into the new block and demolition will commence. This ensures that all students and classes can continue to be accommodated on-site throughout the construction period. The college site will continue operating with existing opening arrangements, with students free to arrive and leave as required by their varying timetable.

The wider surrounding highway network will not change as a result of this project, with no new vehicle access points created. Everyday vehicle access into the main car park will continue to be provided from College Road via a shared vehicle access road with Rochdale Sixth Form College. Some servicing of the site will change post development; however, this is detailed further in Section 4.2.2 below.

1.2 Structure of the Transport Statement

This Transport Statement follows national guidance on the preparation of Transport Statements and sets out the findings in a logical manner as follows:

- Section 2 reviews the national, regional and local policy context and guidance.
- Section 3 reviews the existing location and the transport situation.
- Section 4 describes the development proposals and access strategy.
- Section 5 analyses the Road Traffic Collision data in the vicinity of the site.
- Section 6 contains a summary of the assessment findings and conclusions.

2 Policy Context

This Transport Statement has been developed taking into consideration local, regional and national guidance and policies. The following section lists and evaluates the relevant guidance and policies.

2.1 National Planning Policy Guidance

2.1.1 *The National Planning Policy Framework*

In December 2024 the Department for Local Government and Communities published an update of the National Planning Policy Framework (NPPF). This document sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework for Local Authorities to develop their own Local Plan, which reflects the needs and priorities of their communities, favouring sustainable development. The framework outlines those developments should be approved, without delay, if they are following the Local Development Plan. If the Local Development Plan is out of date, silent or absent, permission should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Section 9 of the NPPF (paragraphs 109 to 114) deals specifically with transport and focuses on promoting sustainable transport. This should be achieved by requiring developments to submit a Transport Assessment or Transport Statement. Decisions and plans should take account of whether the opportunities for sustainable transport modes have been taken up and whether safe and suitable access to the site can be achieved for all. Developments should only be prevented or refused on transport grounds where the residual cumulative impact of the development is severe.

2.1.2 *Cycling and Walking Investment Strategy (CWIS) & CWIS 2*

In 2017, the UK Government set out its ambition for cycling and walking in England in their Cycling and Walking Investment Strategy. This brief document sets out the Government's ambition "to make cycling and walking the natural choice for shorter journeys, or as part of a larger journey". The document sets out three strands through which this ambition will be achieved, by delivering:

- Better Safety – A safe and reliable way to travel for short journeys.
- Better Mobility – More people cycling and walking – easy, normal and enjoyable.
- Better Streets – Places that have cycling and walking at their heart.

Specific objectives targeted to have been achieved by 2020 are:

- An increase in cycling activity, where cycling activity is measured as the estimated total number of cycle stages made.

- An increase in walking activity, where walking activity is measured as the total number of walking stages per person.
- A reduction in the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled.
- An increase in the percentage of children aged 5 to 10 that usually walk to school.

These objectives are further supported by the following specific aims and targets by 2025:

- To double cycling activity, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- To increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025.
- To increase the percentage of children ages 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

In July 2022, the Department for Transport reaffirmed its commitment to cycling and walking investment by publishing the second Cycling and Walking Investment Strategy (CWIS 2). The document continues the government's commitment to active travel and sets out its objectives and financial resources through to March 2025. Beyond 2025, the strategy seeks to achieve an increase in the percentage of short journeys in towns and cities that are walked or cycled to 55% by 2035, and to deliver a world class cycling and walking network in England by 2040.

2.1.3 *Gear Change: A Bold Vision for Cycling and Walking*

In July 2020, the UK Government published, "Gear Change: A Bold Vision for Cycling and Walking", which sets out their vision for an "Active Travel Revolution" in England's towns and communities. The document marked a step change in how transport investment would be made in England, with a clear move away from car travel.

This vision includes:

- **Healthier Happier and Greener Communities** – Due to the increase in active travel and reduction in vehicle travel; resulting in cleaner, healthier, safer and quieter streets.
- **Safer Streets** – Where none are afraid to cycle to and from work and school.
- **Convenient and accessible travel** – Where cycling and walking are seen as the most convenient, desirable and affordable way to travel and where everyone has opportunities to take up walking and cycling.

To achieve this vision "active travel" would be placed at the heart of transport decision making, with better cycling and walking measures, and infrastructure no longer seen as an

afterthought but moved to the very heart of consideration for all transport policy and planning at all levels of leadership.

The document also highlights four themes encapsulating the actions needed at all levels of leadership. These include:

- **Better Streets for Cycling and People** – Where there would eventually be thousands of miles of continuous, safe, and direct cycle routes in towns and cities, physically separated from pedestrian and high-volume motor traffic.
- **Cycling at the Heart of decision making** – Including, but not limited to, the creation of a long-term cycling and walking programme and budget, the inclusion of cycling provisions in new local and strategic A-road schemes and better integration of cycling with railways and buses.
- **Empowering and encouraging Local Authorities** – Including, but not limited to, increased funding for local authorities, significantly improved capacity and assistance for local authorities and a new commissioning body inspectorate, “Active Travel England”, led by a new national cycling and walking commissioner.
- **Enabling people to cycle and protect them when they do** – Including, but not limited to, the provision of cycle training for adults and children who want it, making legal changes to protect vulnerable road users, consulting on updates to the Highway Code to improve safety for all users, and the establishment of a national electrically assisted bike support programme.

2.2 Local Planning Policy Guidance

2.2.1 *Greater Manchester Strategy 2021-2031 (Published by the Greater Manchester Combined Authority)*

The Greater Manchester Strategy 2021-2031 sets out the overall vision and route map to meet three main targets aiming to provide a more prosperous and fairer Greater Manchester. These targets are to provide:

- A greener Greater Manchester: responding to the climate emergency
- A fairer Greater Manchester: addressing inequalities and improving wellbeing for all
- A prosperous Greater Manchester: Driving local and UK growth

It is stated within the Greater Manchester Strategy 2021-2031 that:

“Through this strategy we will go further: we will ensure all of our people have access to safe, decent and affordable transport; we will accelerate our plans towards our carbon neutral ambition; we will create greener homes and communities; and better jobs and skills.”

Within all three targets, the improvement of transport infrastructure, mainly active and sustainable transport infrastructure, is a key aspect in achieving the targets. This can be achieved by implementing wider and more affordable public transport around the region

connected to active and sustainable transport infrastructure. An aim within Greater Manchester is to transform the Bee Network into an integrated “London-style” transport network; connecting bus, tram, train, cycle and walking infrastructure to change how people travel throughout Greater Manchester.

The Greater Manchester strategy 2021-2031 is supported by an additional three-year delivery plan which is updated regularly to accommodate the changing nature of the city region. This delivery plan focuses on the actions to be implemented over the immediate future to meet the aims of the three targets.

2.2.2 Greater Manchester Transport Strategy 2040 (Published by TFGM)

The Greater Manchester Transport Strategy 2040 sets out the ambitions, interventions and process to achieving a transport system that meets the long-term needs of the growing Greater Manchester Region. The Greater Manchester Transport Strategy states that it wishes “to make Greater Manchester one of the best places in the world to grow up, get on and grow old”. A vision for the “right mix” of transport mode usage is set out with a minimum of 50% of all trips to be made by sustainable means with no net increase in motor vehicle traffic by 2040.

2.2.3 Rochdale Adopted Core Strategy (October 2016)

The Rochdale Core Strategy was adopted in October 2016 and is the lead document in the Rochdale Local Plan, with all other documents that make up the Local Plan working to support the aims and objectives set out within the Adopted Core Strategy. The core strategy sets out a vision of how Rochdale will look and operate by 2028, based on the Sustainable Development Principle set out in the National Planning Policy Framework (NPPF).

Paragraph 1.3 of the Adopted Core Strategy states that:

“The Core Strategy establishes how much housing and employment growth we should plan for and where, broadly, development should be located. It also identifies what facilities and infrastructure are needed to support that development and how we should protect our environment and improve the borough.”

Five strategic objectives are set out within the Adopted Core Strategy including:

- 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
- SO5 To improve accessibility and deliver sustainable transport

To achieve Strategic Objective 5, the Adopted Core Strategy focuses on:

1. Directing development to the most accessible locations or those that can be made more accessible by public transport.

2. Improving strategic transport connections including links with Manchester City Centre and key destinations in and beyond Greater Manchester.
3. Improving access to the public transport network.
4. Promoting transport improvements that enhance access to town and local centres and employment areas (existing and new) within and outside the borough.
5. Ensuring new development contributes to transport improvements and the use of public and other sustainable transport.

Appendix 5 of the Rochdale Adopted Core Strategy (October 2016), sets out the parking standards implemented for developments within Rochdale. The standards set out for higher and further education establishments can be seen in Table 2-1 below:

Development Type	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two Wheeled Vehicle Parking
Higher or further Education	1 space per 2FTE staff + 1 space per 15 students	1 space per 10FTE staff + 1 space per 10 students	1 space per 80 FTE staff + 1 space per 600 students

Table 2-1 - Rochdale core Strategy Parking Standards

3 Existing Highways Infrastructure and Location

3.1 Site Location

Hopwood Hall's Rochdale Campus (henceforth known as Hopwood Hall) is located on the outskirts of Rochdale Town Centre. The college site is bounded by the A58 (St Mary's Gate) to the east and College Road to the north, with a residential area north of College Road, including a number of high-rise residential towers. The A58 (St Mary's Gate), is designated as a clearway, with clear signage indicating no stopping prior to turning onto the route. To the south of the site is located The River Roch, and beyond, Rochdale Sixth Form College, which provides A-Level courses to students aged 16-19. A footbridge connects the Hopwood Hall College car park to the Rochdale 6th Form College car park, however, this bridge is gated and manually locked by a member of staff, and therefore, is not available for daily use. Rochdale Exchange shopping centre is located to the north-east of the Hopwood Hall site on the eastern side of the A58 (St Mary's Gate). This shopping centre accommodates a large multi-storey car park with access and egress gained via Hunter's Lane approximately 230m north of the Hopwood Hall site. Further information regarding the roads surrounding the Hopwood Hall site can be seen in Section 3.2 below.

Hopwood Hall lies within the Greater Manchester Clean Air Zone, which restricts and proposes to charge certain vehicles for entering parts of the Greater Manchester highway network, including within Rochdale, in an aim to improve air quality. However, at the time of writing this Transport Statement, the Greater Manchester Clean Air Zone was under review. Although Clean Air Zones have been found to be a significant factor in the reduction of airborne pollutants, Greater Manchester demonstrated that an upgrade of their bus infrastructure, with 117 new zero-emission buses, would meet their legal obligations to reduce nitrogen dioxide pollution¹. Therefore, a full review of the Clean Air Zone has not been included within this report.

Hopwood Hall has two points of regular vehicular access onto the site, with vehicles that require blue-badge parking, delivery vehicles and servicing vehicles accessing the secure line of the site from College Road on its northern boundary. Vehicles that require access to the main or overflow car parks are directed to an unadopted road which is shared between Hopwood Hall College and Rochdale 6th form College, providing access to both institutions' car parks. A drop-off lane is also accessible from the vehicle access point on College Road on the site's northern boundary, further details of this drop-off lane can be found in Section 3.3.2 below. A third vehicle access point is located circa 5m east of the access into the blue badge parking and servicing zone. This access point is not regularly used and has two manually locked gates preventing unauthorised access into the area.

¹ <https://www.gov.uk/government/news/government-backs-local-plans-for-clean-air-in-greater-manchester--2>

The A58 (St Mary's Gate), which bounds the eastern side of the college site, provides links to the north-east and south-west allowing connections towards Halifax and Bolton respectively. The A58 meets the M66 (J2) approximately 6 miles south-west of the Hopwood Hall site allowing national connections northwards and connections southwards onto the M60 – Manchester Outer Ring-Road. The M62 (J20) can also be accessed approximately 3 miles south of the college site providing access to Huddersfield and onto Leeds in the north-east and the Manchester Outer Ring-Road, continuing further onto Liverpool in the south-west. A wider view of the surrounding highway network can be seen in Figure 3-1 below.

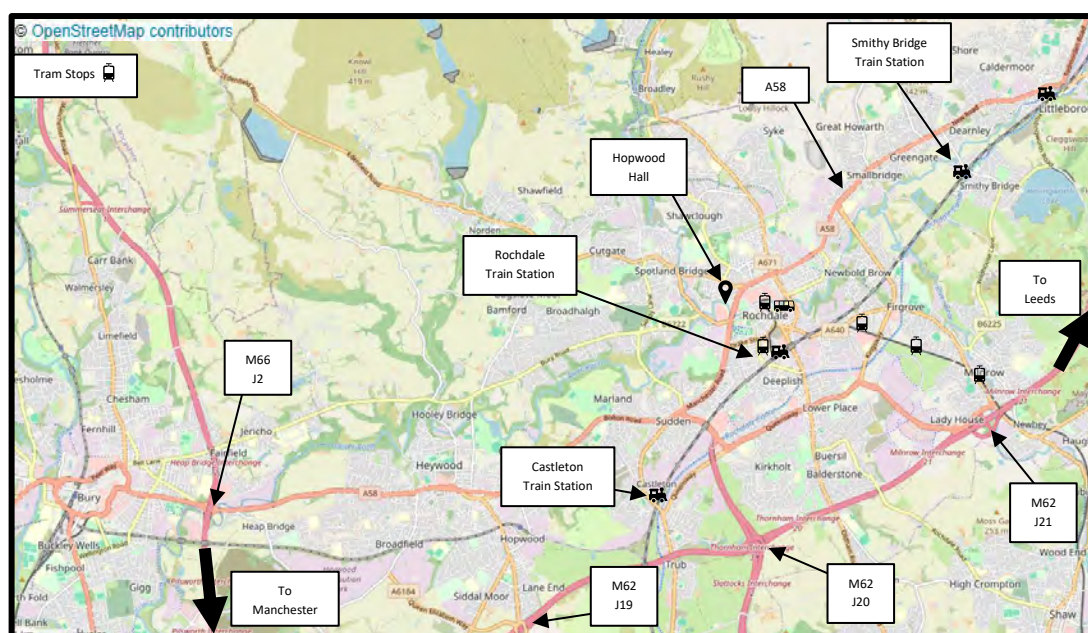


Figure 3-1 - Location of Hopwood Hall Rochdale Campus in Relation to the Wider Highway Network

Overall, the site has excellent connectivity to the strategic and local highway network, allowing direct connections onto the A58, with links to the M66 and M62. The local highway network which immediately services the college site is discussed in more detail in the following paragraphs.

3.2 Existing Local Road Network

The local roads servicing the Hopwood Hall Rochdale Campus are the A58 (St Marys Gate) and College Road. An unadopted road bounds the west of the college site and provides access to the main and overflow car park in addition to Rochdale 6th Form College.

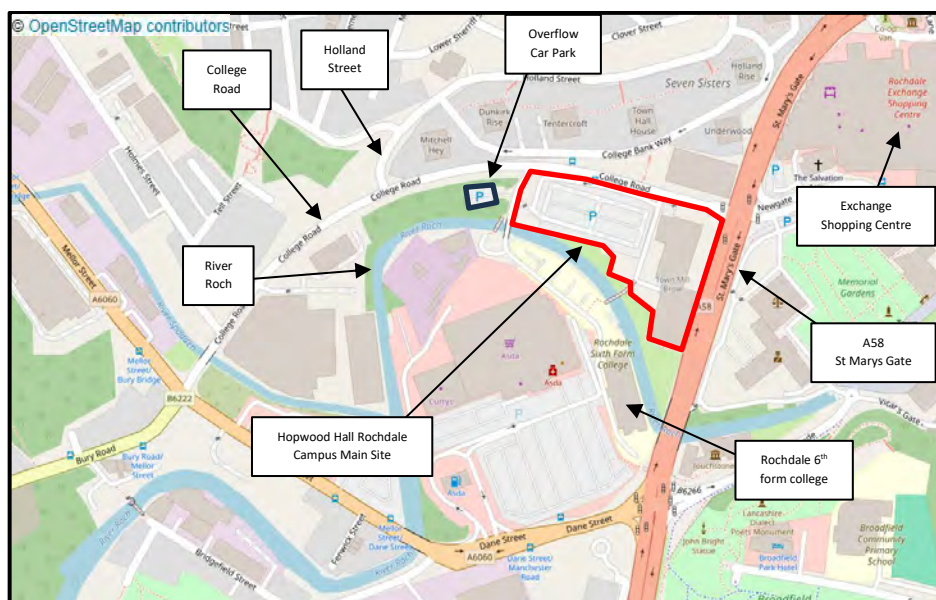


Figure 3-2 - Location of Hopwood Hall Rochdale Campus in Relation to the Local Highway Network

3.2.1 College Road

College Road is an unclassified road bounding the northern edge of the Hopwood Hall site. It connects the A58 (St Mary's Gate), to the junction of Mellor Street and Bury Street in a curved direction south-west to north-east. College Road provides an approximate 10.2m wide carriageway within the immediate vicinity of the college site, with a central ghost lane. The junction between College Road and the A58 (St Mary's Gate), is a signalised junction, with a left turn only lane and a right turn with ahead traffic lane provided. The lane splits approximately 50m west of the signals providing stacking space for approximately 8-9 PCU's.



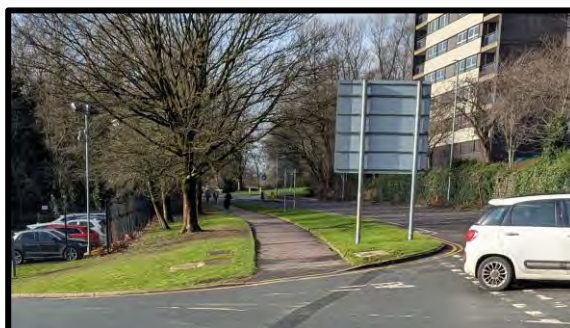
Picture 3-1 - College Road Junction with A58 (St Mary's Gate)

At the junction between College Road, Mellor Street and Bury Street, vehicles are provided with a left turn and ahead lane and right turn only lane on College Road, with approximate stacking space for around 5 vehicles.

A footway is provided only on the southern side of the College Road carriageway surrounding the Hopwood Hall site. West of Holland Street, located to the west of the college site, footways are provided on both sides of the carriageway. Within the area immediately surrounding the Hopwood Hall College site, the footway is approximately 2.7m in width with no buffer between the footway and the carriageway. West of the junction between College Road and the unadopted access road into the college site, the footway reduces to 2.6m in width but with a circa 3m wide grass verge buffer separating it from the carriageway.

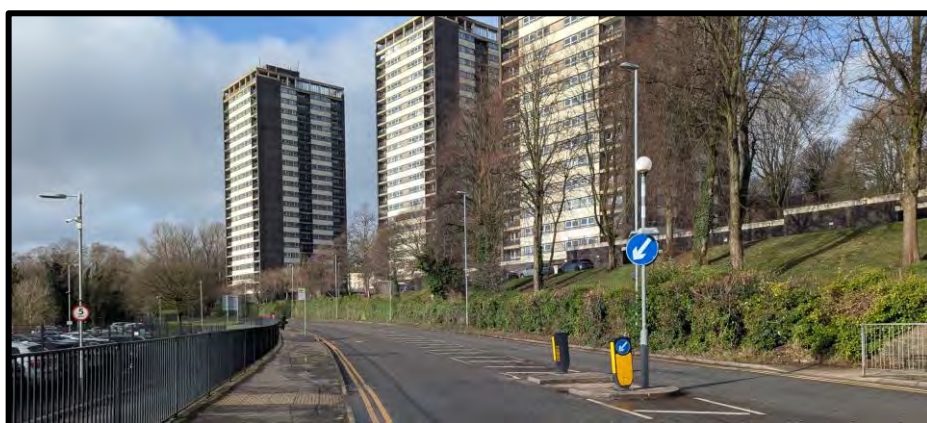


Picture 3-2 - Footway on College Road East of Unadopted Road



Picture 3-3 - Footway on College Road West of Unadopted Road

Regular street lighting is in place along the full length of College Road on the northern side of the carriageway only, no street-lighting columns are currently present on the southern side of the carriageway. However, due to the regular nature of the lighting columns, the provision is deemed to be sufficient for its purpose.



Picture 3-4 - Street lighting on Northern Side of College Road Carriageway

Double yellow lines, with double blips, are in place throughout the full length of College Road, banning parking, stopping and loading/unloading at any time of the day. Two uncontrolled crossing points with pedestrian islands are located between College Road's junction with the A58 and Holland Street to provide pedestrian connectivity to College Bank Way and further

north into the residential area surrounding the college site. Dropped crossings and tactile paving is provided at both uncontrolled pedestrian crossing points. Further information regarding the pedestrian infrastructure is detailed within Section 3.5.1 below.



Picture 3-5 - TRO's in place on College Road

Two bus stops are in place on College Road, one to accommodate buses travelling in each direction. The westbound bus stop is located on the northern boundary of the college site and is designated with a flag and pole construction, bus stop road markings and a slightly raised kerb line. The bus stop that accommodates eastbound traffic is located approximately 250m west of the north-western corner of the Hopwood Hall College site. However, this bus stop does not have any dedicated road markings and is designated by a flag secured to a lighting column. No pedestrian infrastructure is currently in place to allow pedestrians to access this bus stop, with the lighting column surrounded by a grass verge, making it inaccessible to many people with additional mobility needs. Further information regarding the bus stops surrounding the Hopwood Hall college site can be found in Section 3.4.1.



Picture 3-6 - Eastbound Bus Stop



Picture 3-7 - Westbound Bus Stop

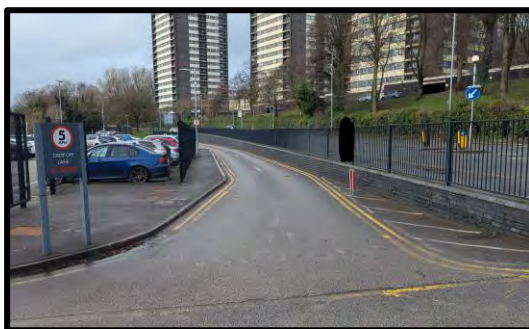
On-road painted cycle infrastructure is present along part of College Road, starting to the west of the unadopted road and ending at the junction between College Road and Holmes Street.

The east-bound cyclists are provided with a continuous painted cycle lane throughout this length, whereas the westbound cycle provision changes between on-road painted infrastructure and separated infrastructure. Approximately 50m west of the junction between College Road and the unadopted road, westbound cyclists are directed onto cycle infrastructure separated from the carriageway via a stepped arrangement with a grass buffer between the cyclists and pedestrians. This infrastructure is not in line with LTN1/20 and does not provide a sufficient width to accommodate cyclists. The off-road infrastructure continues for approximately 120m, where cyclists are then redirected back to painted infrastructure on the carriageway.

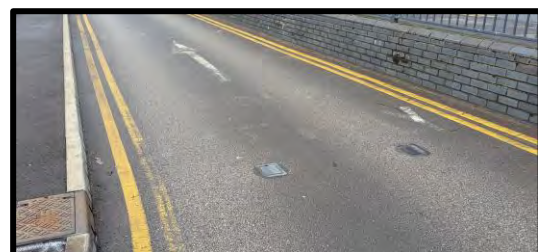


Picture 3-8 – Westbound Cycle Route Changing from On-Road to Off-Road Infrastructure

A vehicle access point is provided on College Road, which provides access into two areas of the college site. Vehicles can access a one-way drop-off lane to allow safe and efficient drop-off of students throughout the college day. This drop-off lane is equipped with three designated standard bays to allow vehicles to safely pull up and unload any passengers. Outside of college opening hours the lane is restricted in use by two removable bollards at the entrance to the lane. As the drop-off lane is one-way, vehicles enter the Hopwood Hall site via College Road and are required to exit on its western boundary on the unadopted road shared between Hopwood Hall College and Rochdale 6th Form College.



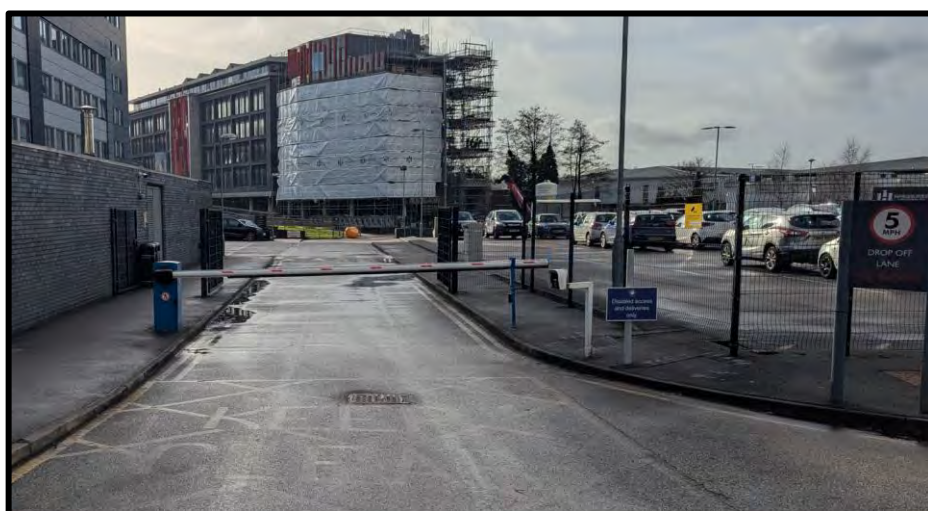
Picture 3-9 - Drop-Off Lane



Picture 3-10 - Removable Bollards

The access point on College Road also provides access and egress into the secure line of the college site for vehicles requiring access to blue badge parking bays or servicing vehicles. An

access control barrier is located approximately 15m into the college site with an intercom to the reception of the building or a pass swipe entry system to ensure only authorised vehicles enter the secure line of the site. Vehicles exit the blue badge bay car park/servicing area via the same route in which they entered the site. Further information regarding the provided parking and the servicing arrangements can be found in Section 3.3 below.



Picture 3-11 - Entrance into Blue-Badge Bay Parking, Servicing Area and Pedestrian Access Point

Directly adjacent to the vehicle access point on College Road, is provided a pedestrian access and egress point into the college site. This gate is manually opened during the college day to allow access and egress to the site for students, staff and visitors.

Approximately 5m east of the vehicle access point as described above is located a secondary vehicle access point that is less regularly used. There are two manual gates securing the secure line of the college site and allows access to the buildings external M&E equipment. This can be seen in Picture 3-12 below.

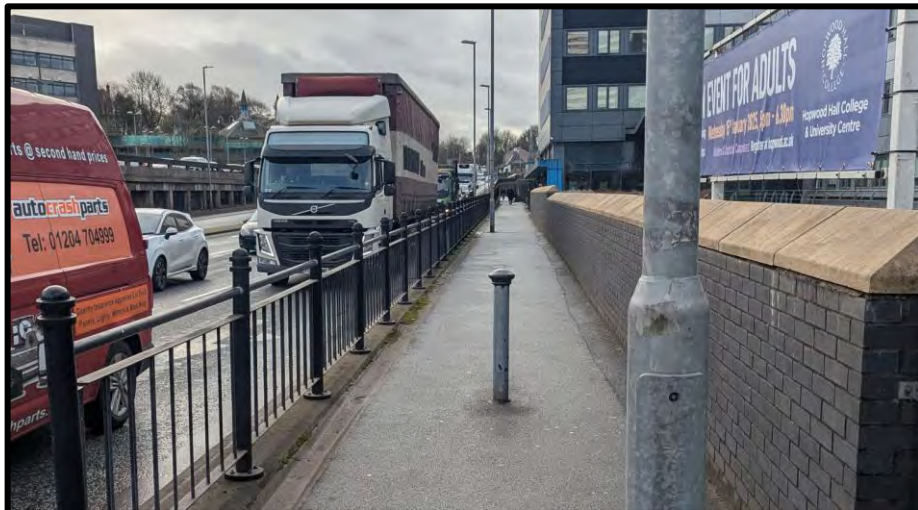


Picture 3-12 - Secondary Vehicle Access on College Road

3.2.2 A58 - St Mary's Gate

The A58 (St Mary's Gate), is a designated A-Road that borders the eastern side of the Hopwood Hall College site. It is a dual carriageway with a 40mph speed limit and an enforced clearway TRO in place. Regular street lighting is in place on both sides of the carriageway to ensure the route is lit to a sufficient standard. No cycle infrastructure is provided on the A58 (St Mary's Gate), within the vicinity of the college site, however, advanced cycle stop lines are present on both the College Road and Newgate arms of the junction with St Mary's Gate.

A circa 2.5m wide footway is provided on the western side of the carriageway to allow access to the full frontage of the Hopwood Hall College buildings, this footway is protected from motor vehicle traffic by pedestrian guard railing. A bollard is present in the centre of the footway to deter the use of cycles along this stretch as the width of the infrastructure is not sufficient to accommodate both pedestrians and cyclists.



Picture 3-13 - Pedestrian Footway Infrastructure A58 (St Mary's Gate)

No pedestrian infrastructure is provided on the eastern side of the carriageway over the immediate length of the Hopwood Hall College site. The junction between the A58 (St Mary's Gate), and College Road is a signalised junction with pedestrian push-button staggered provision only provided on its southern arm. This provision is a pelican crossing without sensors provided to adjust the signal times and allows pedestrian access to Newgate and into Rochdale Town Centre.



Picture 3-14 - Pedestrian Crossing over A58 (St Mary's Gate)

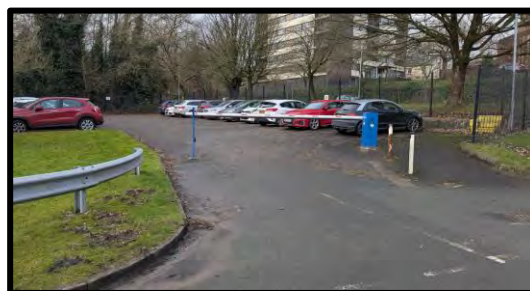
No pedestrian crossing provision is provided in a north-south direction, with a pedestrian footway only provided on the eastern side of the carriageway to the north of the college site. On all arms of the junction in which pedestrian provision is present, pedestrian guard railing is in place to provide further protection between pedestrian and motor vehicle interaction and to ensure pedestrians only cross the junction at designated points.

3.2.3 Unadopted Access Road

The unadopted access road that bounds the western side of the Hopwood Hall College Site is circa 5.4m in width and provides vehicle access to the main Hopwood Hall Car Park and the overflow car park. Both car parks are secured against unauthorised vehicles with controlled access barriers, pass-key access is provided, or drivers can press an intercom to speak with someone on the reception to gain access into the car parks.



Picture 3-15 – Access/Egress into Main Car Park



Picture 3-16 - Access/Egress into Overflow Car Park

The unadopted road continues over the River Roch to provide pedestrian and vehicle access and egress to the car park for Rochdale 6th Form College as well as access to a site for Electricity North West. A 10mph speed limit is signed immediately south of the vehicle access point into the Hopwood Hall Car Park.

A pedestrian footway of width 2.0m is provided on the eastern side of the carriageway with dropped kerbs and tactile paving provided over the entrance to the Hopwood Hall College vehicle access to the car park, as can be seen in Picture 3-15 above. A pedestrian gate into the car park is provided directly adjacent to the vehicle access point which is manually locked by

a member of staff. The pedestrian infrastructure continues over the River Roch where pedestrians are required to descend a set of stairs to access a footway leading to Rochdale 6th Form College. There is no provided route for people with limited mobility from the unadopted access road to Rochdale 6th Form College. At the time of writing this Transport Statement, the pedestrian route into Rochdale 6th Form College was not in use due to construction works occurring at the neighbouring college.

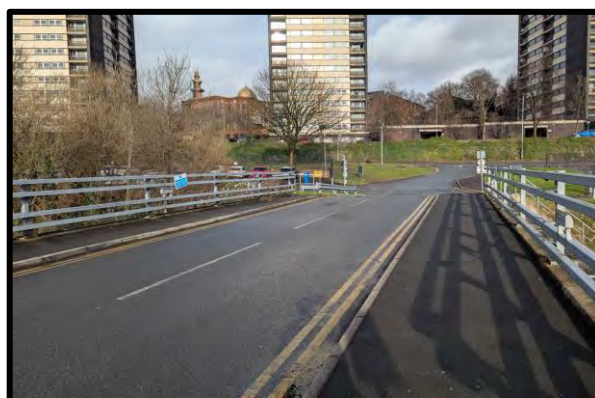


Picture 3-17 - Vehicle Access into Rochdale 6th Form College



Picture 3-18 - Vehicle Access into Electricity Northwest Site

No street lighting is provided along the unadopted road; however, significant lighting is provided within the Hopwood Hall College and Rochdale 6th Form College car parks in addition to on College Road. Double yellow lines are in place throughout the unadopted road which is intended to prohibit parking and waiting at all times.



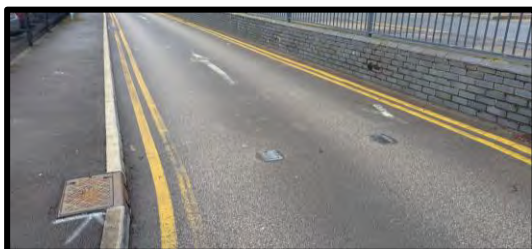
Picture 3-19 - Unadopted Road

3.3 Existing Access, Servicing and Parking Arrangements

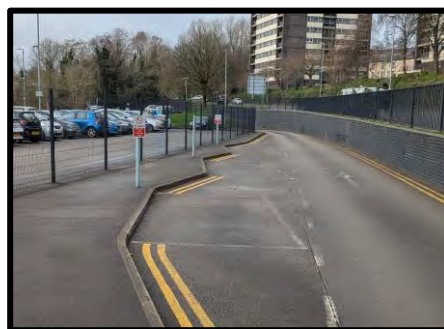
3.3.1 College Existing Access, Servicing Arrangements and Drop-off

Two regularly used vehicle access and egress points currently exist into the Hopwood Hall College site. These access and egress points are located on the northern boundary of the site on College Road and on the western boundary of the site on the unadopted access road. The two points provide access/egress to separate parts of the college site.

The access/egress point located on College Road is not gated at the boundary between the highway and the college site and provides public access to a drop-off lane, located along the northern and western boundary of the site. The drop-off lane provides three standard spaces along its length allowing vehicles to stop and unload students/staff accessing the college. The drop-off lane is one-way, circa 3.23m in width and has a suggested 5mph speed limit. It is signed as a drop-off lane at its entry point on College Road with “No Waiting” specified to ensure the lane is not blocked by stationary vehicles at any time of the day. Vehicles that have entered the drop-off lane from College Road are required to continue following the infrastructure to exit the college on the site’s western boundary. Although there is not a gate present between the site entrance and the drop-off lane, two removable bollards are in place to prevent access outside of college opening hours.



Picture 3-20 - Removable Bollards on Drop-Off Lane



Picture 3-21 - Drop-off Lane Bays

Two manual gates are present which restrict the egress movements between the drop-off lane and unadopted access road. These manual gates are locked outside of college operating hours.

The regularly used access/egress point on College Road provides access and egress for vehicles requiring blue badge parking as well as deliveries/servicing. The parking area which accommodates the blue badge bays is separated from the main parking area and accommodates the main loading and servicing provision. As shown in Figure 3-4 below, an Automatic Arm Barrier is in place approximately 15m inside the college site, south of the drop-off lane. This barrier is opened either via an authorised key card or via the reception desk, an intercom is in place for visitors to contact the reception desk whilst waiting in their vehicles at the barrier position. An addition layer of security is also in place in the form of a manually locked gate located approximately 5m south of the Automatic Arm Barrier. This manual gate is locked when the college is not open, adding further security to the site. The internal road has a painted zebra crossing to provide priority to pedestrians crossing between the main car park and the college building.

A secondary vehicle access/egress point is located circa 5m east of the main vehicle access/egress point on college road. This vehicle access point allows access/egress to an area of external M&E equipment but is rarely used.

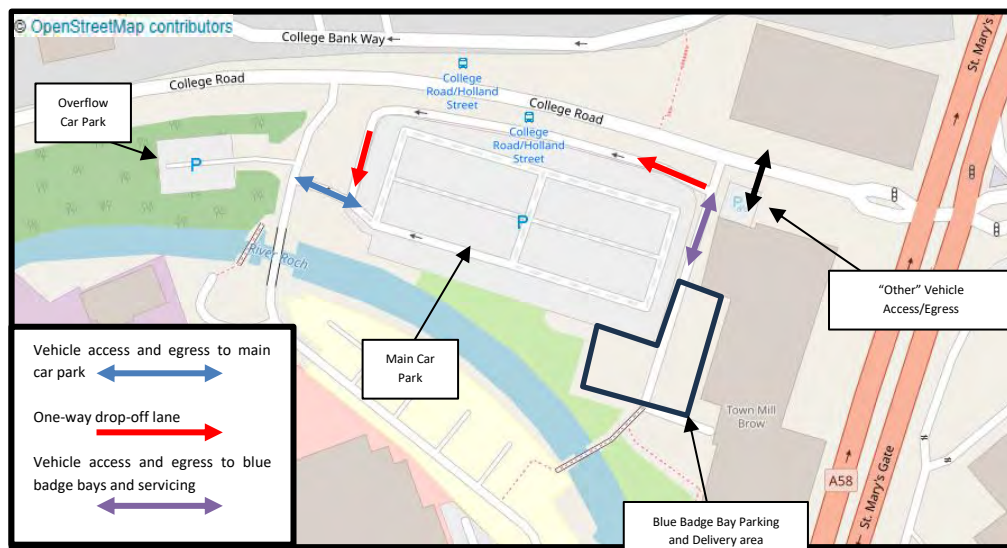
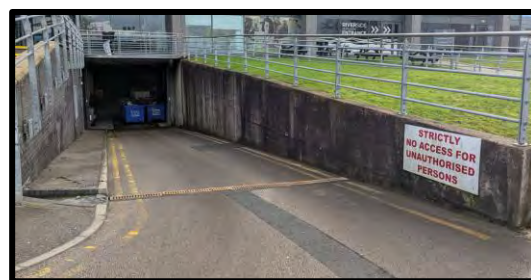


Figure 3-3 - Vehicular Access Points into Hopwood Hall Site



Picture 3-22 - Portion of Blue Badge Parking Area



Picture 3-23 - Servicing Access

The servicing access, as can be seen within Picture 3-23 above, into the under croft of the Hopwood Hall College Building is provided within the Blue Badge parking and servicing area. This access is signed "Strictly no access for unauthorised persons" and can be secured by a rolling shutter at the entrance to the under croft. The refuse is stored within the under croft, with members of staff required to move the bins into the servicing area when they are due to be collected.



Figure 3-4 - Location of Manual and Automatic Vehicle Gates

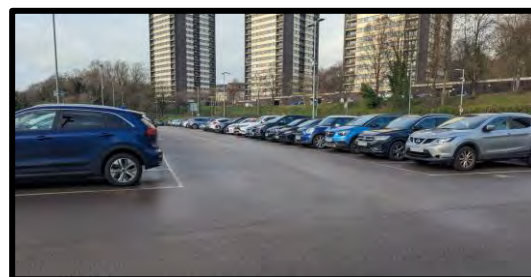
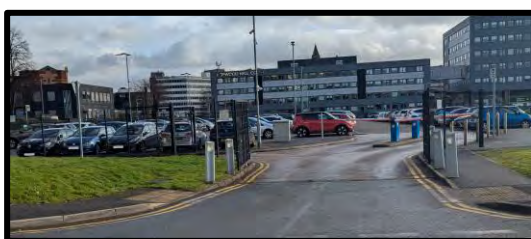
3.3.2 Parking Arrangements

Three areas of car parking are provided on the Hopwood Hall College Site: the main car park, the overflow car park and the blue badge bay car park with servicing provision. The main car park and the overflow car park are both accessed via the unadopted access road, whilst the blue badge bays are accessed via College Road. All areas of car parking are restricted by an access controlled arm barrier, requiring either an authorised swipe card or contact to be made to the reception of the Hopwood Hall Building.



Figure 3-5 - Car Parking Areas

The main car park accommodates staff and visitor use, with students able to pay for a parking permit to access the car park. The main car park provides 190 standard car parking spaces and is equipped with lighting to illuminate the space sufficiently. Overall, 187 students have been granted parking permits in the 2024/2025 academic year, with students unlikely to access the college site 5 days a week.



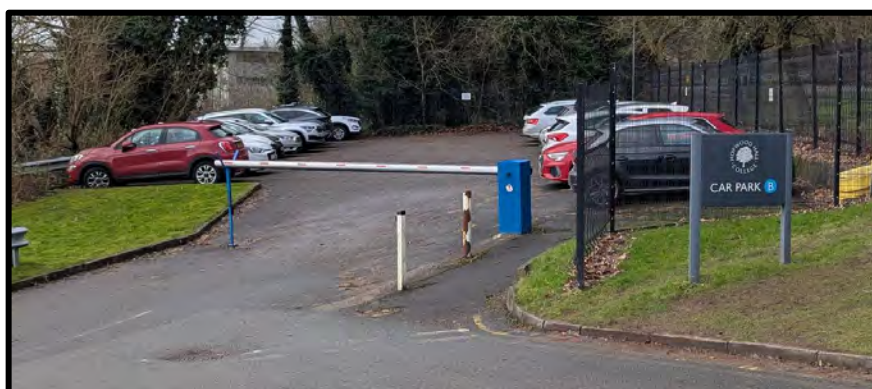
Picture 3-24 and Picture 3-25 – Main Car Park

Within the Main Car Park are also present 10 designated motorcycle parking spaces equipped with stands to secure motorcycles with a chain. These parking spaces can be seen within Picture 3-26 below.



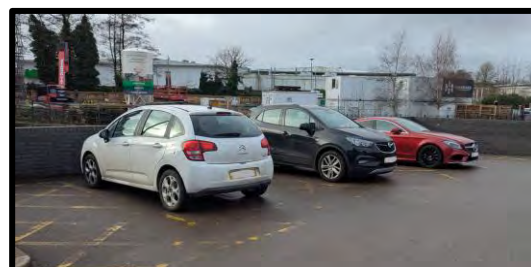
Picture 3-26 - Motorcycle Parking in Main Car Park

The overflow car park is accessed via the unadopted access road, with the access/egress point directly opposite the access/egress point for the main car park. The overflow car park has an automatic arm barrier which can be raised/lowered in the same manner. The overflow car park has 23 standard car parking spaces available.



Picture 3-27 - Overflow Car Park

15 blue badge bays and a loading bay are provided directly adjacent to the current buildings on the college site and are accessed via the College Road access/egress point. Vehicles must be granted access via an automatic arm barrier, either via authorised key card access or by the intercom to the college reception.



Picture 3-28 and Picture 3-29 – Blue Badge Parking

3.4 Site Accessibility by Public Transportation Infrastructure

Due to the location of the Hopwood Hall College site being within Rochdale town centre, it benefits from a wide-spread public transportation network, including bus services, national rail services and the Greater Manchester tram network.

3.4.1 Bus Routes

Hopwood Hall College has no dedicated buses servicing the site, however, there are a number of bus-stops within close proximity to the college in addition to Rochdale Interchange being located approximately 0.3 miles east of the site. The location of the closest bus stops in addition to Rochdale Interchange can be seen in Figure 3-6 below.

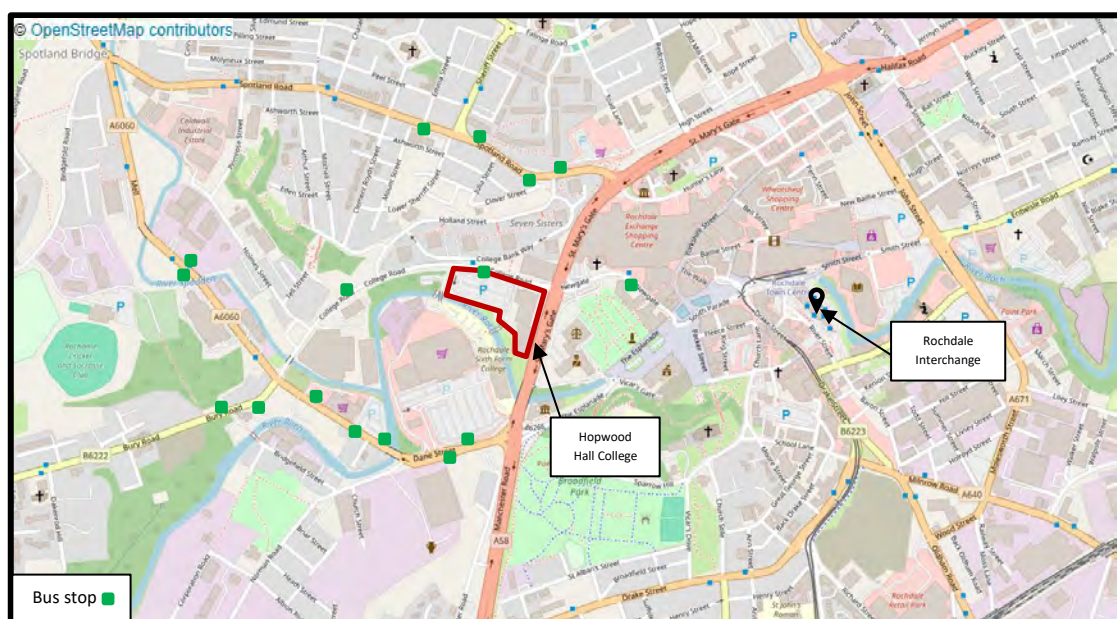


Figure 3-6 - Locations of Bus Stops Surrounding Hopwood Hall Site

The bus services that service the Rochdale Interchange as well as the local bus stops identified are detailed below in Table 3-1.

Service Number	Service Route	Frequency
17/17A	Rochdale → Sudden → Castleton → Middleton → Blackley → Harpurhey → Collyhurst → Manchester	Every 10 minutes
406	Rochdale → Queensway → Kirkholt circular	Every 20 minutes
409	Rochdale → Thornham → Royton → Oldham → Hathershaw → Barssley → Ashton-under-Lyne	Every 10 minutes
434	Rochdale → Belfield → Firgrove → Kingsway Business Park → Turf Hill → Kirkholt → Castleton → Stakehill Industrial Estate → Stanycliffe → Boarshaw → Middleton	1 per hour

435	Rochdale → Lower Place → Turf Hill → Burnedge	1 per hour
436	→ High Crompton → Shaw → Buckstones → Newhey → Milnrow → Firgrove	
440	Syke → Rochdale Infirmary → Rochdale	1 per hour
442	Norden → Bagslate → Bamford → Rochdale Cemetery → Rochdale	1 per hour
447	Wallbank → Whitworth → Healey → Shawclough → Rochdale Infirmary → Rochdale	1 per hour
450	Peppermint Bridge → Newhey → Bentgate → Milnrow → Newbold → Ladyhouse → Kingsway	1 per hour
451	Business Park → Lower Place → Deeplish → Rochdale	
455	Shore → Stansfield → Stubley → Smithy Bridge → Milnrow → Firgrove → Newbold → Rochdale	1 per hour
456	Littleborough → Stubley → Hollingworth Lake → Smithy Bridge → Birch Hill → Wardle → Low Hill →	1 per hour
458	Smallbridge → Rochdale	
457	Stansfield → Shore → Littleborough → Smallbridge → Rochdale	1 per hour
461	Shawfield → Elmsfield → Bagslate Moor → Cutgate → Greave → Spotland Bridge → Rochdale	1 per hour
464	Accrington → Baxenden → Rising Bridge → Haslingden → Rawtenstall → Waterfoot → Stacksteads → Bacup → Britannia → Shawforth → Whitworth → Healey → Rochdale	Every 15 minutes
467	Bury → Fairfield General Hospital → Jericho → Bamford → Bagslate → Caldershaw → Daniel Fold	Alternate every 15 minutes
468	→ Spotland Bridge → Cutgate → Greave → Rochdale Cemetery → Rochdale	
471	Rochdale → sudden → Heywood → Heap Bidge → Bury → Brightmet → Bolton	Every 12 minutes
587	Halifax → King Cross → Sowerby Bridge → Triangle → Kebroyd → Ripponden → Littleborough → Smallbridge → Rochdale	1 per hour
590	Todmorden → Walsden → Calderbrook → Littleborough → Smallbridge → Rochdale	1 per hour

Table 3-1 - Buses Operating from Local Bus Stops and Rochdale Interchange

3.4.2 Train/Rail Links

Rochdale Station is located circa 0.7miles south-east of Hopwood Hall College (18-minute walk), providing national services primarily in the north, with connections to other local

stations. The location of Rochdale Train Station in relation to the National Rail Network can be seen in Figure 3-7 below via an extract of the National Rail Map. It should be noted that this map does not encompass all stations and is presented as an overview of major destinations and routes throughout the country. The train services which utilise Rochdale Train Station are summarised in Table 3-2 below.

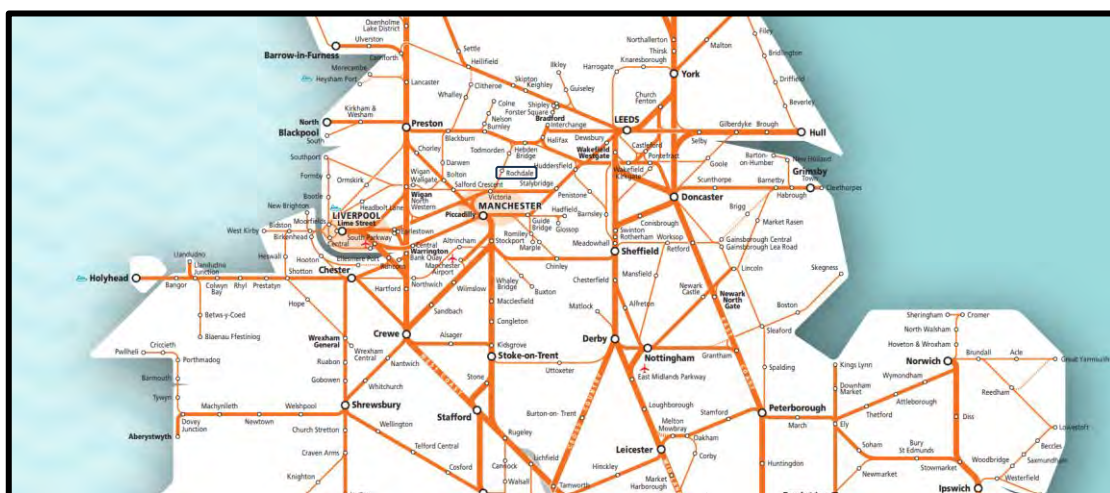


Figure 3-7 - Extract of National Rail Route Diagram

Service	Route	Frequency
Blackburn	Rochdale → Smithy Bridge → Littleborough → Walsden → Todmorden → Burnley Manchester Road → Rose Grove → Accrington → Blackburn	2 per hour
	Rochdale → Castleton (Manchester) → Mills Hill (Manchester) → Moston → Manchester Victoria → Salford Central → Salford Crescent → Bolton → Hall-i-th-Wood → Bromley Cross (Lancs) → Entwistle → Darwen → Blackburn	
Clitheroe	Rochdale → Castleton (Manchester) → Mills Hill (Manchester) → Moston → Manchester Victoria → Salford Central → Salford Crescent → Bolton → Hall-i-th-Wood → Bromley Cross (Lancs) → Entwistle → Darwen → Blackburn → Ramsgreave & Wilpshire → Langho → Whalley (Lancs) → Clitheroe	1 per hour
Leeds	Rochdale → Todmorden → Hebden Bridge → Mytholmroyd → Sowerby Bridge → Halifax → Low Moor → Bradford Interchange → New Pudsey → Bramley (West Yorkshire) → Leeds	1 per hour
		2 per hour

	Rochdale → Smithy Bridge → Littleborough → Walsden → Todmorden → Hebden Bridge → Mytholmroyd → Sowerby Bridge → Brighthouse → Mirfield → Dewsbury → Batley → Morley → Leeds	
Wigan Wallgate	Rochdale → Manchester Victoria → Salford Central → Salford Crescent → Swinton (Manchester) → Moorside → Walkden → Atherton → Hag Fold → Daisy Hill → Hindley → Ince (Manchester) → Wigan Wallgate	1 per hour
Chester	Rochdale → Manchester Victoria → Newton-le-Willows → Earlestown → Warrington Bank Quay → Runcorn East → Frodsham → Helsby → Chester	1 per hour
Manchester Victoria	Rochdale → Manchester Victoria	1 per hour
Head Bolt Lane	Rochdale → Manchester Victoria → Salford Central → Salford Crescent → Swinton (Manchester) → Walkden → Atherton → Hag Fold → Daisy Hill → Hindley → Wigan Wallgate → Pemberton → Orrell → Upholland → Rainford → Head Bolt Lane	1 per hour

Table 3-2 - Regular Trains from Rochdale Train Station

3.4.3 Tram Network (Metrolink)

Rochdale Town Centre Tram Station is located in Zone 4 of the Manchester Tram Network. It occupies the last stop on the pink tram line, providing direct access into Manchester City Centre. The Manchester Tram Network can be seen below in Figure 3-8, with Rochdale Town Centre Tram Station being located approximately 0.3miles east (7 minute walk) from Hopwood Hall College. The Pink Line provides a service every 12 minutes between 5.53am and 12:41am on weekdays.

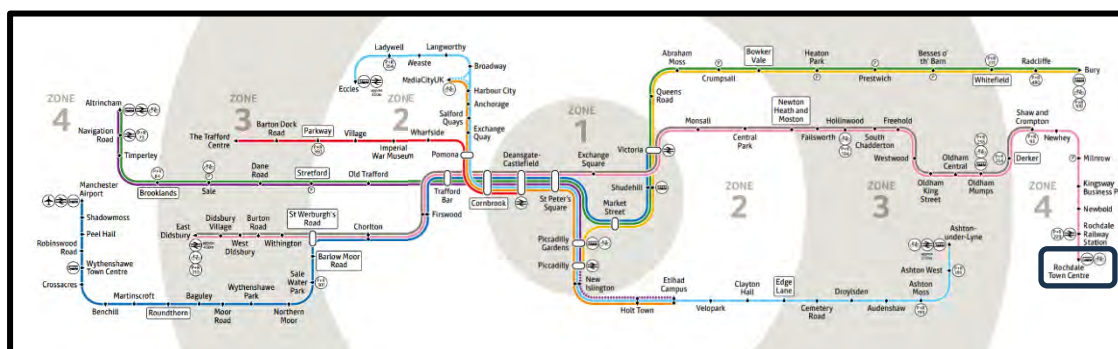


Figure 3-8 - Tram Network Map Greater Manchester

3.5 Site Accessibility by Active Transport Modes

3.5.1 Walking Infrastructure

The footways surrounding the Hopwood Hall College site are in reasonable condition and of bituminous construction throughout the surrounding area. Dropped kerbs are in place at all pedestrian crossing locations, however at some locations, tactile paving provision is either not in place or does not comply with national standards.

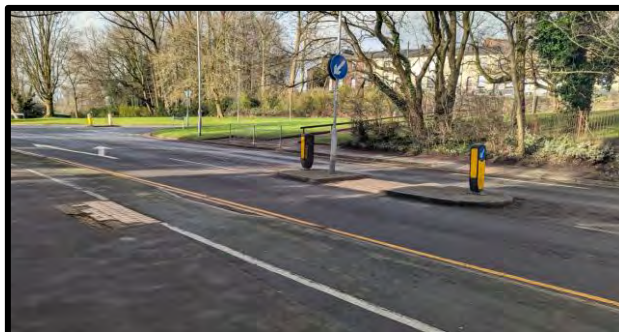
A footway is provided only on the southern side of the College Road carriageway bounding the northern side of the Hopwood Hall Site. West of Holland Street, on College Road, footways are provided on both sides of the carriageway. Within the area immediately surrounding the Hopwood Hall College site, the footway is approximately 2.7m in width with no buffer between the footway and the carriageway. West of the junction between College Road and the unadopted access road into the college site, the footway reduces to 2.6m in width but with a circa 3m wide grass verge buffer separating it from the carriageway. At this point a dropped kerb is provided over the unadopted access road but no tactile paving provision is in place. This arrangement can also be seen over the two vehicular access points into the college site from College Road.



Picture 3-30 - Pedestrian Crossing Over Unadopted Access Road

Two uncontrolled pedestrian crossing points are provided over College Road to provide pedestrian connection to College Bank Way, Holland Street and the residential area to the north of the college site. One of these crossing points is located directly adjacent to the northern boundary of the site and is provided with a central pedestrian island, to ensure pedestrians are only required to cross one lane of traffic in a movement. The crossing has tactile paving provision in addition to a small volume of pedestrian guard railing on its northern side. Pedestrians who cross at this point are required to climb a number of stairs to access College Bank Way and is therefore not suitable for people with higher mobility needs. The second uncontrolled pedestrian crossing point is located circa 100m west of the Hopwood Hall College site's north-western corner. This crossing point also has a central pedestrian island, but the provided tactile paving is not in line with the requirements set out within

national guidance and retains significant damage such as missing sections. From this crossing, pedestrians can access College Bank Way and Holland Street via a ramped approach.



Picture 3-31 and Picture 3-32 – Uncontrolled Pedestrian Crossings Over College Road

A good quality footway, of circa 2.0m width, is available for use on the unadopted access road, providing a pedestrian entrance into the main car park to the Hopwood Hall College site in addition to Rochdale 6th Form College. Dropped Kerbs and Tactile paving is provided over the entrance to the car park, however, is not directly on the pedestrian desire line. The pedestrian infrastructure can be seen below.



Picture 3-33 - Uncontrolled Pedestrian Crossing Over Hopwood Hall Car Park Vehicle Entrance



Picture 3-34 - Pedestrian Infrastructure, Bridge Over River Roch

A circa 2.5m wide footway is provided on the western side of the St Mary's Gate carriageway to allow access to the full frontage of the Hopwood Hall College buildings, this footway is protected from motor vehicle traffic by pedestrian guard railing. A bollard is present in the centre of the footway to deter the use of cycles along this stretch as the width of the infrastructure is not sufficient to accommodate both pedestrians and cyclists. A staggered controlled crossing is provided on the southern arm of the A58 (St Mary's Gate)/ College Road/ Newgate Road junction to allow pedestrians to cross the A58 (St Marys Gate) separated from motorised vehicles. The St Mary's Gate pedestrian infrastructure is protected from motorised traffic throughout its length bordering the Hopwood Hall College Site by pedestrian guard railing due to the high vehicle speeds and usage.



Picture 3-35 - A58 (St Marys Gate) Pedestrian Infrastructure



Picture 3-36 - Staggered Pedestrian Crossing Over A58 (St Marys Gate)

The location of the pedestrian access points into the college site in addition to the provided crossing points surrounding the college can be seen in Figure 3-9 below.

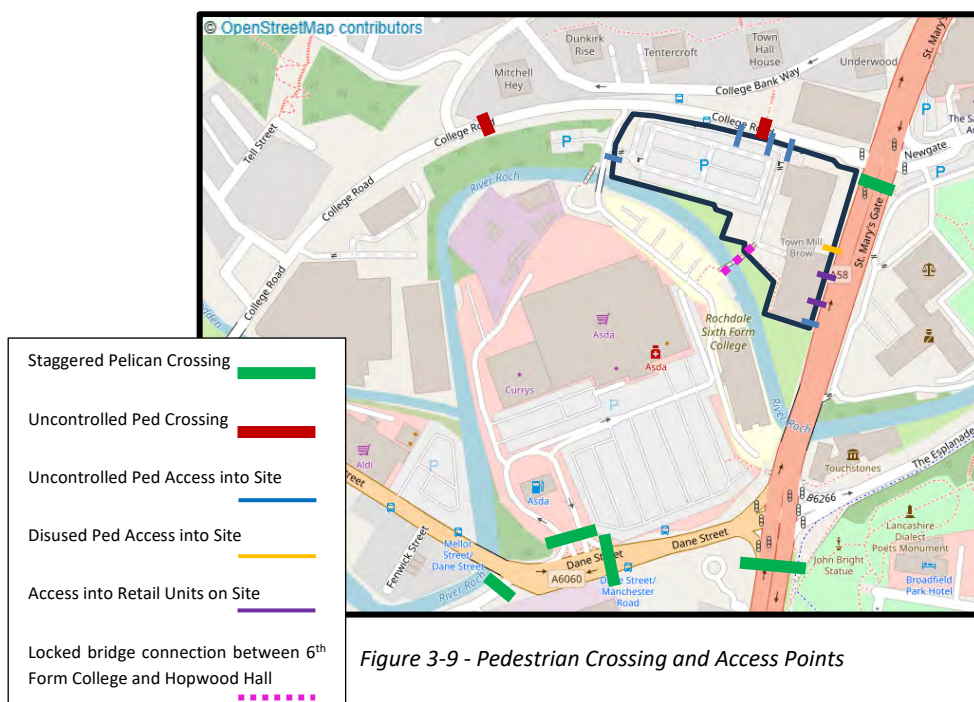
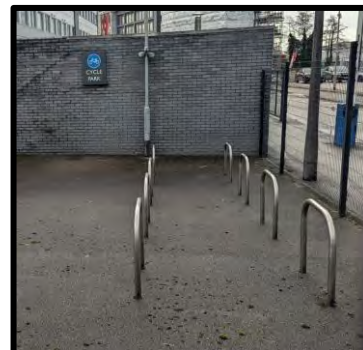
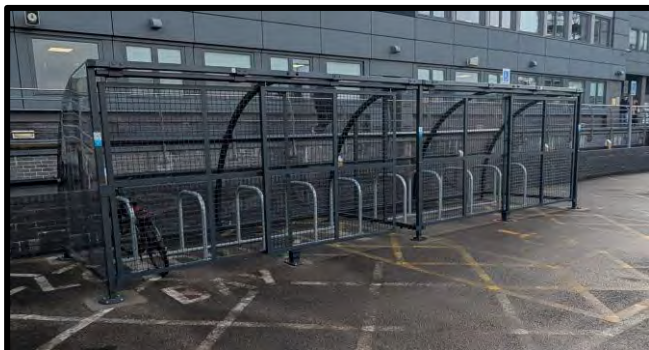


Figure 3-9 - Pedestrian Crossing and Access Points

3.5.2 Cycling Infrastructure

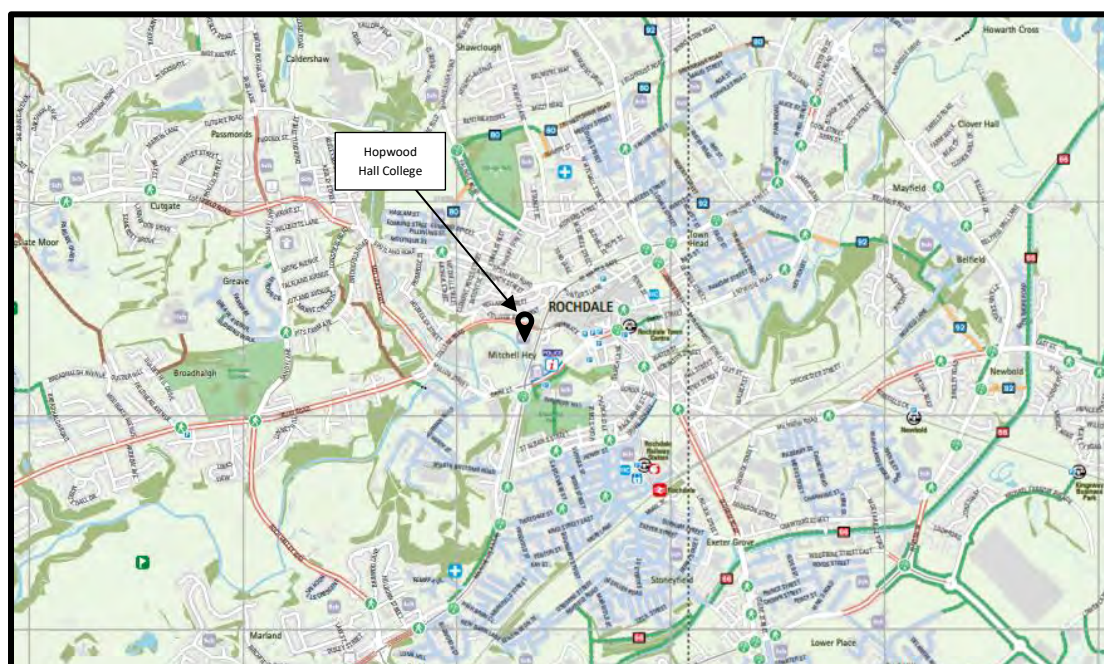
Hopwood Hall College currently has two areas of cycle parking present on the college site. Both areas of parking are accessed via College Road, with one area within the blue badge bay and servicing area, and the other accessed directly off College Road. The parking within the blue badge bay and servicing area is contained within two shelters, there are 10 Sheffield cycle stands which can accommodate up to 20 cycles. The shelters are however not secure and can be accessed by anyone on the site. The second area of cycle parking is located within a compound accessed directly off College Road and contains 8 Sheffield cycle stands, able to accommodate up to 16 cycles. This area has a manual gate which is padlocked by a member of the site staff and only opened when required, it also is not sheltered meaning bikes are

open to the elements. The two areas of cycle parking can be seen within Picture 3-37 and Picture 3-38 – Cycle Parking on Hopwood Hall College Site below.



Picture 3-37 and Picture 3-38 – Cycle Parking on Hopwood Hall College Site

Existing cycle infrastructure is provided on College Road in the form of on-road painted cycle infrastructure and a short length off-road cycle infrastructure (not compliant with LTN1/20 guidance). The on-road painted infrastructure extends to the west of the college site providing connections to the south-west and Crimble as well as several off-road rough surface cycle ways. The National Cycle Route 66 is located to the south and east of Rochdale Town Centre and follows the Rochdale Canal. This cycle route provides off-road infrastructure; however, lighting is not regular along the route and is therefore not likely to be well used especially in the winter months. This cycle route is also a relative distance from the college site, therefore not providing particularly advantageous infrastructure for those commuting to and from Hopwood Hall. Advanced cycle stop-lines are provided on the College Road (western) arm and the Newgate (eastern) arm of the A59 (St Mary's Gate)/ College Road/ Newgate Road junction. An extract of the Rochdale Cycle Map can be seen within Figure 3-10 below, with the full map presented within Appendix D.



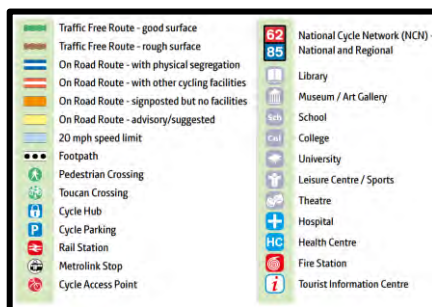


Figure 3-10 - Extract of Rochdale Cycle Map

3.6 Summary of Existing Conditions

Hopwood Hall has good connectivity to the local, strategic and regional highway network. It is bordered by the A58 (St Mary's gate) to the east which provides connections south-west to the M66 Junction 2, to the A664 (Manchester Road) and to the north-east towards Halifax. The footways surrounding Hopwood Hall College are of moderate quality with all dropped kerbs in place, however, some of the tactile paving is either missing or not fully compliant with national guidance. Safe, controlled pedestrian crossing infrastructure is provided over the A58 (St Mary's Gate) to allow pedestrian connection into Rochdale Town Centre. Two uncontrolled pedestrian crossings are available over College Road with central pedestrian islands to provide pedestrian links to the residential area located to the north of the site.

Due to the proximity of Hopwood Hall College to Rochdale Town Centre, staff, students and visitors to the site benefit from a large choice of public transportation options. With Rochdale Bus Interchange, Rochdale Town Centre Tram Stop and Rochdale Train Station all within walking distance of the site. These modes of public transport infrastructure provide regular services to a large variety of destinations including local, regional and national connections.

In total there are currently 18 Sheffield cycle stands present on the college site able to provide parking for up to 36 cycles. A small volume of on-road cycle infrastructure is provided surrounding the college site; however, it is not significantly well connected with cyclists mainly having to travel on carriageway without any cycle infrastructure to access the college.

4 Development Proposals

4.1 Introduction to the Proposals

Hopwood Hall College's campus, located in Rochdale, has been granted funding by the DfE to address existing condition issues and replace a proportion of their facilities to ensure they are fit for purpose and efficiently used. The project will see the demolition of Block B on the Rochdale site, a new block erected within the demise of the site, and changes to the landscaping, parking and servicing arrangements. Block B currently provides a GIFA of 7,700m², with the new block set to provide circa 7,059m² of GIFA. Block A on the site will be retained throughout the process. There will be a slight reduction in floorspace provided on the site; however, the new building will be specifically designed to meet the colleges needs and be more efficient in its use of space, accommodating the same number of students as the current block.

The proposed layout of the site post construction and demolition can be seen below in Figure 4-1 and in Appendix A. The vehicular access points into the college site will remain largely unchanged, with no additional access/egress points being provided. The new block will be constructed on the existing main car park of the site, with a redevelopment of the car park and additional landscaping provided. Further details of the transport amendments to the site are explained in more detail within the sections below.

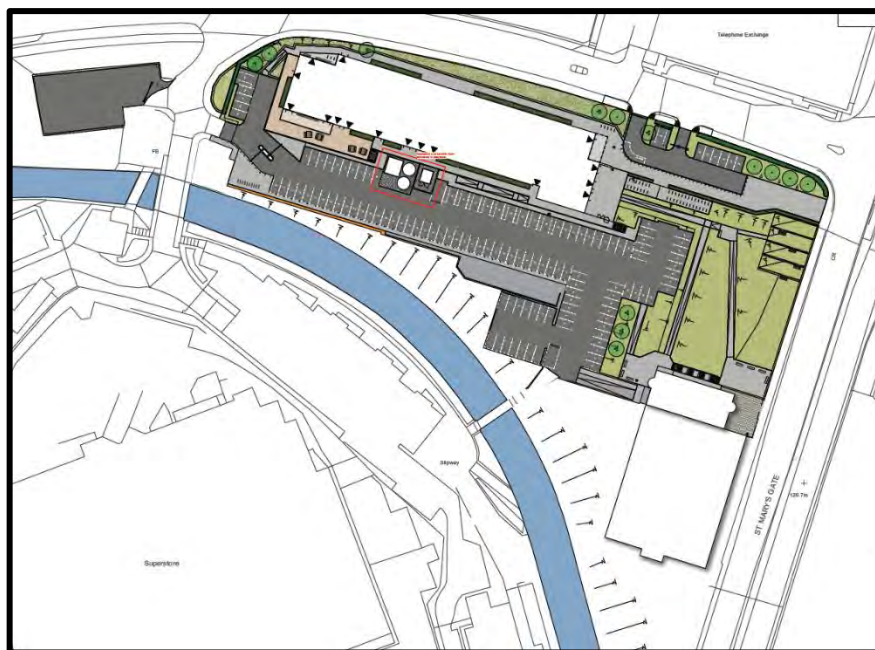


Figure 4-1 - Proposed Layout for Hopwood Hall College Site

4.2 Proposals Relating to Vehicle Access, Servicing and Vehicle Parking

4.2.1 Vehicle Access, Car Parking and Drop-off

The vehicular access points into the Hopwood Hall College site will remain in their current positions, with the access/egress on the unadopted road providing access into the redeveloped main car park. College Road will provide access into a new, smaller car park at the front of the college site via the disused access point and egress via the current servicing, blue badge and drop-off access into the site. All access and egress points will be fitted with raising arm barriers that will be controlled via either key-card or an intercom to the reception of the college.

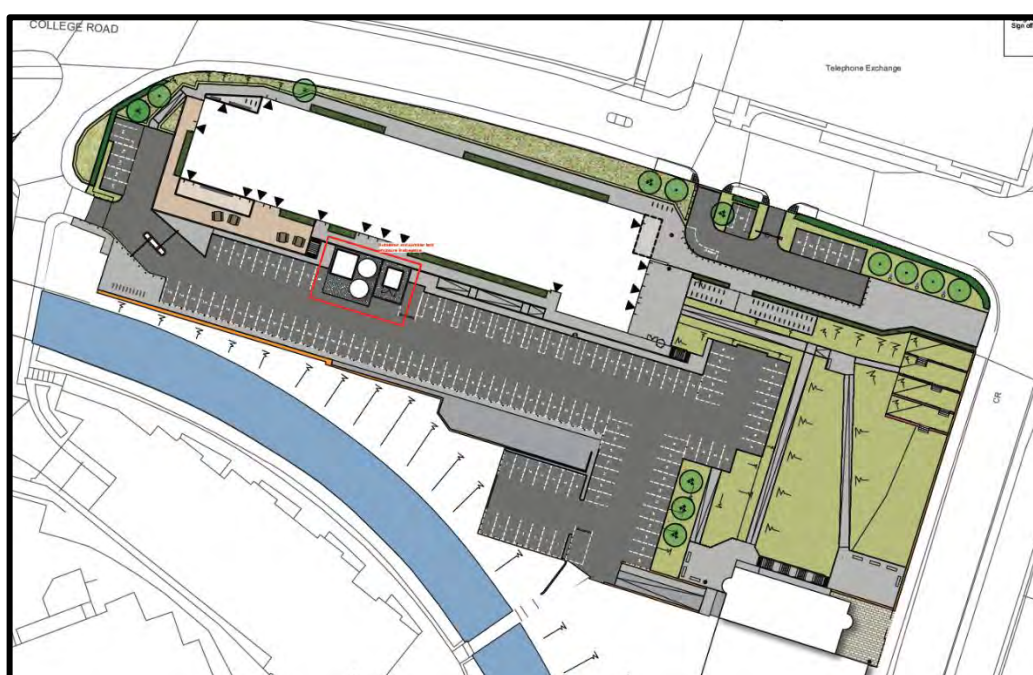


Figure 4-2 - Proposed Layout for New Main Car Park

The main car park is set to provide 107 standard car parking spaces, 9 blue badge parking spaces and two delivery bays. Outside the access control barriers into the main car park, an additional 4 standard car parking spaces and one blue badge bay will be in place for use by people accessing the nursery provision on the site. To the north of the site, accessed directly from College Road, will be provided a small car park with 6 standard car parking bays, one blue badge bay and one delivery bay. The small car park will utilise the current vehicle access points on College Road to provide an in-and-out arrangement. The overflow car park, located on the western side of the unadopted access road will not be changed as part of the project. Overall, there will be 117 standard car parking bays, 11 blue badge bays and 3 delivery bays available for use on the Hopwood Hall site, plus the 23 standard parking bays provided within the overflow car park.

This is an overall reduction of 73 standard car parking bays and 4 blue badge parking bays on the main site. Due to the reduction in car parking spaces on the college site, students will no longer have the opportunity to buy a parking pass and will not be permitted to park on the

site (excluding any students with blue badges who may require parking for additional mobility needs). Rochdale Borough Council sets out their parking standards within the Rochdale Adopted Core Strategy (October 2016). Within these standards it is stated that the maximum number of car parking spaces at a higher or further education development should equate to 1 space per 2 FTE staff + 1 space per 15 students. However, due to the nature of Hopwood Hall, it is difficult to calculate the FTE number of staff on the site at any one time, due to the requirements for staff to move between campuses and visit students off-site, on placements. It was therefore concluded that the reduction in the number of car parking spaces on the site and the retention of the number of staff and students provides a positive aspect in encouraging people to use Active and Sustainable modes of transport for their commute. Rochdale Council has not published any guidance surrounding the required numbers of blue badge parking spaces to be provided within developments, however Oldham Council, to the east of Rochdale, published their draft Local Plan in December 2023. Within this document, it is stated that the minimum number of blue badge bays to be provided on the site should equate to 3 spaces or 6% of the total capacity, whichever is greatest. This would equate to 7 spaces for the Hopwood Hall Site. As it is currently proposed to provide 11 blue badge bays, with 9 located within the main car park. This number is deemed sufficient to accommodate predicted need, although it is a reduction in the number currently provided.

The 10 designated motorcycle parking spaces will be retained in the south-western corner of the site but will, however, be dual purpose allowing both motorcycles and pedal cycles to park. Further information can be found in Section 4.4 below.

Due to the proposed location of the new Block, the current drop-off lane will not be retained on the site. To help discourage parents/ guardians/ others dropping students off at the college, no drop-off lane will be reinstated post-development.

4.2.2 *Servicing*

Servicing of the college will continue in a similar manner as to its current operation, with delivery bays being provided within both the main and front car parks to allow smaller delivery vehicles to park when required. Refuse collection and other large servicing and delivery requirements will enter the site from the access/egress point on the Unadopted Access Road to the west of the college site, where they will enter the main car park and be able to travel to the retained undercroft storage area located below the retained Block A. Swept path analysis of the delivery and refuse collection vehicles as well as standard cars has been undertaken on the proposed new site layout and can be seen within Appendix B.

4.3 **Proposals Relating to Public Transportation Infrastructure**

The proposals as set out within the planning application, will not have any effect on the surrounding public transportation infrastructure. All buses, trams and trains will continue operating as current arrangements and will be accessed as at present.

4.4 Proposals Relating to Active Transportation Modes

4.4.1 Walking Infrastructure

The proposals set out for the Hopwood Hall site development will not have any impact on the walking infrastructure located around the college site. The project is not an expansion and therefore, the number of staff and pupils on the site will be retained at approximately their current numbers, not putting any further pressure on the surrounding infrastructure.

Due to the positioning of the new block, however, some access points into the college site will be amended to provide sufficient and intuitive access for staff, students and visitors, with appropriate existing points retained. The pedestrian access points into the college site can be seen in Figure 4-3 below.

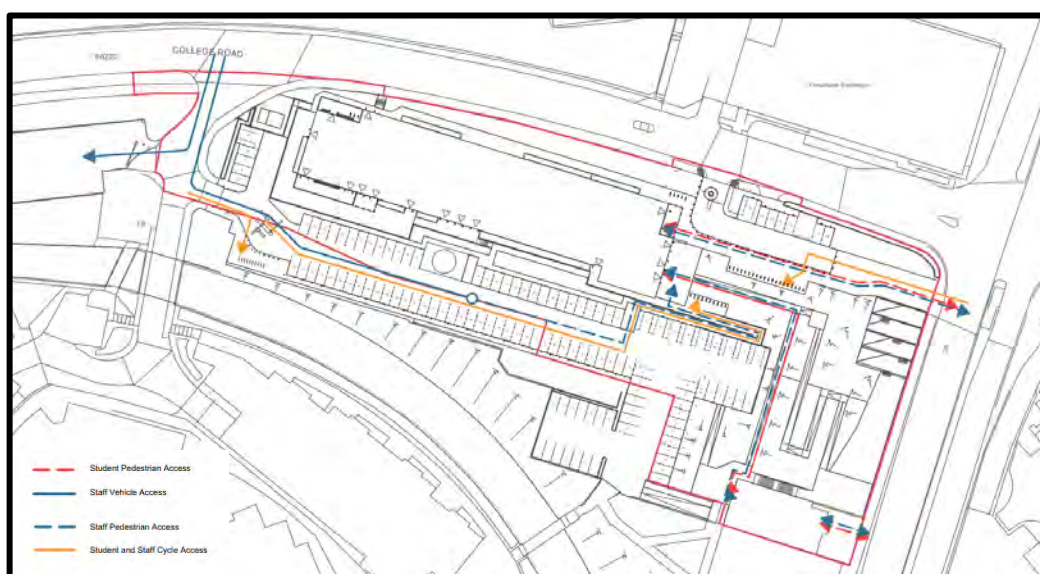


Figure 4-3 - Proposed Pedestrian Access Points into Hopwood Hall College Site

(Note: Vehicle Access and Egress Arrangements into Northern (Small) Car Park have had Subsequent Minor Amendments, No Affect on Pedestrian or Cycle Access)

4.4.2 Cycling Infrastructure

The proposals as set out within the planning application for the construction of a new block and demolition of the current Block A on the Hopwood Hall Rochdale Campus will not have any effect on the cycling infrastructure external to the college site.

Within the demise of the college site, the currently provided cycle only parking will be removed with a new area of secure cycle parking provided, accessed from the small car park off College Road. This area of cycle parking will provide 40 Sheffield cycle stands (to accommodate up to 80 cycles).

Two additional areas of unrestricted, non-secure cycle parking will be provided to the north of the new Block B Building, as indicated within Figure 4-4 below. These areas of cycle parking

will provide 3 Sheffield cycle stands, and 5 Sheffield cycle stands respectively, providing parking for up to a total of 16 cycles.

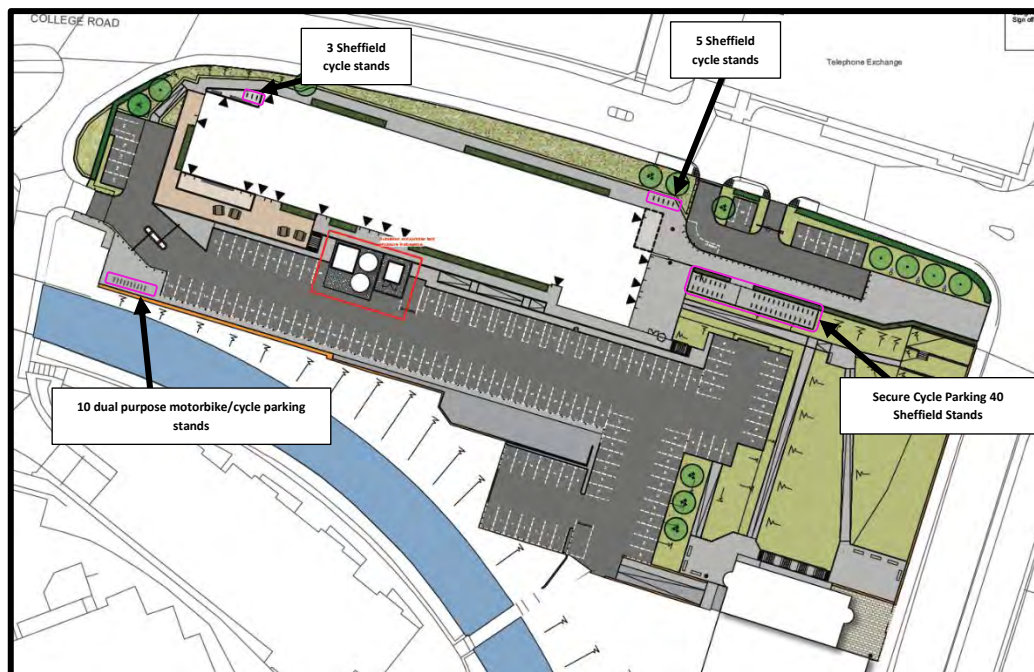


Figure 4-4 - Proposed Cycle Parking

Lastly, the current motorcycle parking bays will be retained throughout the construction process, becoming dual purpose to allow both motorcycles and push-cycles to park within this area. There are 10 motorcycle parking spaces which can accommodate up to 20 cycles. These are uncovered and not overlooked.

In total, it is planned to provide 48 cycle stands on the site both within secure and unsecure areas (plus the 10 dual purpose motorcycle/push-cycle parking bays), providing parking for up to 96 cycles. This is over a 250% increase in the current number of cycle parking spaces (36) on the college site.

As previously stated, Rochdale sets out their parking standards (including minimum number of cycle parking spaces) within the Rochdale Adopted Core Strategy (October 2016). However, due to the significant movement of staff to other campuses and to visit students on placement, it is not possible to accurately determine the minimum required number of cycle parking spaces. However, due to the significant increase in the number of cycle parking spaces, the number provided is deemed sufficient for the college site.

4.5 Summary of Proposals

In summary, the demolition of the Current Block B on the Hopwood Hall Campus and the construction of a new, fit-for-purpose block, will not have any major impact on the surrounding highway network with no external works planned as part of the project. There are currently two points of regular vehicle access/egress into the site, from College Road and

an unadopted access road located to the west of the college site, shared with Rochdale 6th form college. The development internal to the site will retain both points of vehicle access/egress in their current positions but will however change the types of vehicles accessing each point. Currently, the servicing is undertaken mainly via the College Road entrance to allow vehicles to access the under croft, located under Block A. Due to the proposed layout of the site, larger delivery and servicing vehicles, including refuse collection vehicles, will be required to enter the site via the unadopted access road. This road is sufficient to accommodate these vehicles as it currently supports delivery and refuse vehicles accessing Rochdale 6th Form College.

The total number of standard parking spaces located on the college site is set to provide 117 standard car parking bays (plus the 23 standard spaces in the overflow car park), 73 less standard bays from current facilities. It should also be noted that students are currently able to pay for a permit to park within the main car park on the site, however, post development these permits will be revoked. The number of blue badge bays is also set to reduce by 4, providing 11 blue badge bays within the proposals. Rochdale Borough Council sets out their parking standards within the Rochdale Adopted Core Strategy (October 2016), however, it is based on the number of FTE staff and students at the site. Due to a requirement for both staff and students to move between campuses and have a flexible timetable throughout the year, it is not possible to accurately determine required number of parking spaces. It has therefore been determined that the proposed number of standard and blue badge bay parking spaces within the application is sufficient to accommodate demand from the college. The number of cycle parking spaces on the site is set to increase more than 250% from 36 cycle parking spaces to 96 cycle parking spaces (plus the 10 dual purpose motorcycle/cycle parking spaces).

Due to the redesign of the internal layout of the site, the pedestrian access points into the site will be altered from their current positions. However, all pedestrian access points have been implemented to provide for pedestrian desire lines into and out of the college to the surrounding area.

5 Road Traffic Collision Data Analysis

5.1 Introduction

As part of a Transport Statement, it is required that Road Traffic Collision (RTC) data be analysed for the surrounding area. This is to help identify if any common factors exist between incidents that occur within the proximity of the development and thereby identify any safety issues that may need to be addressed within the development proposals. The analysis should identify any existing locations where there is a high frequency of RTC's occurring and identify any concerns with respect to more vulnerable road users (pedestrians, cyclists and motorcyclists).

5.2 Scope of Study Area

The CrashMap database provided RTC data for the period between 1st January 2019 and 31st December 2023, which can be viewed in *Appendix C*. It should be noted that the data provided by the database only summarises RTC's that resulted in injury and were reported to the police. The area which has been analysed is shown in Figure 5-1 below.

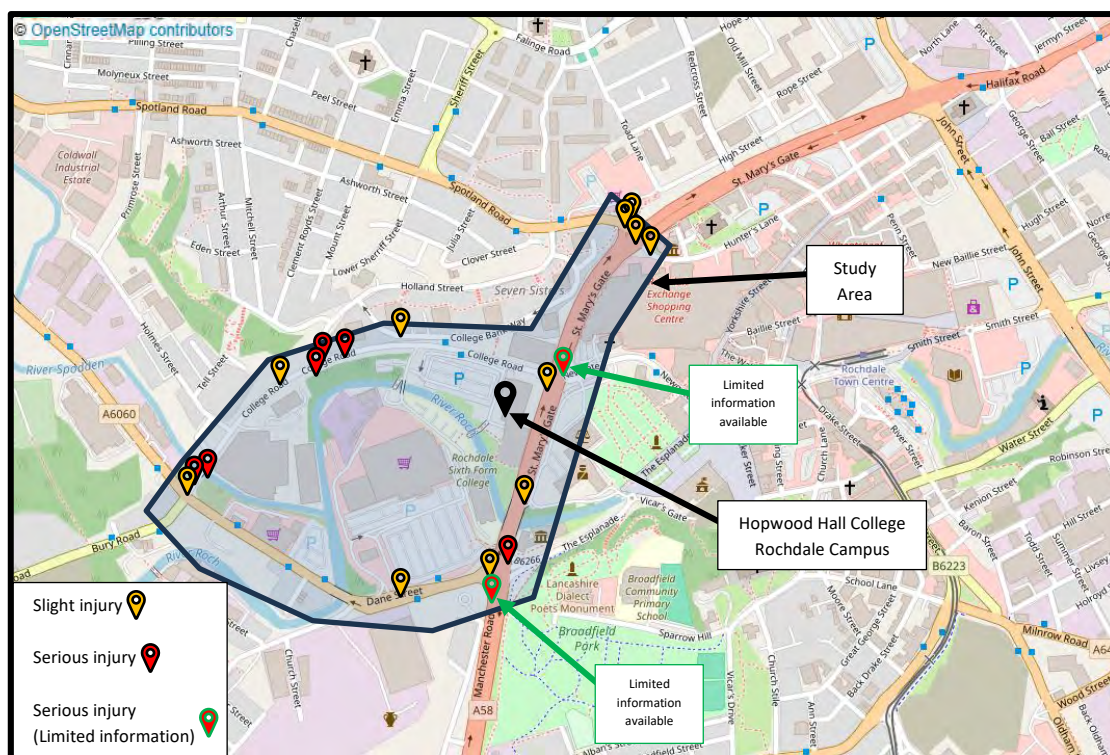


Figure 5-1 - Scope of RTC Study Area

5.3 Road Traffic Collisions within the Area of Interest

The data provided for the study area shows that, over the five-year period analysed, there were a total of 19 RTC's that occurred. All recorded incidents resulted in the slight or serious injury of between 1-4 people involved. A total of 27 people were injured throughout the period analysed, averaging 1.42 injuries per incident. It should be noted that two of the RTC's

as detailed within this section have limited information regarding the incident. Missing information includes the date and time the RTC occurred. These two RTC's are highlighted in Figure 5-1 above. Of the 19 recorded RTC's:

- 4 (21.1%) involved a pedestrian
- 2 (10.5%) involved a pedal cycle
- 4 (21.1%) involved a motorcycle
- 1 (5.3%) involved a goods vehicle
- 5 (26.3%) occurred on a wet road
- 1 (5.3%) occurred during rainfall with high winds
- 14 (73.7%) occurred during daylight hours
- 11 of the 17 detailed RTC's (64.7%) occurred during a weekday
- 4 of the 17 detailed RTC's (23.5%) occurred during standard peak times of 08:00 – 09:00 and 16:30 – 18:00
- The average number of injured individuals was 1.42 per incident

5.3.1 Severity, Location and Likely Interaction with Hopwood Hall College

The average incident rate over the five-year period is 3.8 RTC's/annum and the occurrence of the RTC's by year and severity can be seen in Table 5-1 below:

	2019	2020	2021	2022	2023	Unknown
N.O of Reported RTC's	8	4	0	3	2	2
N.O of Recorded Injuries	10	5	0	5	2	5
Slight	8	4	0	5	1	3
Serious	2	1	0	0	1	2

Table 5-1 - Number of RTC's by Year and Severity

The location of the RTC's are shown in Figure 5-1 above, with 15 of the 19 incidents occurring within close proximity to or on a junction. This is characteristic of the town centre area in which the Hopwood Hall Rochdale site is located. Six of the 27 injuries sustained as a result of the RTC's that occurred (22.2%) were described as serious. These injuries occurred over 5 of the RTC's that recorded within the study area.

Hopwood Hall College provides courses to a wide range of students including adult and degree level courses. However, the largest proportion of the students that attend Hopwood Hall College are aged 16-19. Five of the 19 RTC's that occurred within the 5-year time frame involved people within the age range 16-20, these RTC's are further detailed below:

- At an unknown date and time two private cars were travelling along St Marys Gate surrounding the junction with Newgate and College Road. Private car 1 collided with the rear of private car 2, which was slowing down. A female of age 16-20 was a

passenger in private car 2 and sustained slight injuries. Three other people were injured within the RTC (2 slight injuries and 1 serious injury).

- On Wednesday 31st July 2019 (8:19am) a male pedestrian aged 16-20 crossed College Road at its junction with Mellor Street and Bury Road not on a crossing. The pedestrian was masked by parked/stationary vehicles causing a motorcyclist to collide with them, causing serious injuries to the pedestrian.
- On Friday 16th August 2019 (16:30pm), a male driver of a private car aged 16-20 was collided into at the rear by another private car who were both in the act of turning right from Spotland Road onto St Marys Gate. The 16-20 year old sustained slight injuries.
- On Wednesday 14th October 2020 (23:05pm), a female driver of a private car collided with a motorbike at the junction between St Marys Gate/ Dane Street/ The Esplanade. The motorcyclist of age 56-65 sustained serious injuries.
- On Tuesday 5th July 2022 (16:05pm) a private car collided with the rear of a motorcycle on Dane Street. A male of age 16-20 who was a passenger on the motorcycle sustained slight injuries.

Due to the time, date and description of these incidents, it is unlikely that any of the four fully descriptive incidents were as a result of the activity from Hopwood Hall College. Without the further information regarding the first RTC, it is unknown if this occurred at a time and/or date which may link it to the college's operating hours.

It is possible that other RTC's that occurred surrounding the Hopwood Hall College Rochdale site were as a result of the college working, involving staff or students older than the 16-20 year-old range. However, without further information this cannot be known. Further information regarding the incidents that occurred during term time and within the peak period hours are described in Section 5.3.2 below.

5.3.2 *Time of the Day/Road Conditions*

Due to the operation of the college, students have a varying timetable and will therefore not have set times that they arrive and leave the college site. Therefore, the AM and PM peak periods have been set to encompass the likely peak times on the highways surrounding the college site.

1 of the 19 recorded RTC's (5.3%) occurred during the designated AM peak period (08:00 – 09:00am). Although this incident involved a pedestrian of age 16-20, as described above, it occurred on Wednesday 31st July 2019. Therefore, it is unlikely to have been as a result of the college operation due to the college likely having finished for the summer break.

3 of the 19 recorded RTC's (15.8%) occurred during the designated PM peak period (16:30 – 18:00pm). All 3 RTC's occurred on a Friday.

- The first of these RTC's occurred on the 16th August 2019 at 16:30pm, and is therefore not likely to be as a result of operations at the College site due to the college likely

being closed for the summer period. The RTC occurred at the junction between Spotland Road and St Marys Gate, where a private vehicle collided with the rear of another private vehicle both in the act of turning left.

- The second of the RTC's occurred on the 6th December 2019 at 18:00pm during the hours of darkness with street lighting present and lit. The RTC occurred surrounding the junction between College Road and Holland Street between a private car and a pedal cycle, with both users reportedly commuting to/from work. The cyclist was proceeding normally along the carriageway whilst the private car was in the act of turning right.
- The third of the RTC's occurred on 27th November 2020 at 17:39pm during the hours of darkness with street lighting present and lit. The RTC also occurred surrounding the junction between College Road and Holland Street between a motorcycle and a private car. The motorcyclist was proceeding normally along the carriageway whilst the private car was in the act of turning right.

Some similarities can be found between the second and third incident, however, these are the only two recorded incidents of similar nature at the junction between College Road and Holland Street. Therefore, it is not likely that the layout of the highway network significantly increases the chances of an RTC occurring at this point and both likely occurred due to a result of driver error.

There is no significant evidence to suggest that the RTC's which occurred within the designated AM and PM periods occurred due to the operations of Hopwood Hall College.

Five of the recorded RTC's occurred when the surface of the road was recorded as "wet" with only one of these RTC's occurring whilst it was raining. Skidding was not recorded to be a factor in the occurrence of the RTC's, therefore, it can be assumed that the surface of all surrounding roads is sufficient and does not increase the likelihood of an RTC occurring.

5.3.3 *Vulnerable Road Users*

9 of the 19 RTC's (47.4%) that occurred involved a Vulnerable Road User (VRU – pedestrian, cyclist or motorcyclist).

- 3 involved a pedestrian
- 2 involved a cyclist
- 3 involved a motorbike
- 1 involved both a pedestrian and a motorbike

The 4 RTC's that involved a pedestrian are unlikely to be as a result of the operation of the college site as within the three RTC's that involved a pedestrian and larger motor vehicles, all pedestrians were aged 11-15, younger than those likely to be students at the college. Two of these RTC's occurred at the junction between St Marys Gate, Spotland Road and Hunter's Lane where there is no pedestrian provision. Whilst a lack of pedestrian provision at the junction is a deficiency in the layout of the highway, due to the relatively low number of

incidents at this junction, it is not deemed a highway design issue which should be linked to the new college building. Additionally, as detailed above, the RTC that involved a pedestrian aged 16-20 and a motorcyclist, occurred outside of likely college term time.

The 2 RTC's that involved a cyclist occurred at separate locations on Friday 6th December 2019 and Saturday 20th May 2023. In 2019, a cyclist who was travelling along the carriageway was struck by a vehicle turning right into the junction between College Road and Holland Street, the cyclist sustained serious injuries. In 2023, a collision occurred between a cyclist and a private car on the College Road arm of the junction between College Road, Mellor Street and Bury Road resulting in serious injuries to the cyclist.

The number of RTC's involving a vulnerable road user are moderate in number, however, there does not seem to be a strong correlation between any of the incidents. The RTC's involving vulnerable road users appear to have resulted from human error, rather than there being any contributing highway factors. Furthermore, none of the RTC's appear to be linked to the operation or function of the Hopwood Hall Rochdale Campus and are characteristic of busy highways surrounding an active town centre.

5.4 Summary of Road Traffic Collisions

For all RTC's that occurred within the period analysed, neither the time of the day nor the environmental conditions appear to have been significant factors. Nine of the 19 RTC's involved vulnerable road users (4 pedestrians, 2 cyclists and 4 motorcyclists), with little correlation between these incidents. In addition to this, the RTC's that occurred during the designated AM and PM peak periods were deemed to not have any correlation to the operation of Hopwood Hall's Rochdale Campus.

It is therefore concluded that there are no existing safety issues attributed to the local highway network that contribute to the repeated occurrence of RTC's to be addressed as part of the Hopwood Hall Rochdale Campus redevelopment project. RTC occurrence surrounding the Hopwood Hall College Rochdale campus are in line with what would be expected within a busy town centre, accepting some of the more distant junctions are currently deficient in pedestrian crossing provision.

6 Summary and Conclusions

Hopwood Hall College is a Further Education College located in Rochdale, Greater Manchester for ages 16+. The college is split over two campuses, located in Rochdale town centre and Middleton approximately 3.5 miles apart. The college offers a wide variety of courses including apprenticeships, Level 1, 2 and 3 courses, adult learning classes and a University Centre, educating approximately 2,900 students on the Rochdale Campus. The Rochdale Campus currently has two buildings (designated Block A and Block B) accommodating both theoretical and practical teaching, with specialised spaces, student centred areas and an on-site nursery. The Department for Education have provided funding to Hopwood Hall College to address significant condition issues currently being experienced on the site, to demolish the existing Block B and construct a new fit for purpose teaching block, that will provide efficient and high-quality space.

The college is exceptionally well located to take advantage of an extensive public transport network. Rochdale Rail Station is 0.7 miles from the college site, providing links to the National Rail Network. Rochdale Interchange is only 0.3 miles east of the college and provides excellent connectivity to an extensive network of bus routes, and the Metrolink Light Rail Network.

The number of standard and blue badge parking spaces located on the college site is set to reduce due to the relocation and re-configuration of the main car park, with 117 standard car parking bays (a reduction in 73 standard bays), 11 blue badge bays (a reduction in 4 blue badge bays) and 3 delivery bays available for use on the Hopwood Hall site, plus the 23 standard parking bays provided within the overflow car park.

Cycle parking at the college will increase by approximately 250%, with 96 cycle parking spaces being provided to replace the 36 existing spaces, plus 10 motorcycle stands that will be dual purpose to provide parking for up to 20 motorcycles/push-cycles. Although this likely falls short of the core strategy requirements, it is considered to be more than adequate to help the college promote cycling via its new College Travel Plan.

Analysis of the RTC data has indicated that there are currently no safety issues related to the local highway network that need to be addressed as part of this planning application.

Overall, it is concluded that the proposals for Hopwood Hall College will not have any negative effect on the existing transport infrastructure and can be accommodated without any mitigation measures.



Suite 116-117 • Cotton Exchange • Bixteth Street • Liverpool • L3 9LQ

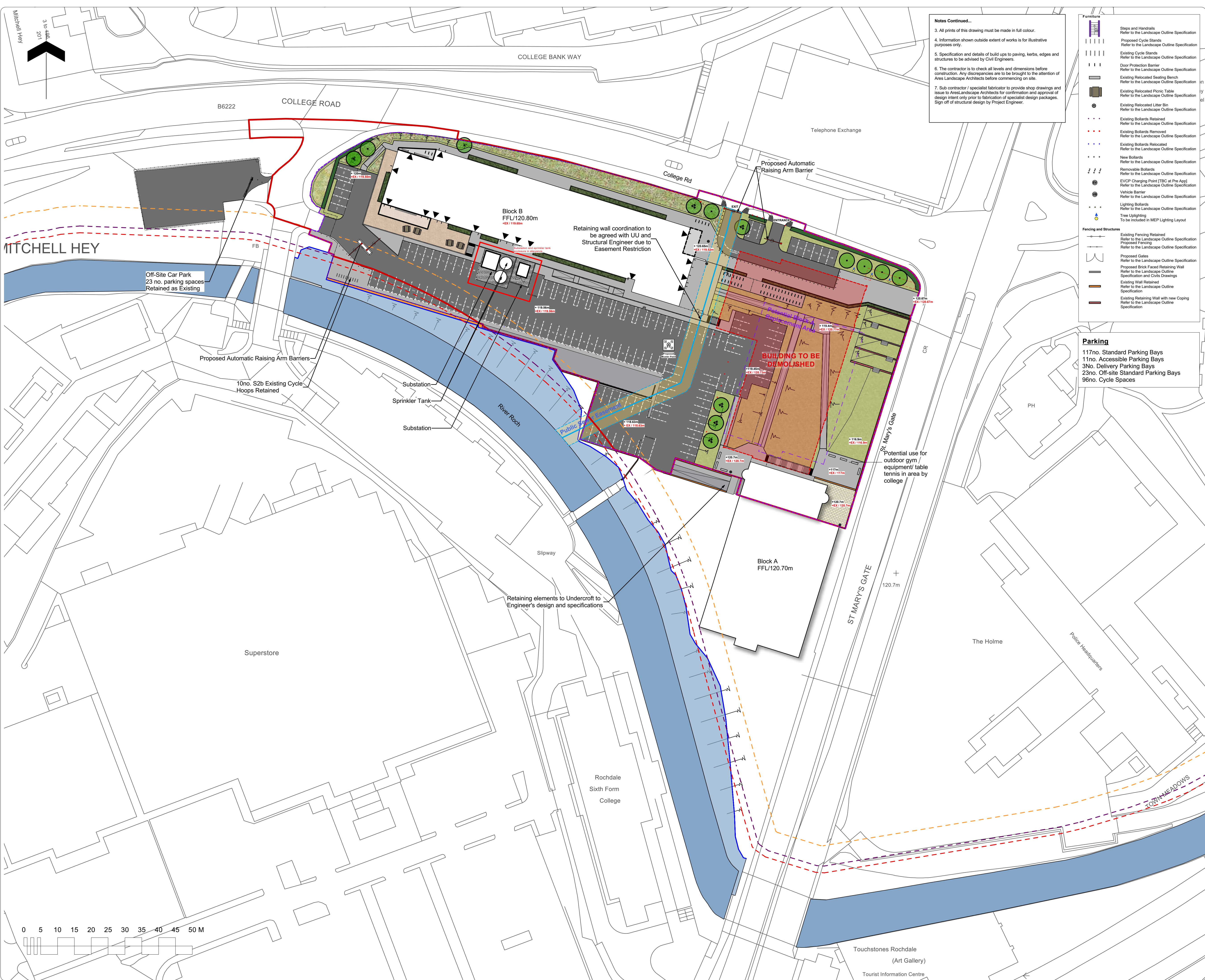
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☐ <http://www.flinderschase.co.uk>



Appendix A

Proposed Site Layout



Notes Continued...

3. All prints of this drawing must be made in full colour.

4. Information shown outside extent of works is for illustrative purposes only.

5. Specification and details of build ups to paving, kerbs, edges and structures to be advised by Civil Engineers.

6. The contractor is to check all levels and dimensions before construction. Any discrepancies are to be brought to the attention of Ares Landscape Architects before commencing on site.

7. Sub contractor / specialist fabricator to provide shop drawings and issue to Ares Landscape Architects for confirmation and approval of design intent only prior to fabrication of specialist design packages. Sign off of structural design by Project Engineer.

- Furniture**
- Steps and Handrails
Refer to the Landscape Outline Specification
 - Proposed Cycle Stands
Refer to the Landscape Outline Specification
 - Existing Cycle Stands
Refer to the Landscape Outline Specification
 - Door Protection Barrier
Refer to the Landscape Outline Specification
 - Existing Relocated Seating Bench
Refer to the Landscape Outline Specification
 - Existing Relocated Picnic Table
Refer to the Landscape Outline Specification
 - Existing Relocated Litter Bin
Refer to the Landscape Outline Specification
 - Existing Bollards Retained
Refer to the Landscape Outline Specification
 - Existing Bollards Removed
Refer to the Landscape Outline Specification
 - Existing Bollards Relocated
Refer to the Landscape Outline Specification
 - New Bollards
Refer to the Landscape Outline Specification
 - Removable Bollards
Refer to the Landscape Outline Specification
 - EVCP Charging Point (TBC at Pre App)
Refer to the Landscape Outline Specification
 - Vehicle Barrier
Refer to the Landscape Outline Specification
 - Lighting Bollards
Refer to the Landscape Outline Specification
 - Tree Uplighting
To be included in MEP Lighting Layout
- Fencing and Structures**
- Existing Fencing Retained
Refer to the Landscape Outline Specification
 - Proposed Fencing
Refer to the Landscape Outline Specification
 - Proposed Gates
Refer to the Landscape Outline Specification
 - Proposed Brick Paved Retaining Wall
Refer to the Landscape Outline Specification and Civils Drawings
 - Existing Wall Retained
Refer to the Landscape Outline Specification
 - Existing Retaining Wall with new Coping
Refer to the Landscape Outline Specification

Parking

117no. Standard Parking Bays
11no. Accessible Parking Bays
3no. Delivery Parking Bays
23no. Off-site Standard Parking Bays
96no. Cycle Spaces

Note

- Do not scale from this drawing
- To be read in conjunction with Project Risk Register REF: FS0939-ALA-XX-XX-RR-L-0001
- To be read in conjunction with Landscape Outline Specifications REF: FE012-ALA-ZZ-XX-SP-L-0001
- To be read in conjunction with all submitted Landscape Architect's drawings.
- To be read in conjunction with all other consultants' drawings.

KEY

Site		
Planning Application Boundary	—	
Extent of Works	---	
Proposed Level	+120.4m	
Existing Level	+EX / 120.67m	
Gradient	-1:12	
Proposed Building	[Red Outline]	
Existing Building to be demolished	[Red Dashed Outline]	
8m Defra boundary	---	
10m Riparian boundary	---	
16m Defra boundary	---	
Flood Zone 3 Boundary	---	
Building Overhang	---	
Future Building Footprint	---	
PV Canopy	---	

Planting

Proposed Tree	[Green Circle]	Refer to Planting Plan
Proposed Multi-stem Tree	[Green Circle with X]	Refer to Planting Plan
Grass Seed	[Green Square]	Refer to Planting Plan
Hedge Planting	[Green Line]	Refer to Planting Plan
Amenity Planting	[Green Square]	Refer to Planting Plan
Meadow Planting (Mix A)	[Green Square]	Refer to Planting Plan
Meadow Planting (Mix B)	[Green Square]	Refer to Planting Plan

Paving

Pedestrian Macadam	[Grey Square]	Refer to the Landscape Outline Specification
Vehicular Macadam	[Dark Grey Square]	Refer to the Landscape Outline Specification
Wet Pour Surface	[Brown Square]	Refer to the Landscape Outline Specification
Concrete Surface	[Light Grey Square]	Refer to the Landscape Outline Specification
Corduroy Paving	[Grid Square]	Refer to the Landscape Outline Specification
Existing Concrete Flag	[Light Grey Square]	Refer to the Landscape Outline Specification
Existing Macadam	[Dark Grey Square]	Refer to the Landscape Outline Specification
Blister Paving	[Grid Square]	Refer to the Landscape Outline Specification
Lambeth Blister Paving	[Grid Square]	Refer to the Landscape Outline Specification

ID	RISK	MITIGATION	DATE MITIGATED
RESIDUAL PROJECT RISKS			

DATE	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY
20/04/2025	P07	Parking numbers updated to match GA.		MM
20/04/2025	P06	Updated with rationalised grassland planting layout.		MM
24/04/2025	P05	Issued for planning consultation boards.		MM

REVISIONS

DEIR: **150**

STATUS: **S4 - Suitable for WDC Review & Authorisation**

ares
LANDSCAPE
ARCHITECTS

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S1 4PB
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e: hello@aresdesign.co.uk
w: aresdesign.co.uk

CLIENT: **Hopwood Hall College**

PROJECT TITLE: **Hopwood Hall College**

DRAWING TITLE: **Site Landscape Plan - Illustrative**

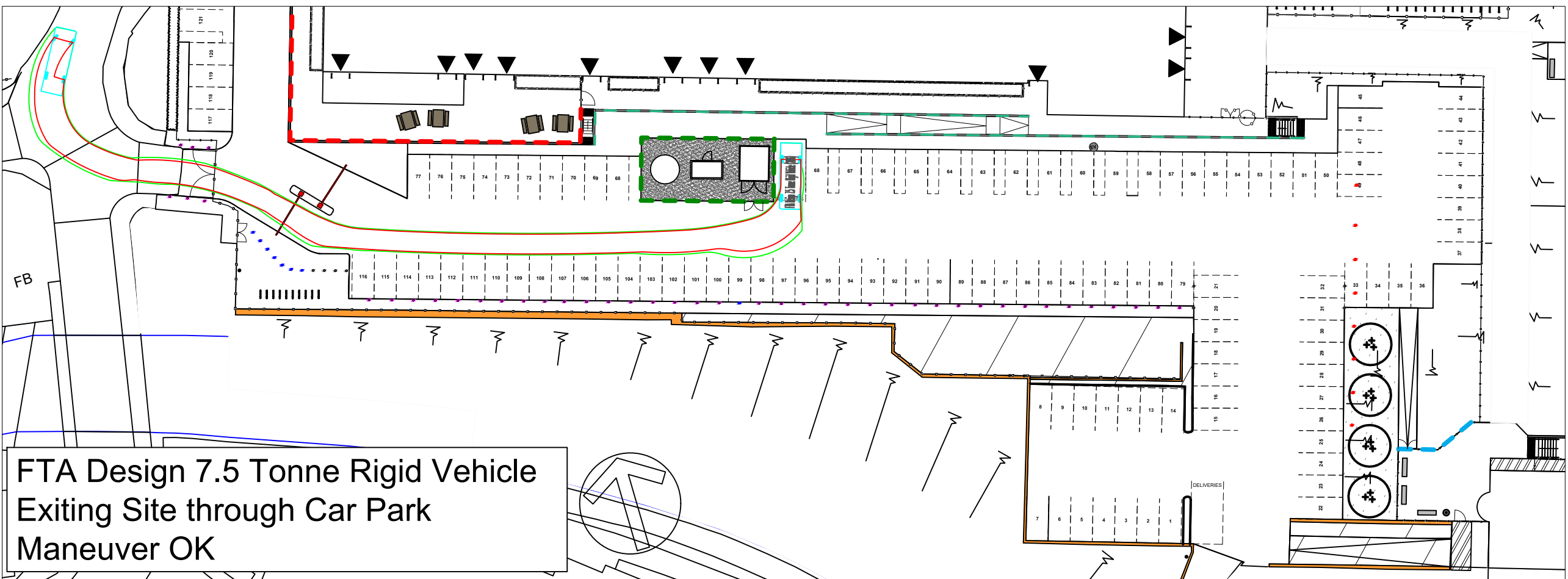
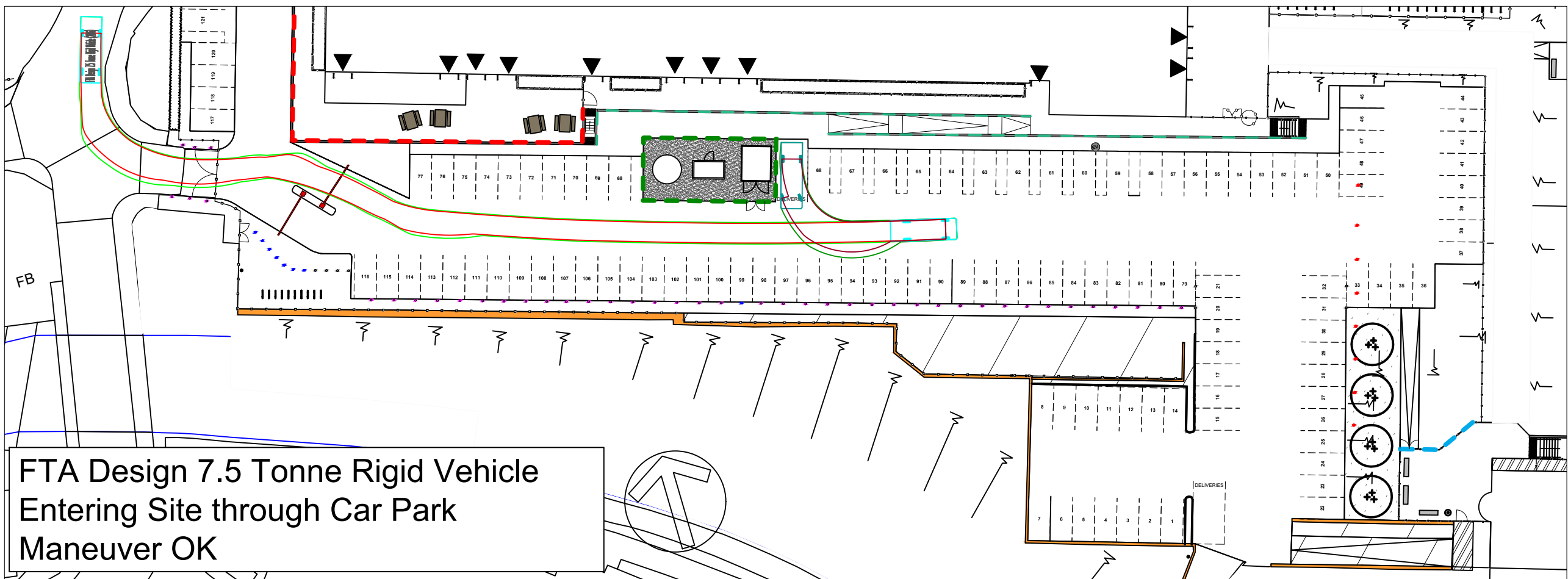
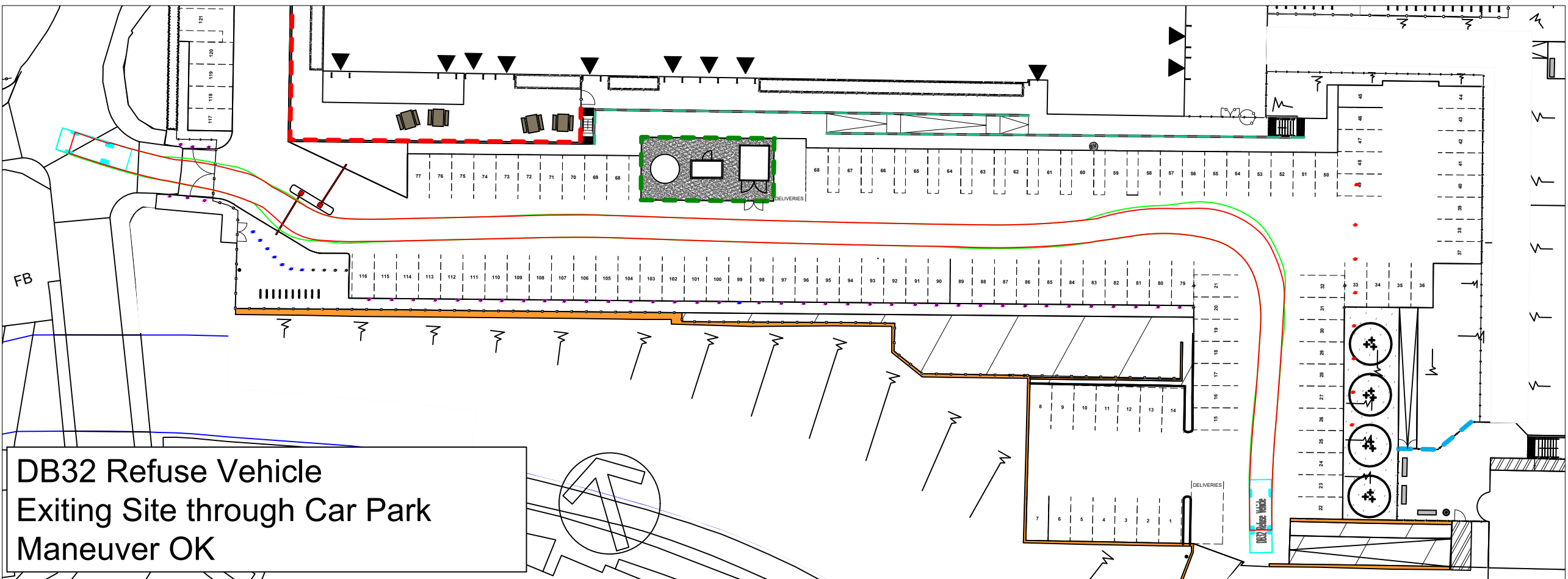
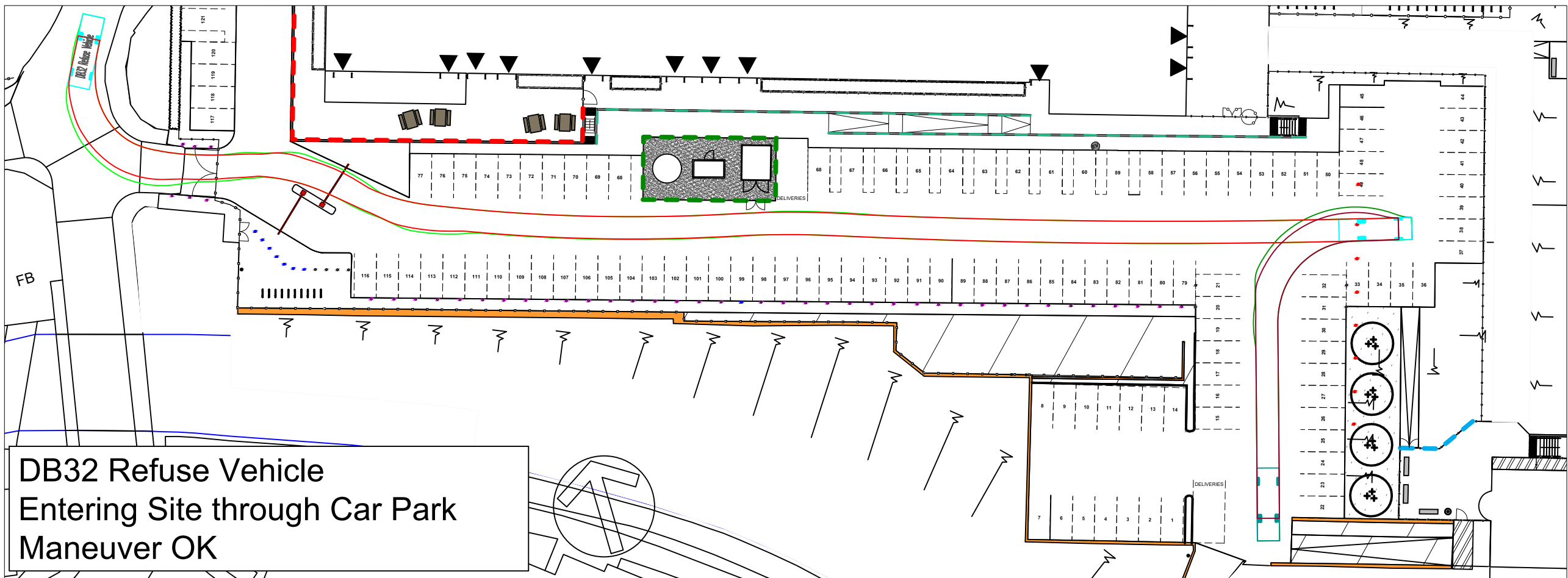
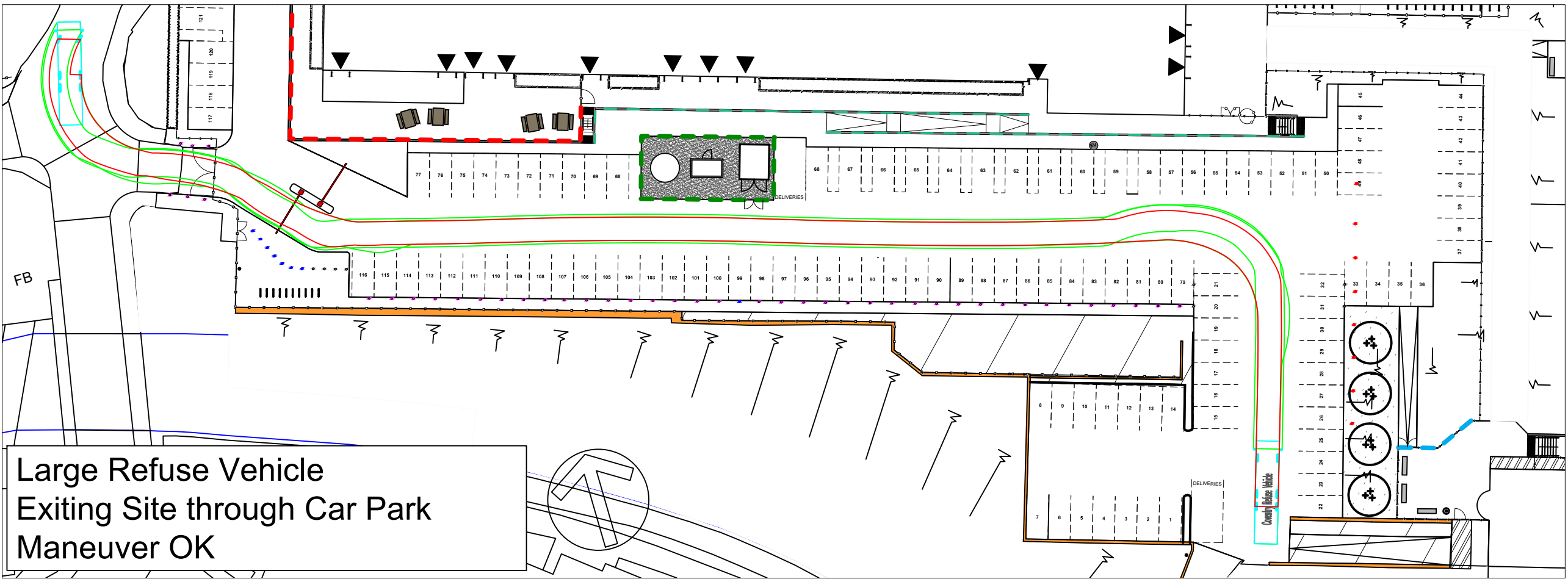
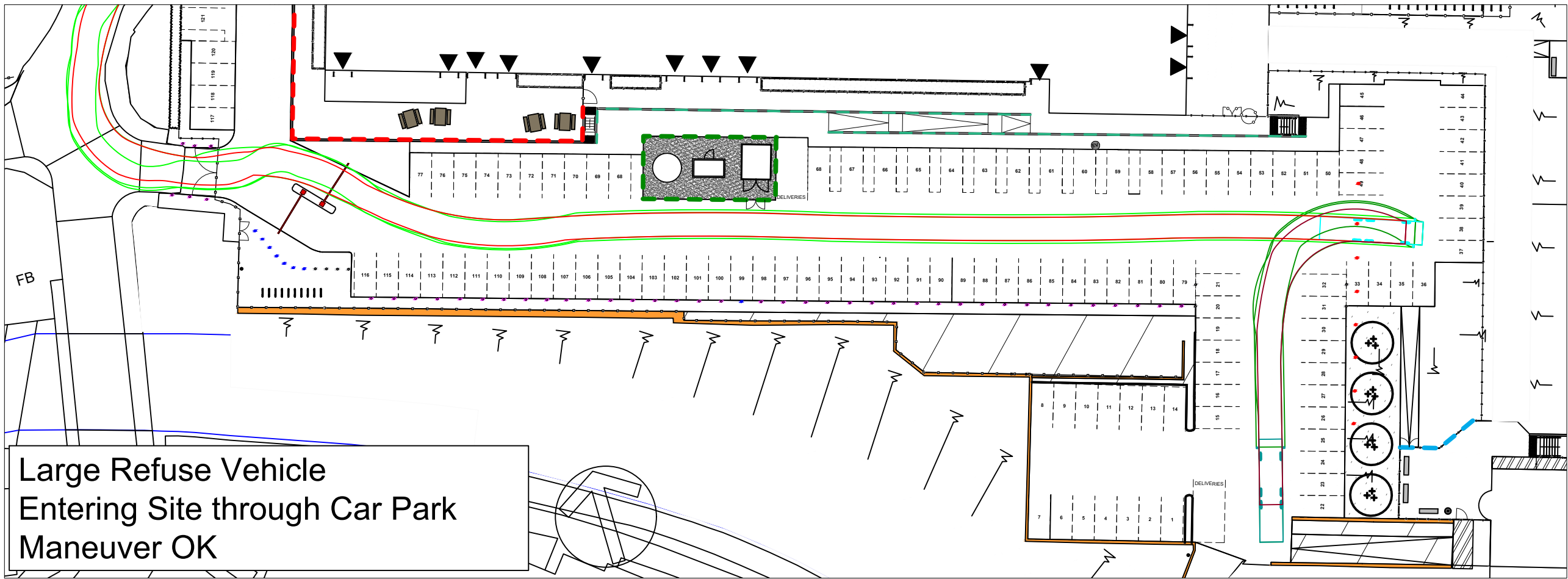
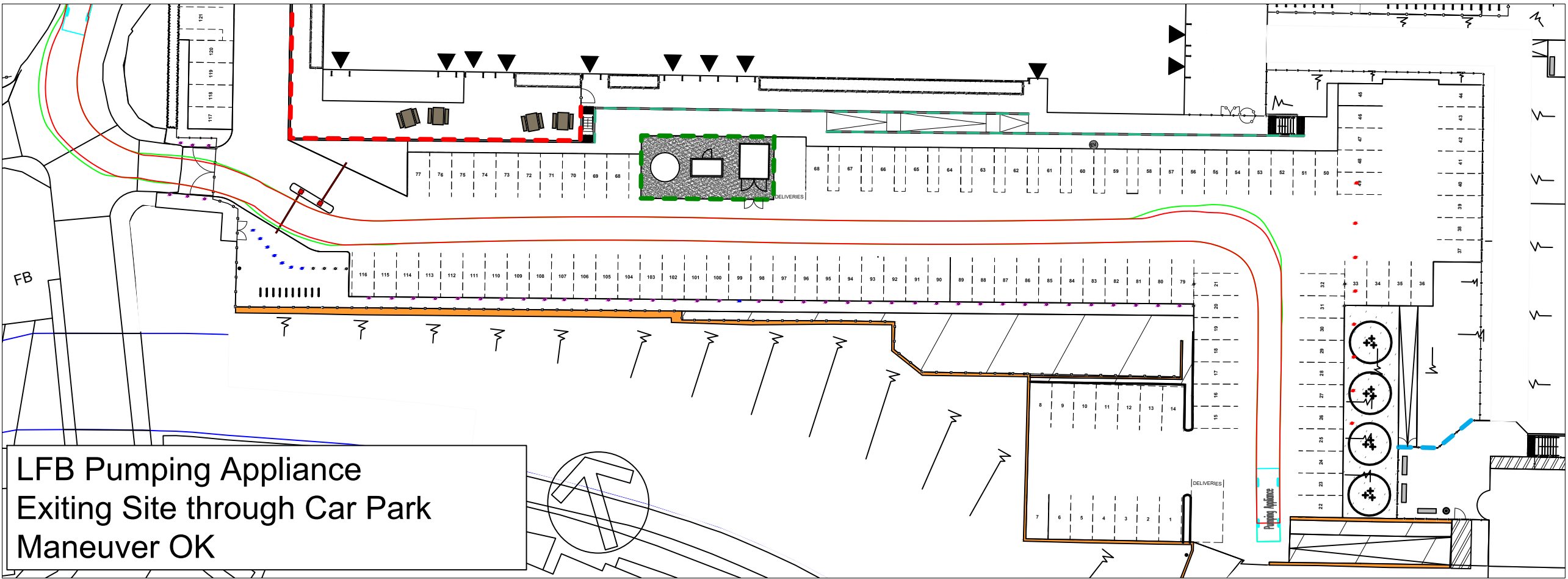
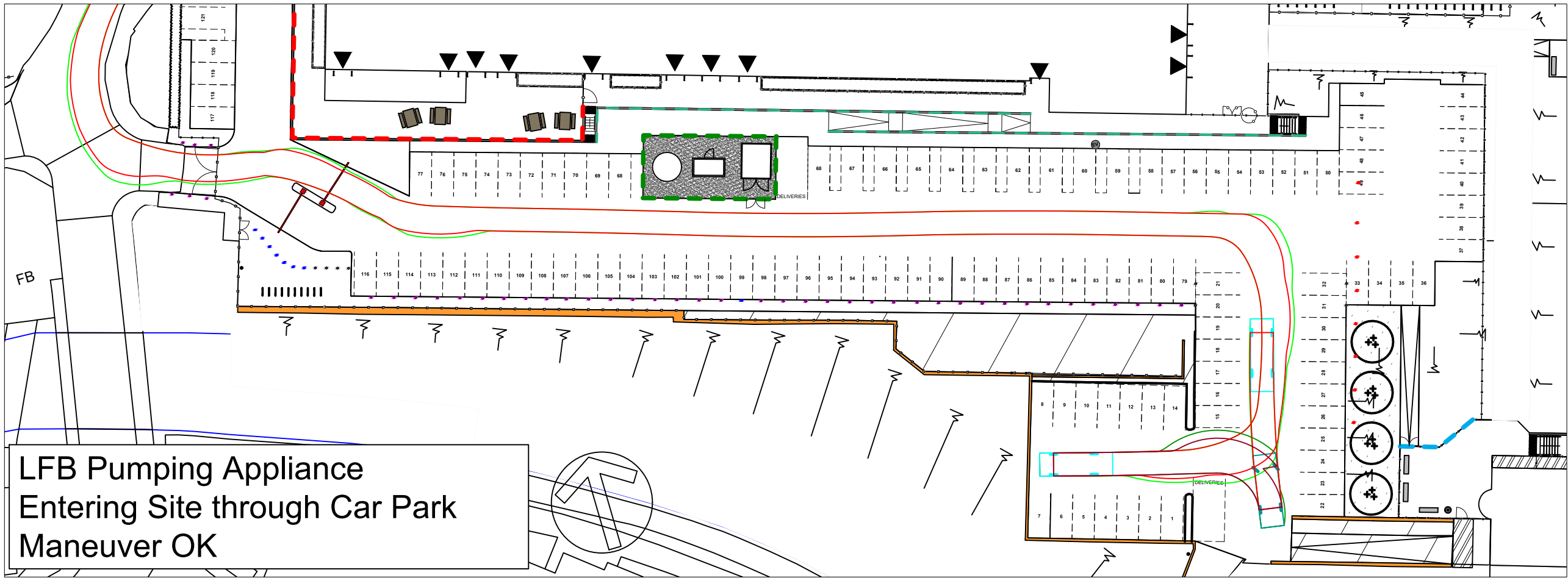
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DRAWING NUMBER: FE0012-ALA-XX-XX-D-L-0029	STATUS: S4	REVISION: P07
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Appendix B

Swept Path Analysis



- Notes
- All dimensions in millimetres unless otherwise stated.
 - All Swept path run at 5kph **Forward** and 2.5kph **Reverse**.
 - This drawing is based upon proposed layout plan number FE0012-ALA-XX-XX-D-L-0029 P03 (Issued by Ares Landscape Architects Ltd on 04/04/2025)

Standard Design Vehicle (SDV)

FTA Design 7.5 Tonne Rigid Vehicle (2016)

FTA Design 13/18 Tonne Rigid Vehicle (2016)

DB32 Fire Appliance

LFB Pumping Appliance

Mercedes Sprinter Traveliner Van

Mercedes Sprinter Panel Van

DB32 Refuse Vehicle

Coventry Refuse Vehicle

- Swept Path Key**
- Extent of Vehicle Wheels Swept Path (forward)
 - Extent of Vehicle Wheels Swept Path (forward)
 - Extent of Vehicle Wheels Swept Path (reverse)
 - Extent of Vehicle Wheels Swept Path (reverse)

P04	04/25	LM	Third Revised Layout	JD	IY
P03	03/25	LM	Second Revised Layout	JD	IY
P02	02/25	JD	Revised Layout	LM	IY
P01	11/24	JD	First Issue	IY	IY
Rev	Date	Drawn	Description	Ch'kd	App'd

FLINDERS CHASE

Project.

Willmott Dixon Construction Ltd

Hopwood Hall College

Drawing Title.

Site Landscape Plan

Swept Paths

Sheet 1 of 3

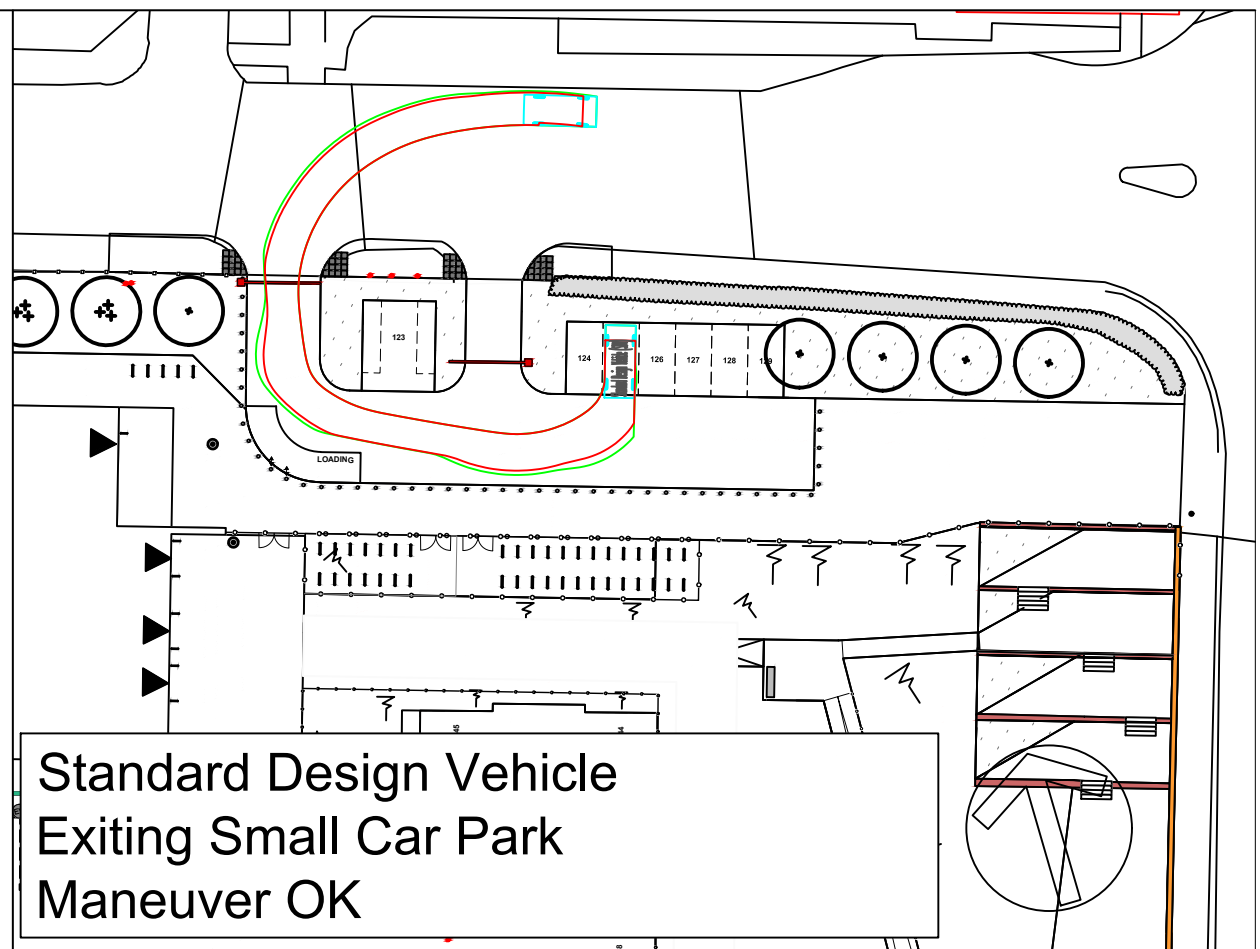
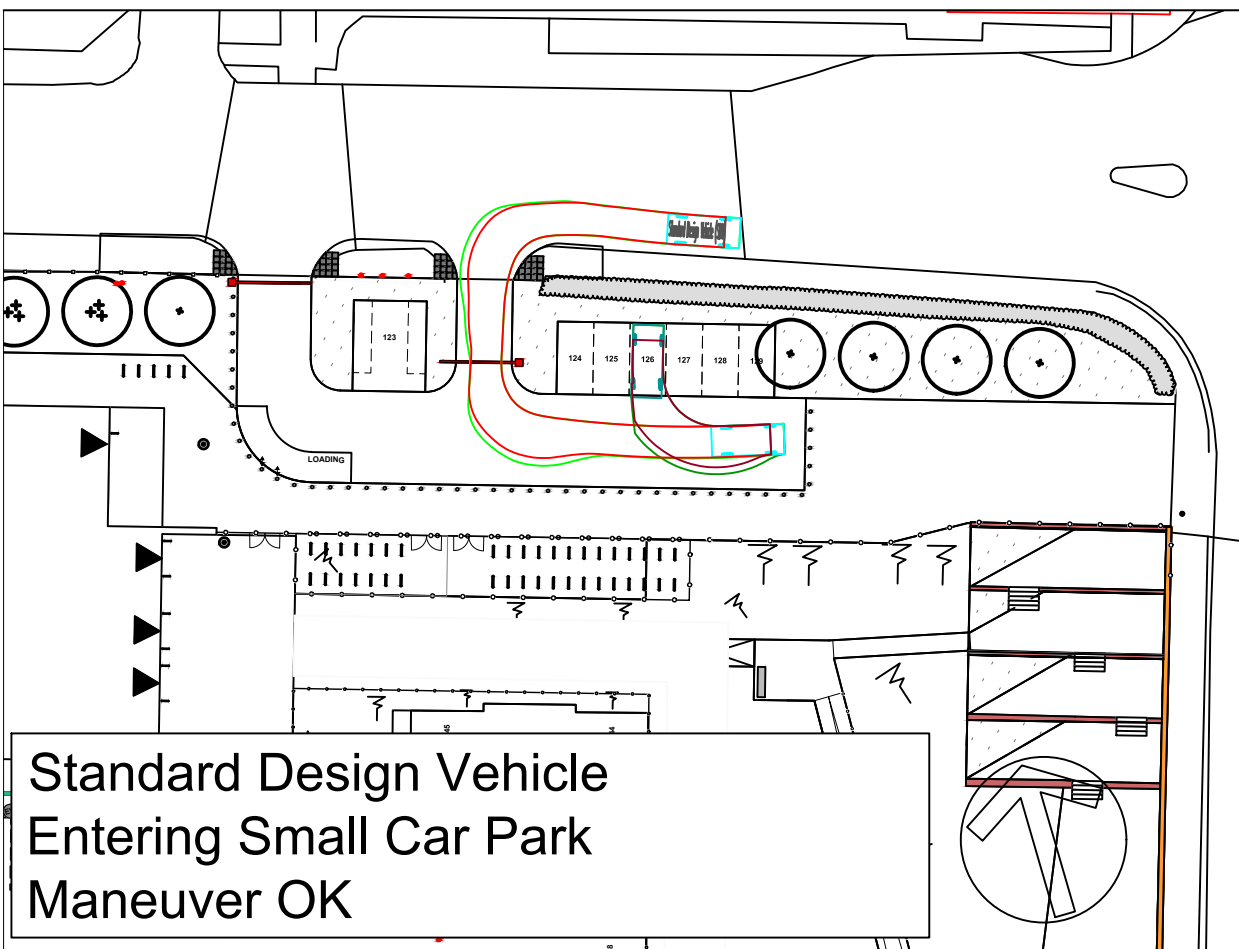
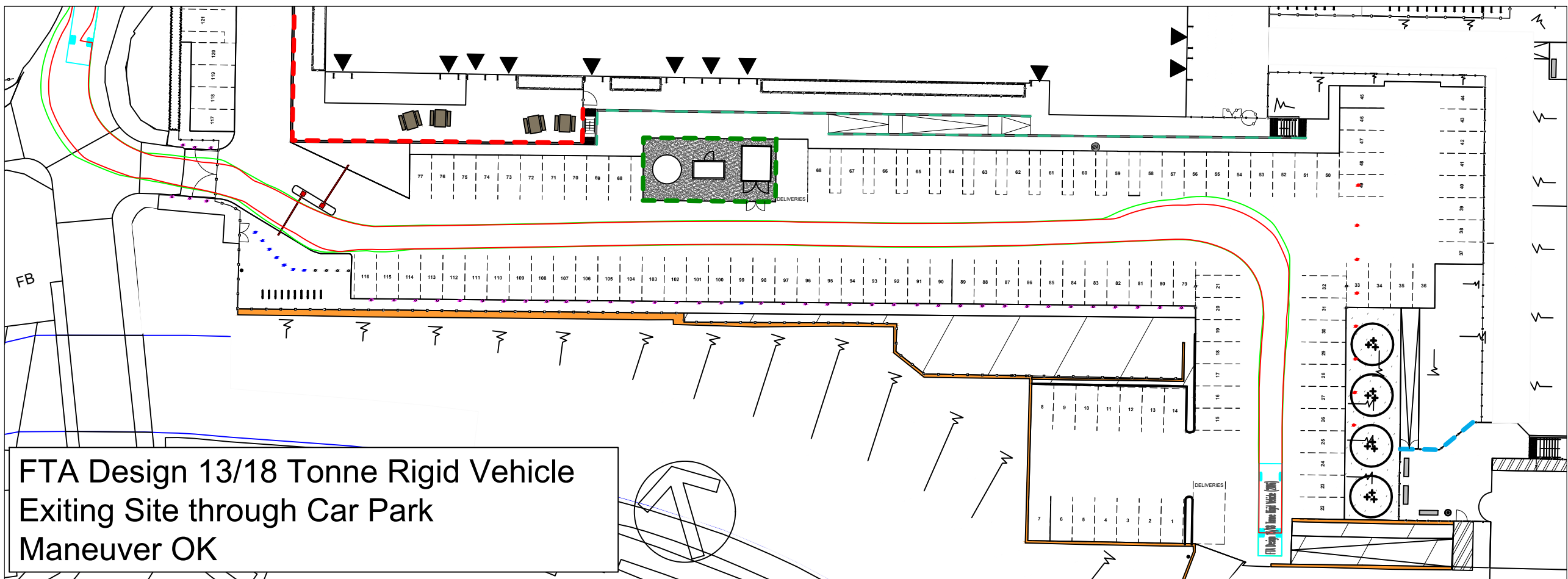
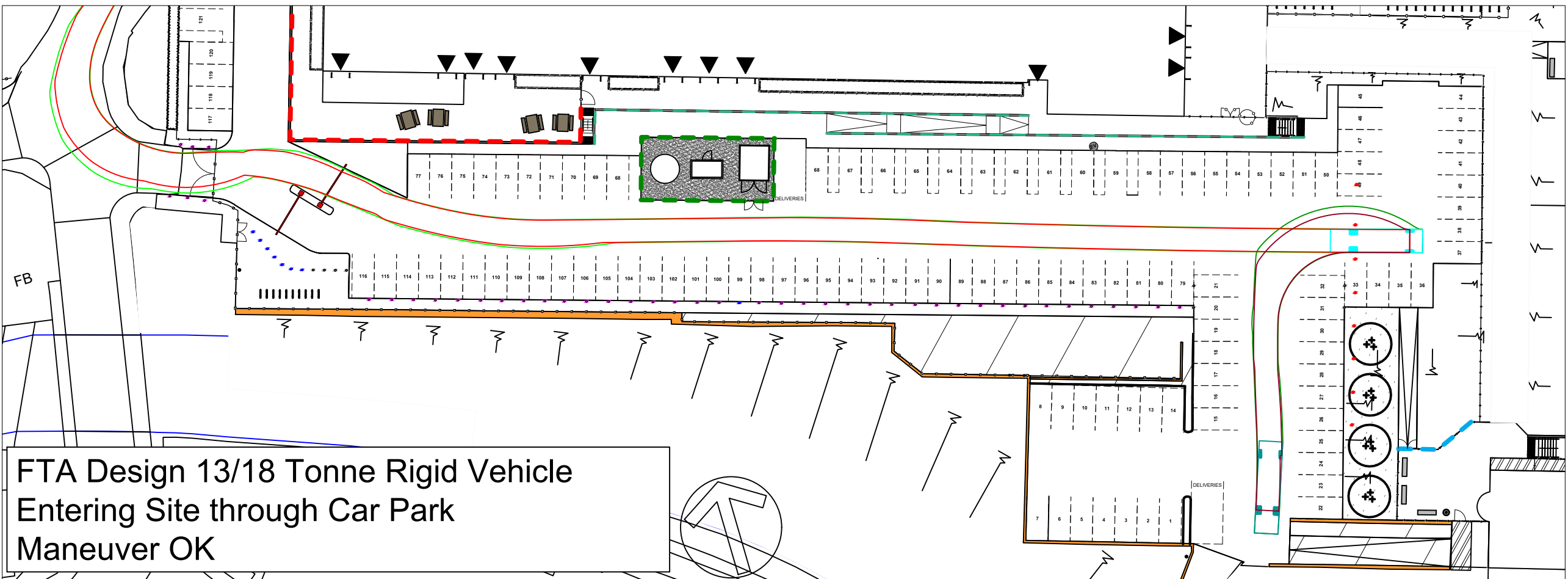
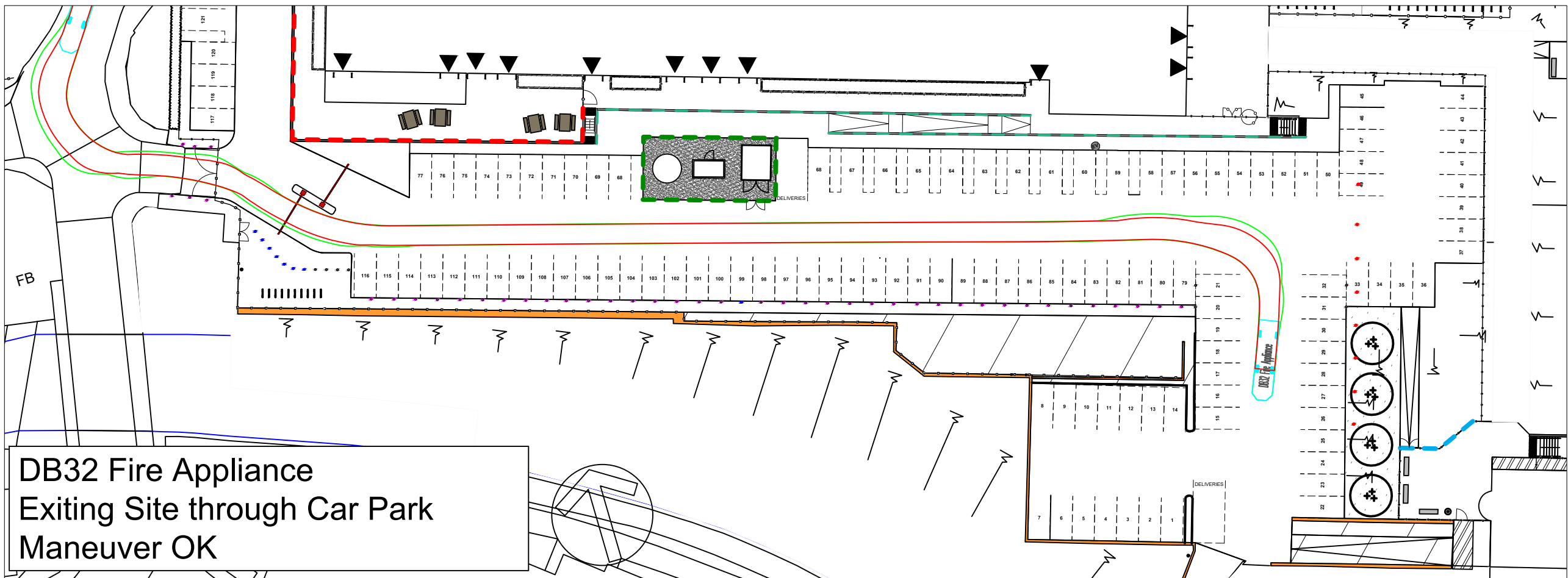
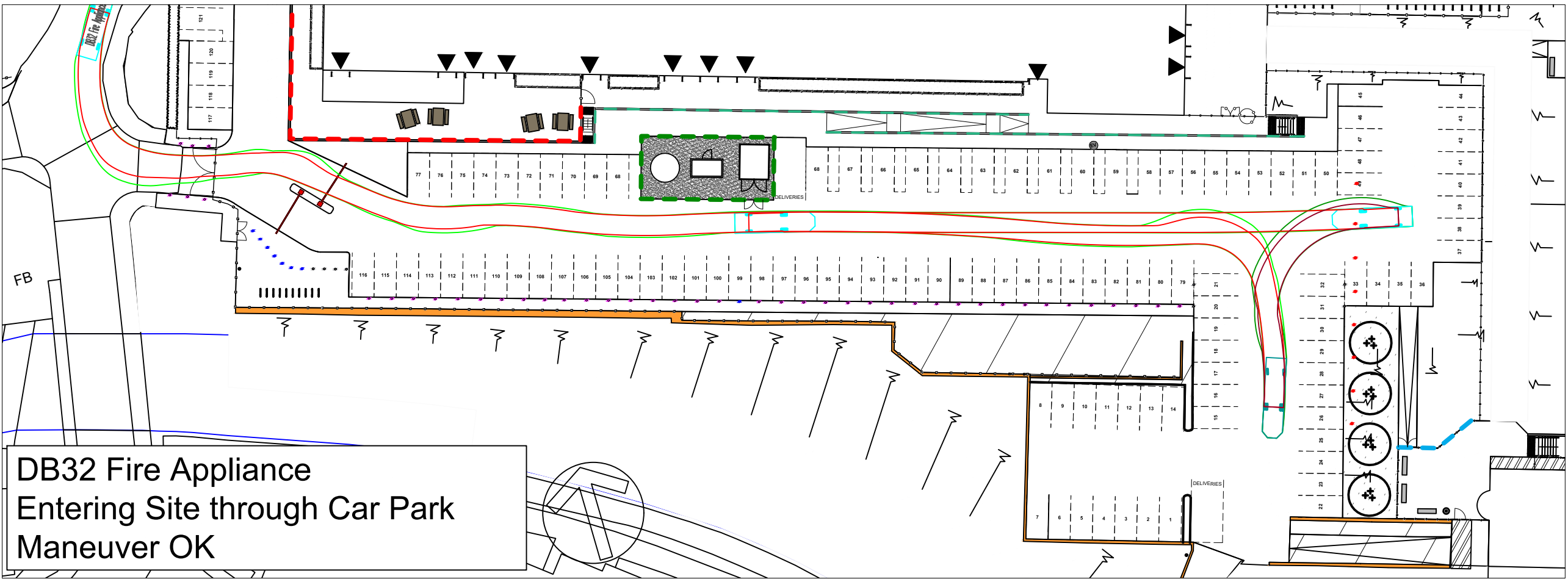
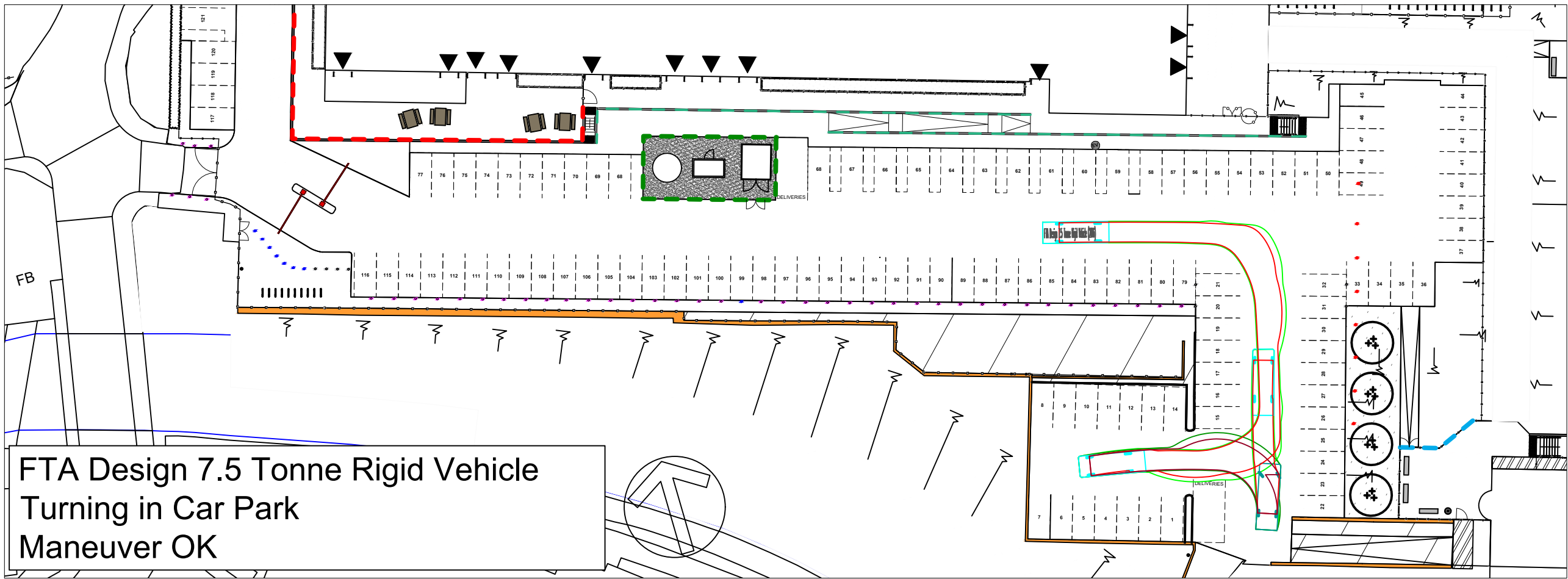
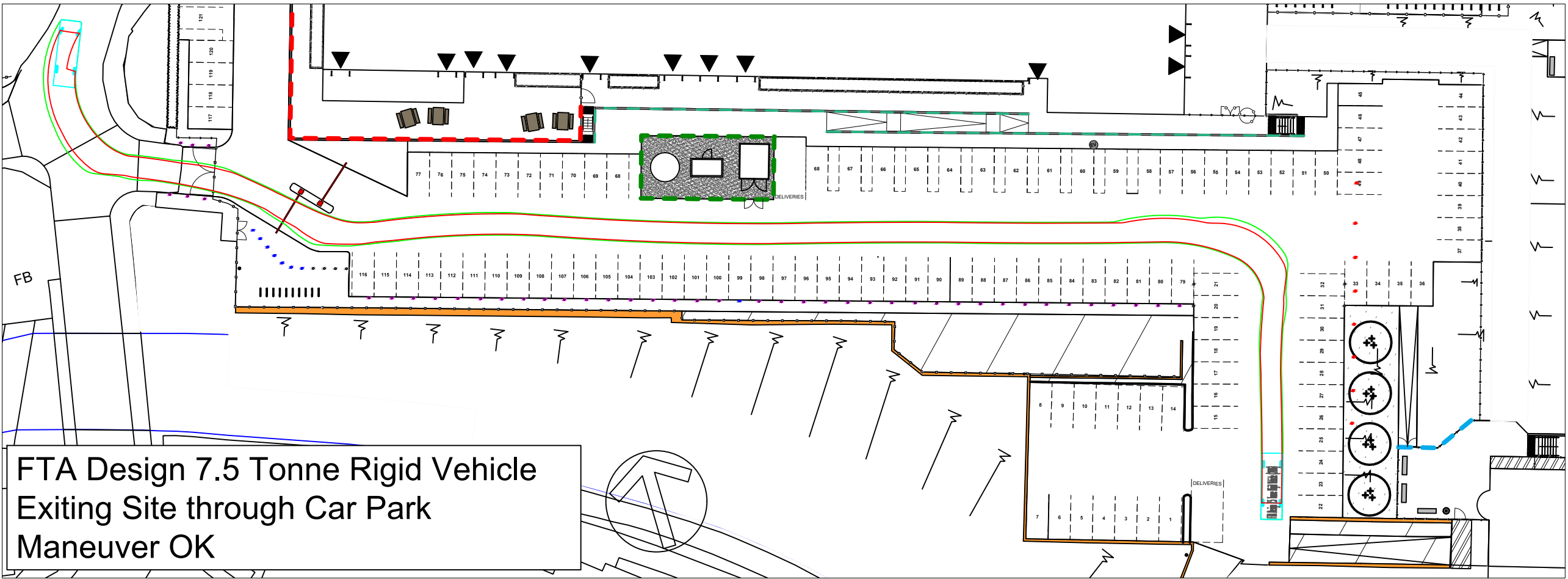
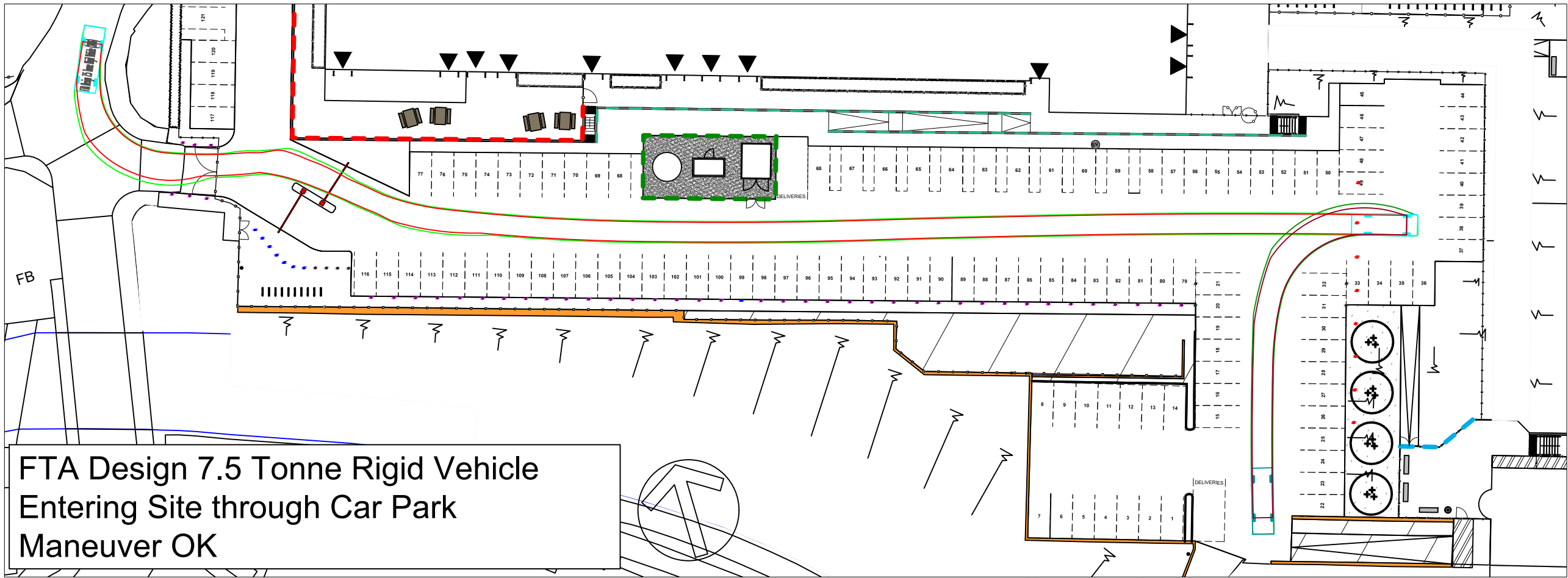
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70166 - Hopwood Hall College/ 10/ Surveys&Drawings/ Drawings

Designed By	Checked By	Approved By
LM	JD	IY
Date	Date	Date
04/25	04/25	04/25
Scale at A1	Status	Rev
1:500	S5	P04

Drawing No.

FE0012-FCL-XX-XX-D-H-0001



- Notes
- All dimensions in millimetres unless otherwise stated.
 - All Swept path run at 5kph **Forward** and 2.5kph **Reverse**.
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Standard Design Vehicle (SDV)

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Coventry Refuse Vehicle

Swept Path Key

- Extent of Vehicle Wheels Swept Path (forward)
- Extent of Vehicle Wheels Swept Path (forward)
- Extent of Vehicle Wheels Swept Path (reverse)
- Extent of Vehicle Wheels Swept Path (reverse)

P04	04/25	LM	Third Revised Layout	JD	IY
P03	03/25	LM	Second Revised Layout	JD	IY
P02	02/25	JD	Revised Layout	LM	IY
P01	11/24	JD	First Issue	IY	IY
Rev	Date	Drawn	Description	Ch'kd	App'd

FLINDERS CHASE

Project.
Willmott Dixon Construction Ltd
Hopwood Hall College

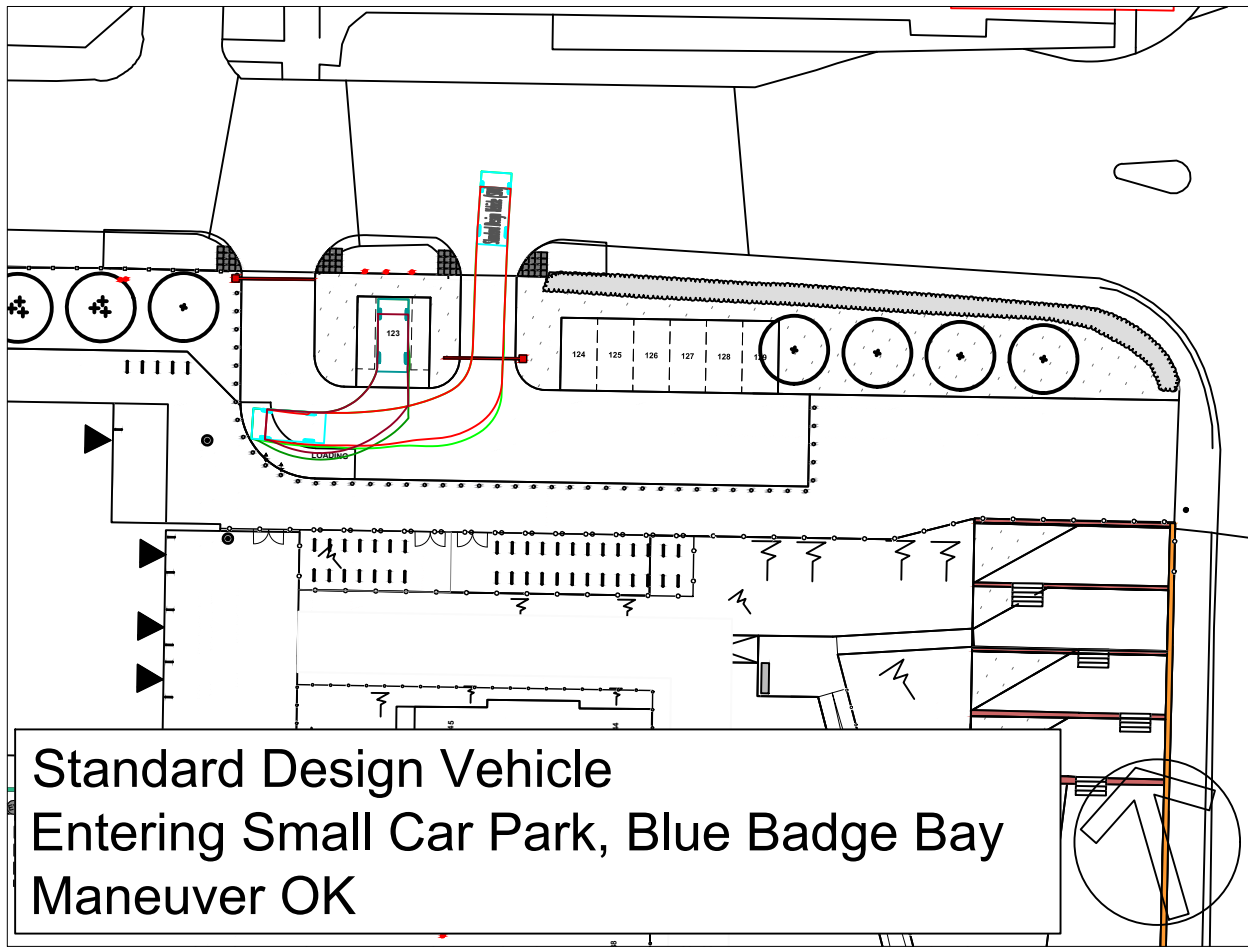
Drawing Title.
Site Landscape Plan
Swept Paths

Sheet 2 of 3

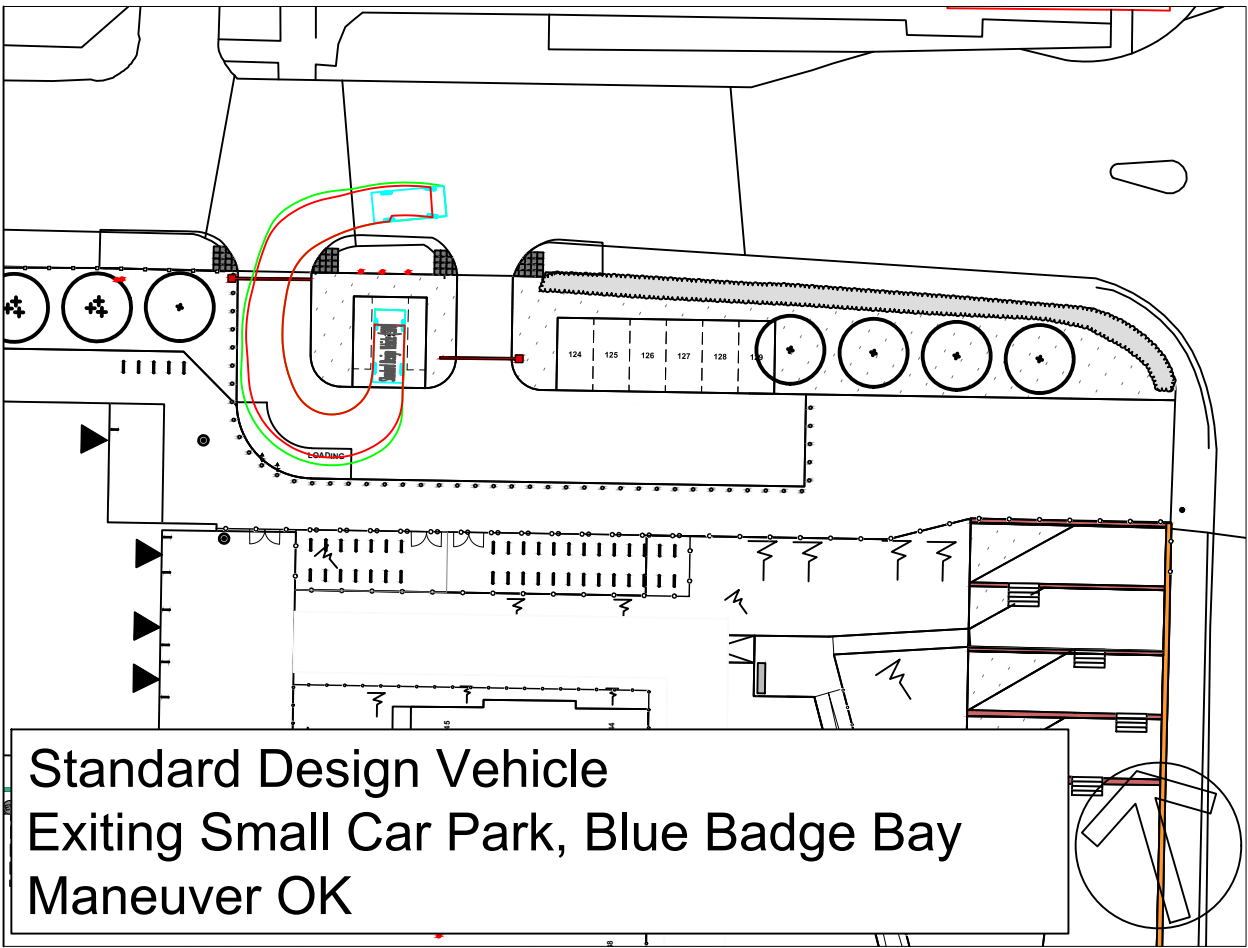
AutoCAD Location. 70166 - Hopwood Hall College/ 10/ Surveys&Drawings/ Drawings

Designed By LM	Checked By JD	Approved By IY
Date 04/25	Date 04/25	Date 04/25
Scale at A1 1:500	Status S5	Rev P04

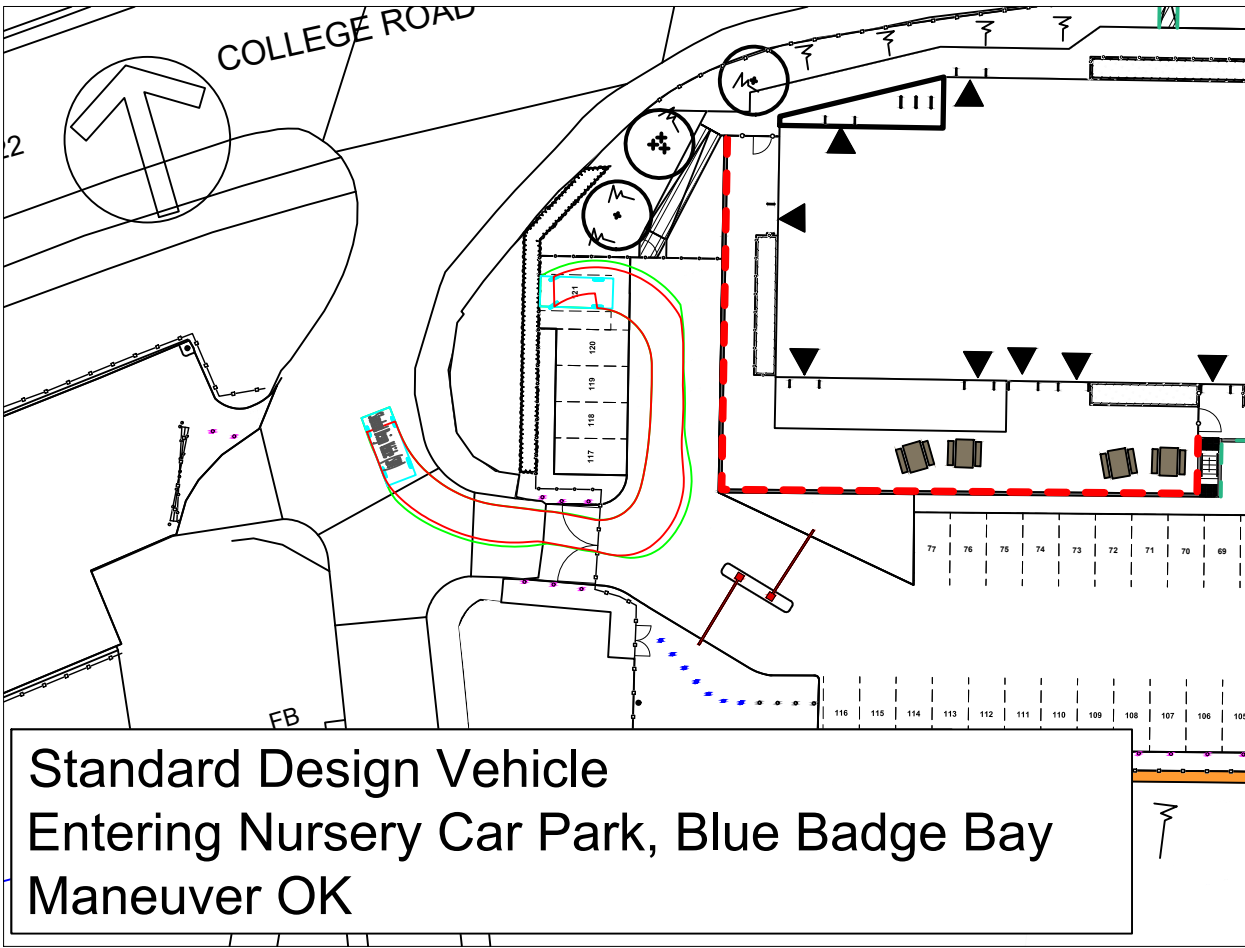
Drawing No. FE0012-FCL-XX-XX-D-H-0002



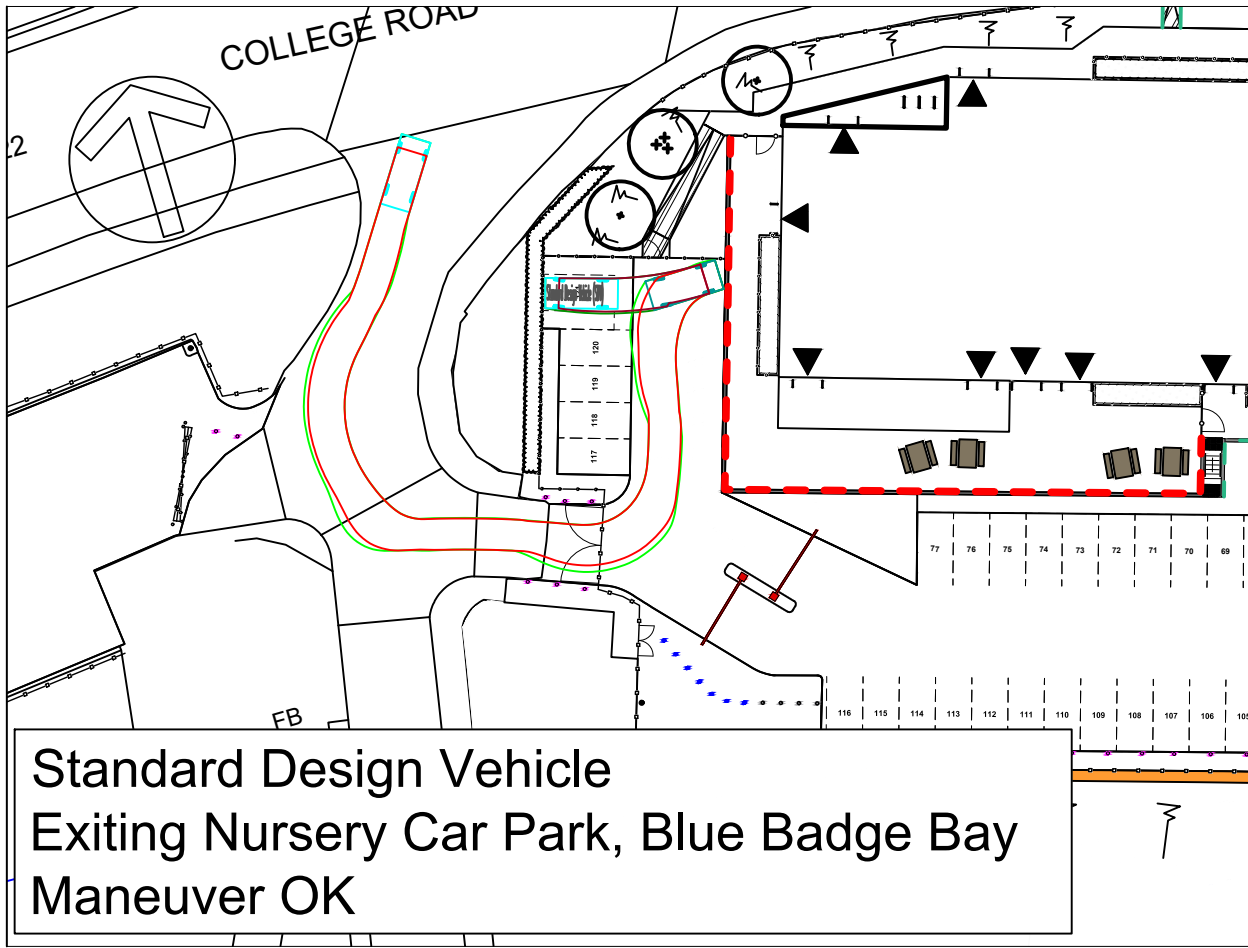
Standard Design Vehicle
Entering Small Car Park, Blue Badge Bay
Maneuver OK



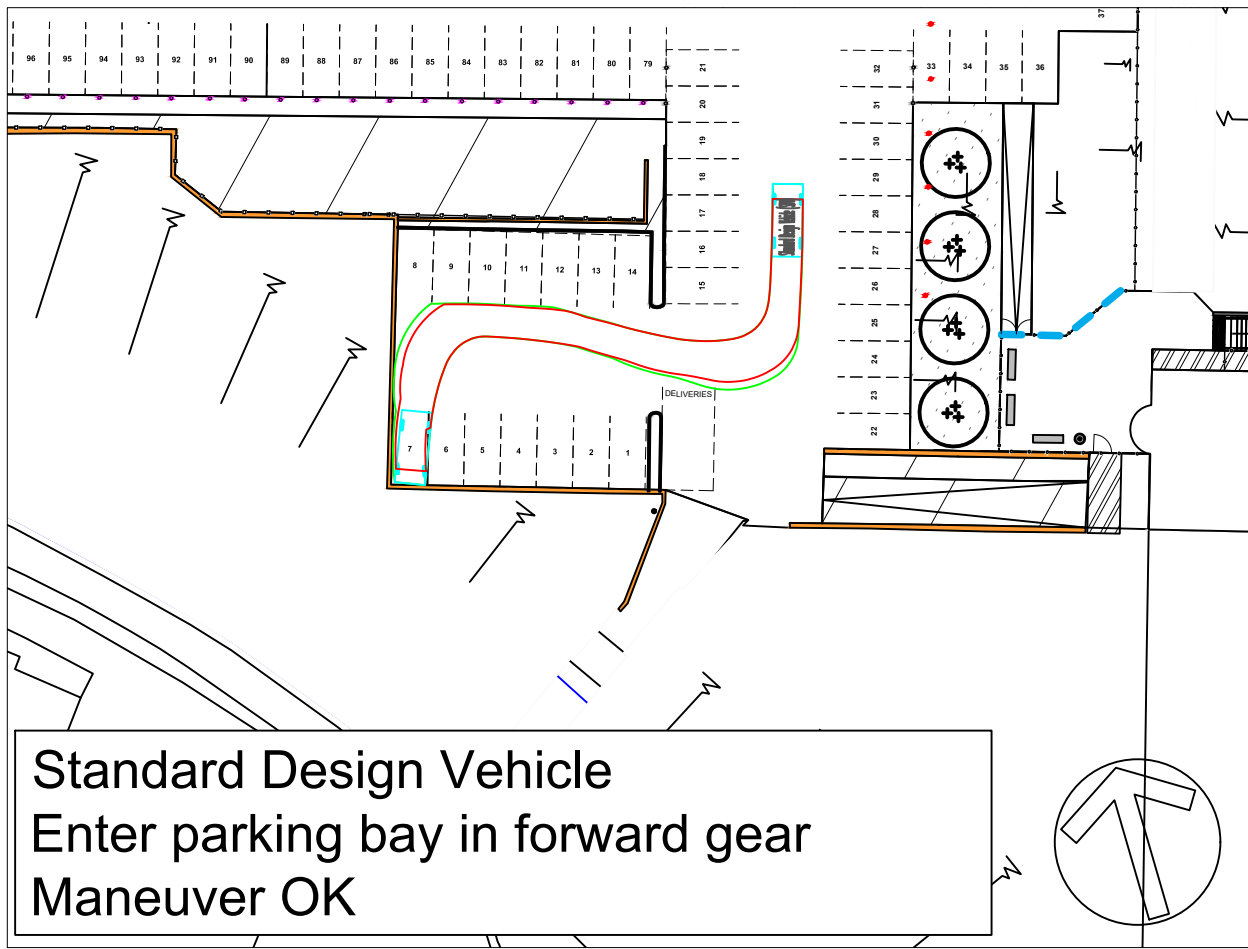
Standard Design Vehicle
Exiting Small Car Park, Blue Badge Bay
Maneuver OK



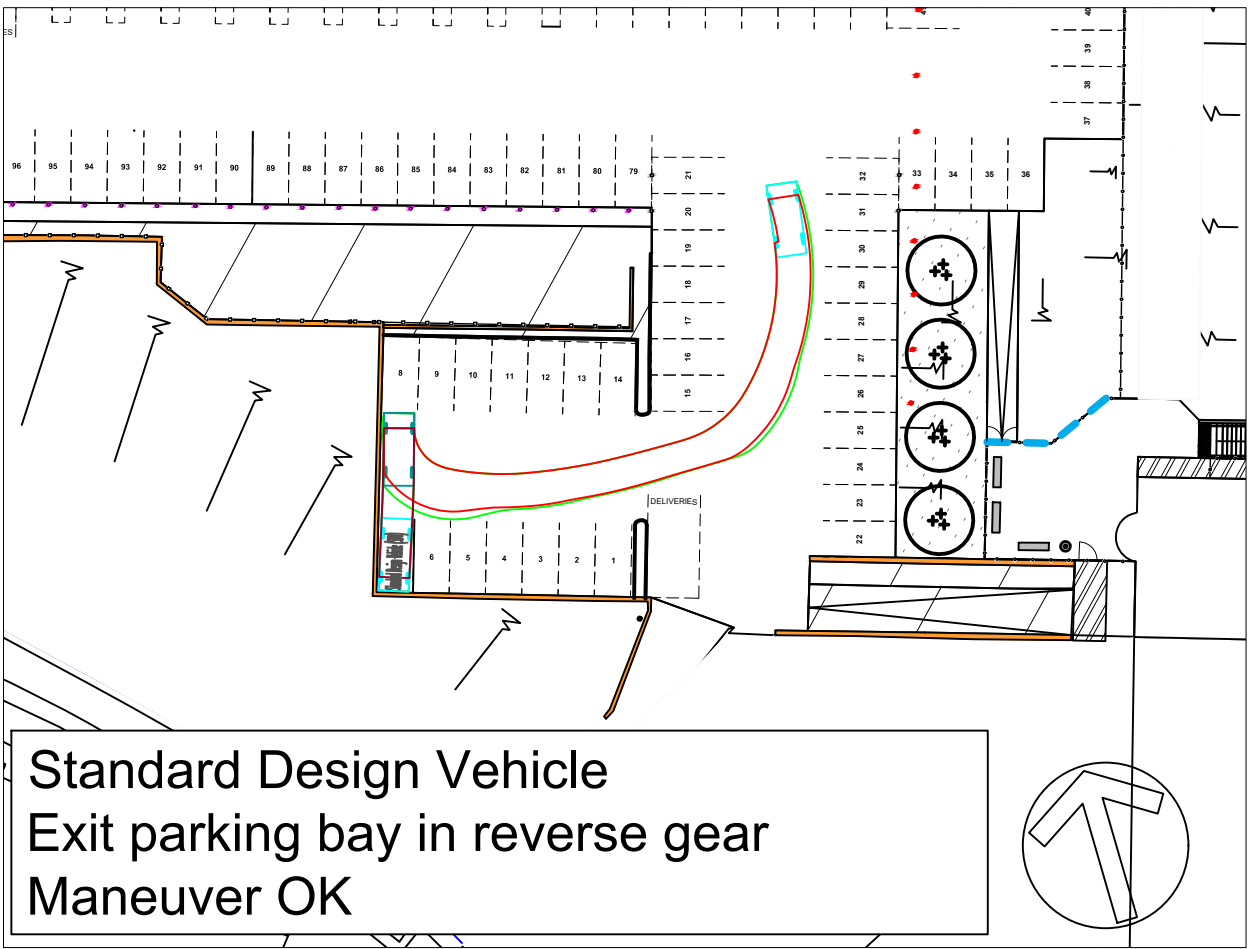
Standard Design Vehicle
Entering Nursery Car Park, Blue Badge Bay
Maneuver OK



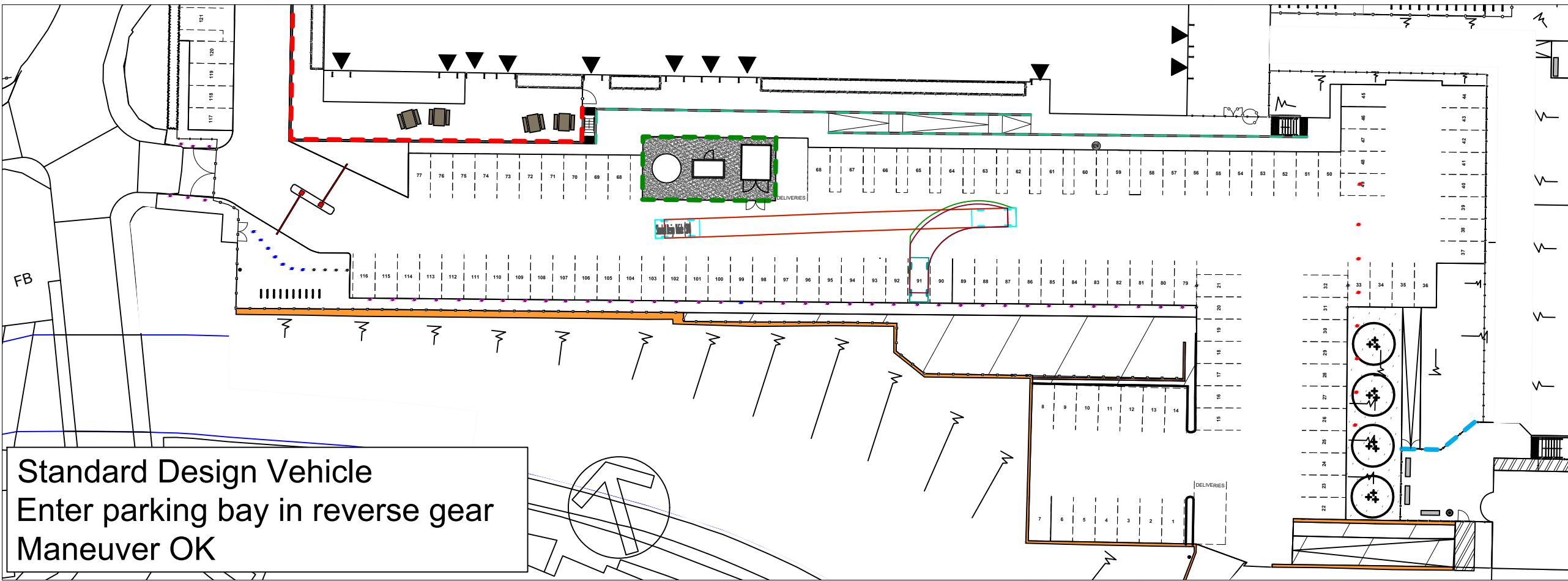
Standard Design Vehicle
Exiting Nursery Car Park, Blue Badge Bay
Maneuver OK



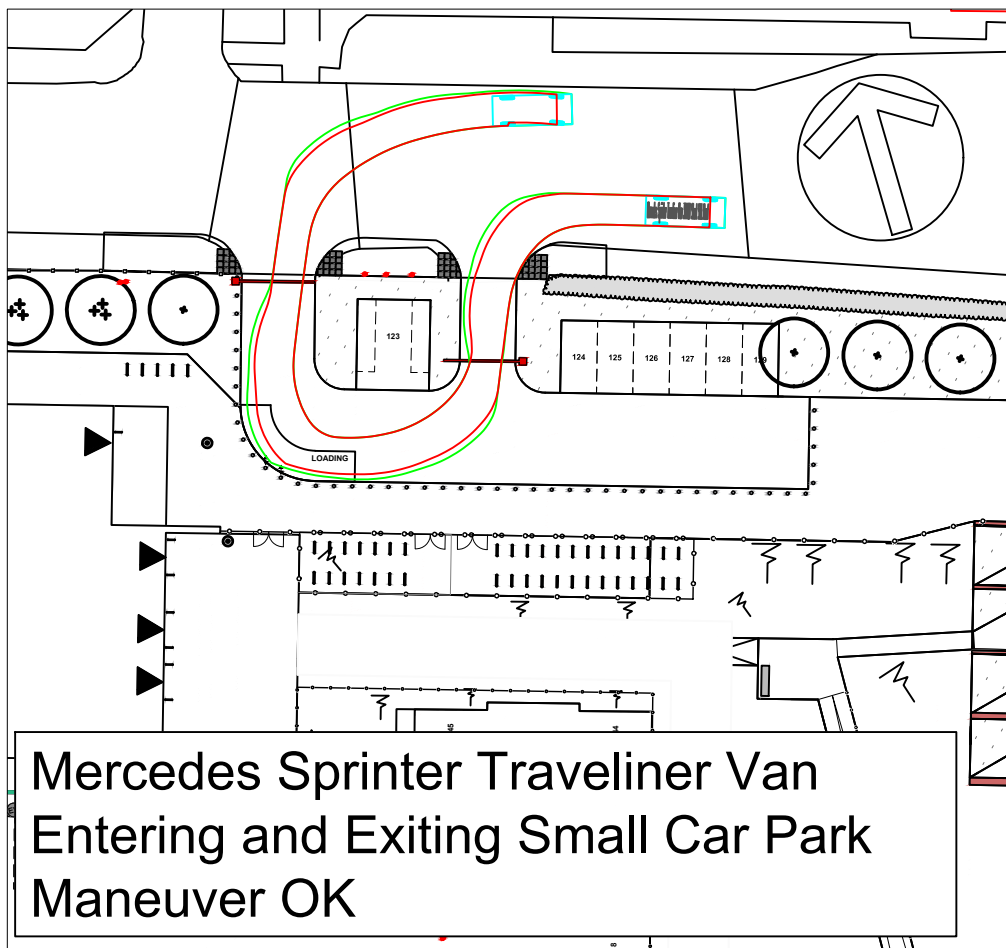
Standard Design Vehicle
Enter parking bay in forward gear
Maneuver OK



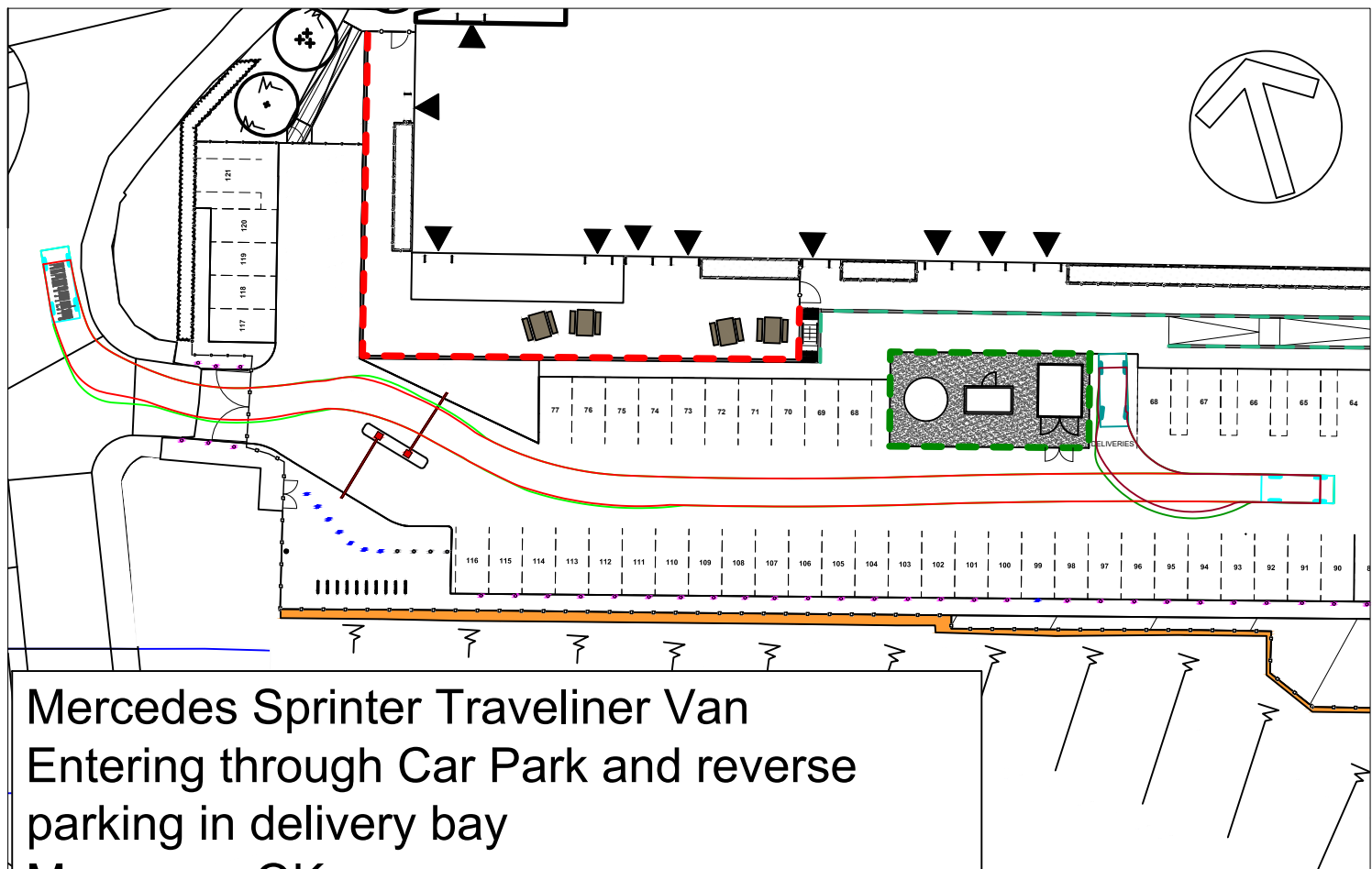
Standard Design Vehicle
Exit parking bay in reverse gear
Maneuver OK



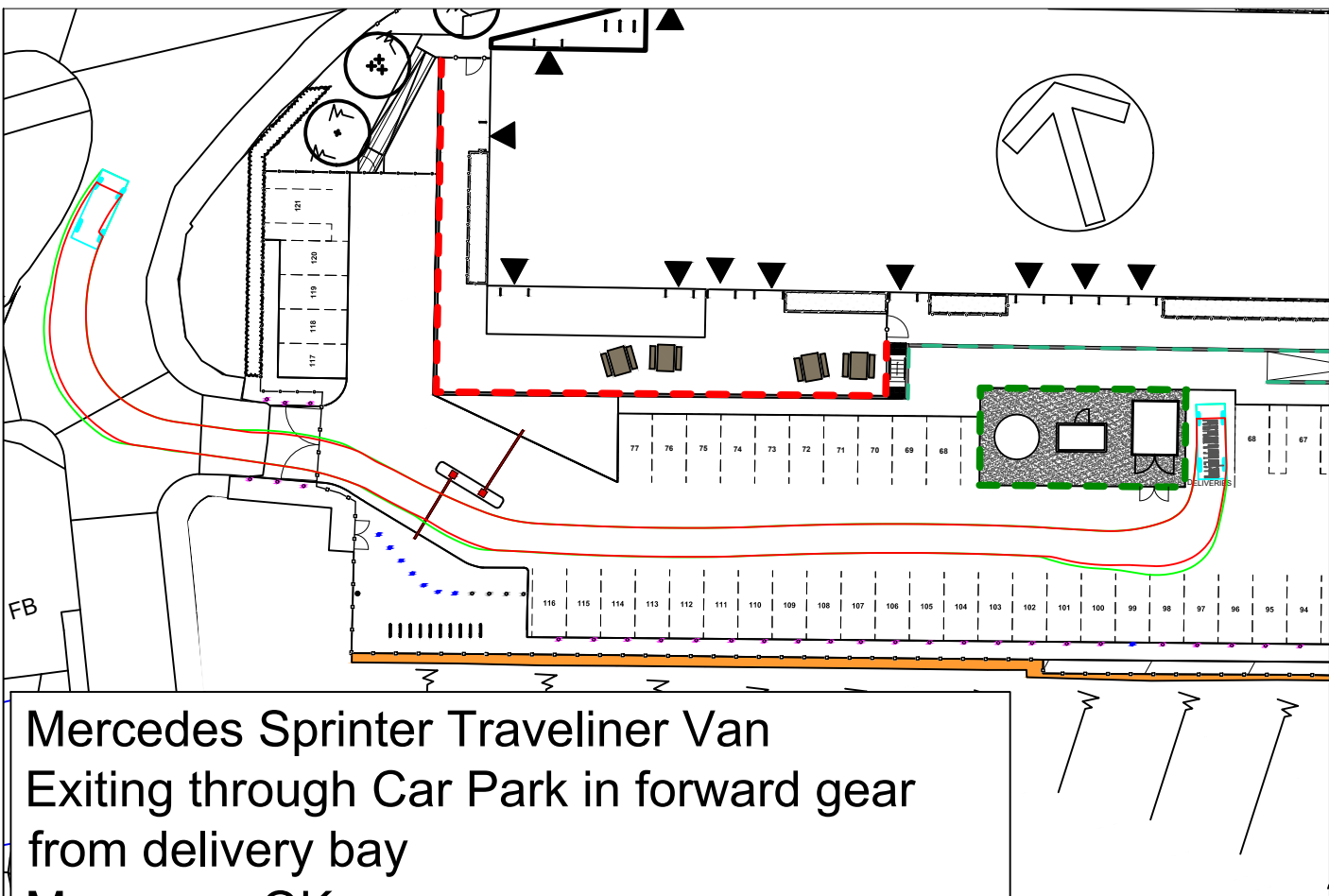
Standard Design Vehicle
Enter parking bay in reverse gear
Maneuver OK



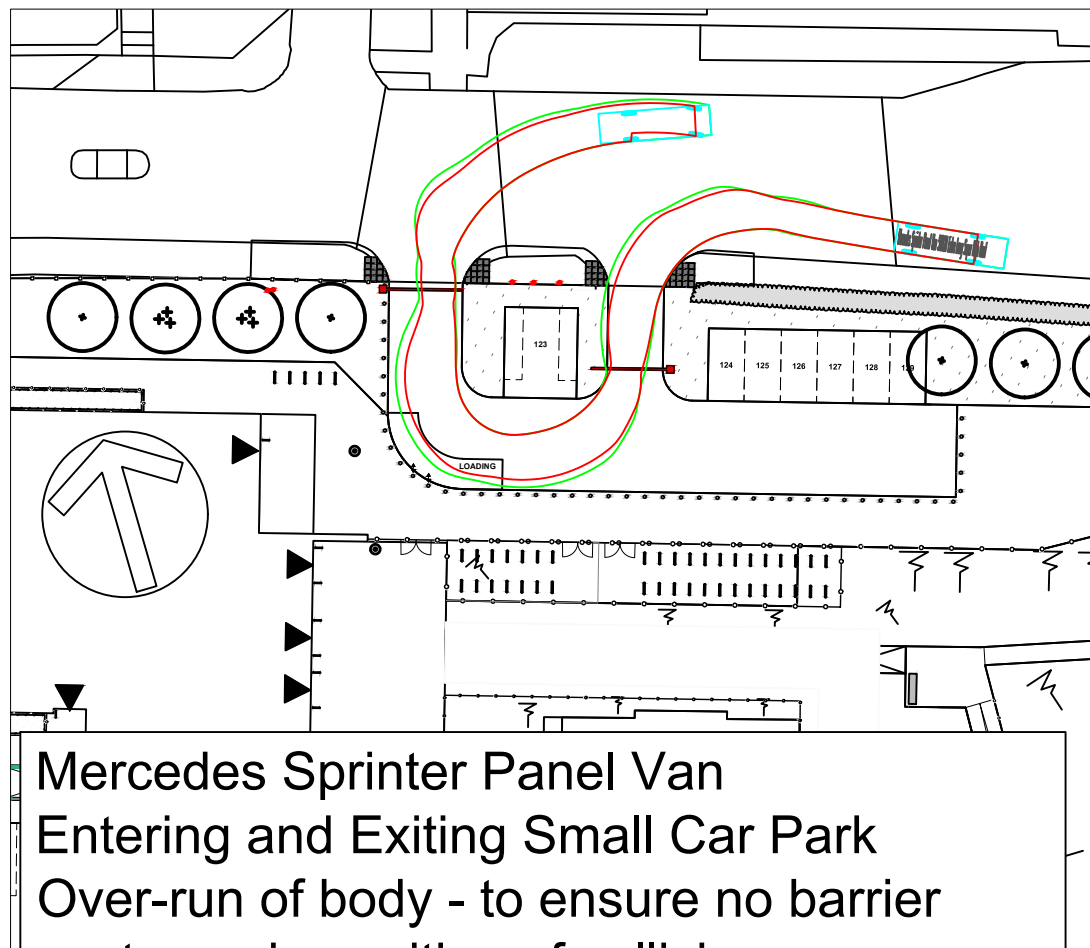
Mercedes Sprinter Traveliner Van
Entering and Exiting Small Car Park
Maneuver OK



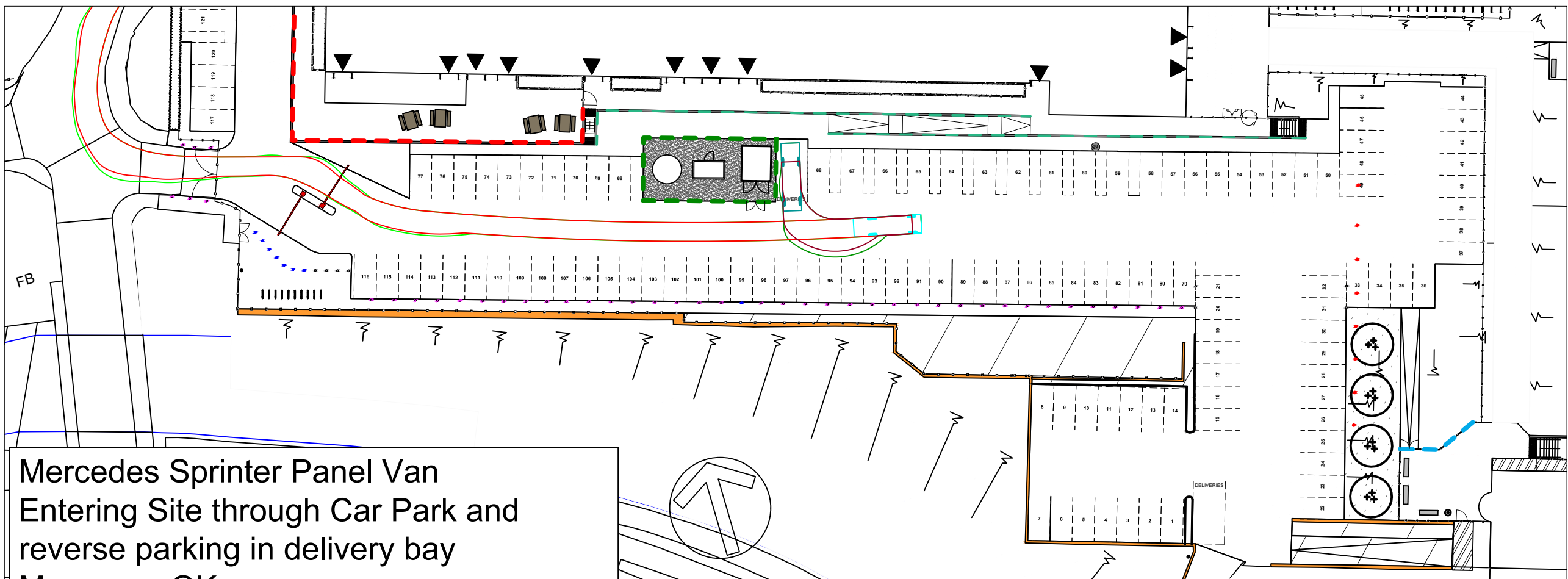
Mercedes Sprinter Traveliner Van
Entering through Car Park and reverse
parking in delivery bay
Maneuver OK



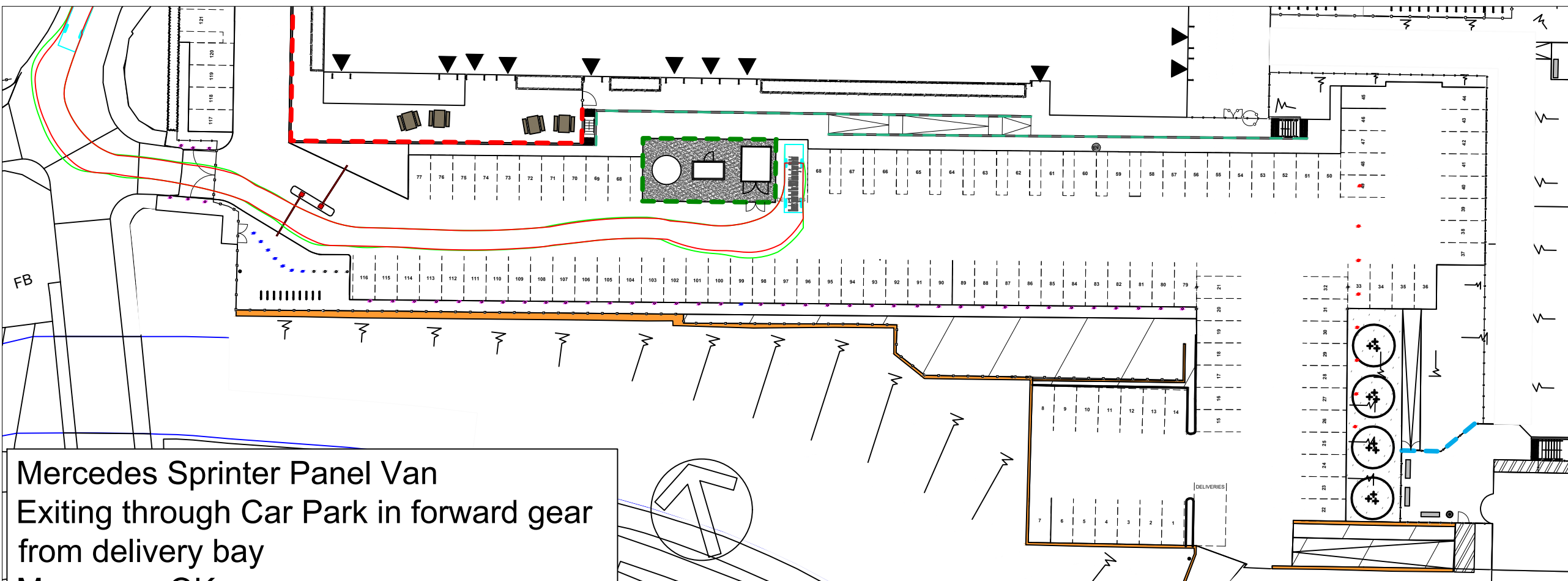
Mercedes Sprinter Traveliner Van
Exiting through Car Park in forward gear
from delivery bay
Maneuver OK



Mercedes Sprinter Panel Van
Entering and Exiting Small Car Park
Over-run of body - to ensure no barrier
posts are in position of collision



Mercedes Sprinter Panel Van
Entering Site through Car Park and
reverse parking in delivery bay
Maneuver OK



Mercedes Sprinter Panel Van
Exiting through Car Park in forward gear
from delivery bay
Maneuver OK

- Notes
- All dimensions in millimetres unless otherwise stated.
 - All Swept path run at 5kph **Forward** and 2.5kph **Reverse**.
 - This drawing is based upon proposed layout plan number FE0012-ALA-XX-XX-D-L-0029 P03 (Issued by Ares Landscape Architects Ltd on 04/04/2025)

Standard Design Vehicle (SDV)

FTA Design 7.5 Tonne Rigid Vehicle (2016)

FTA Design 13/18 Tonne Rigid Vehicle (2016)

DB32 Fire Appliance

LFB Pumping Appliance

Mercedes Sprinter Traveliner Van

Mercedes Sprinter Panel Van

DB32 Refuse Vehicle

Coventry Refuse Vehicle

Swept Path Key

- Extent of Vehicle Wheels Swept Path (forward)
- Extent of Vehicle Wheels Swept Path (forward)
- Extent of Vehicle Wheels Swept Path (reverse)
- Extent of Vehicle Wheels Swept Path (reverse)

P05	04/25	LM	Third Revised Layout	JD	IY
P04	03/25	LM	Second Revised Layout	JD	IY
P03	02/25	LM	Revised Layout	JD	IY
P02	11/24	JD	Second Issue	LM	IY
P01	11/24	JD	First Issue	IY	IY
Rev	Date	Drawn	Description	Ch'kd	App'd



Project.
Willmott Dixon Construction Ltd
Hopwood Hall College

Drawing Title.
Site Landscape Plan
Swept Paths

Sheet 3 of 3

AutoCAD Location.		70166 - Hopwood Hall College/ 10/ Surveys&Drawings/ Drawings	
Designed By LM	Checked By JD	Approved By IY	
Date 04/25	Date 04/25	Date 04/25	
Scale at A1 1:500	Status S5	Rev P05	
Drawing No.		FE0012-FCL-XX-XX-D-H-0003	



Appendix C

RTC Data



Validated Data

Highest Injury Severity: Serious

Highway Authority: Rochdale

Local Authority: Rochdale

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Dual carriageway

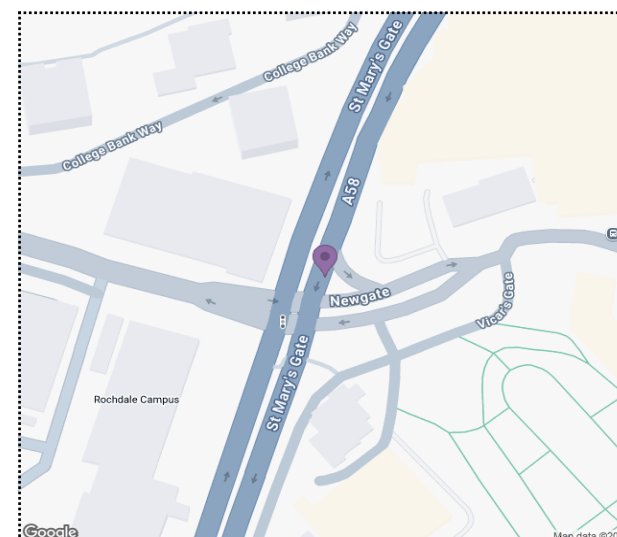
Junction Control: Auto traffic signal

Road Number: A58

Casualties: 4

Vehicles: 2

OS Grid Reference: 389408 413418



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Male	21 - 25	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Saturday, June 1, 2019

Time of Crash: 11:43:00

Crash Reference: 201906P157902

Highest Injury Severity: Slight

Road Number: U

Casualties: 2

Highway Authority: Rochdale

Vehicles: 4

Local Authority: Rochdale

OS Grid Reference: 389172 413463

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

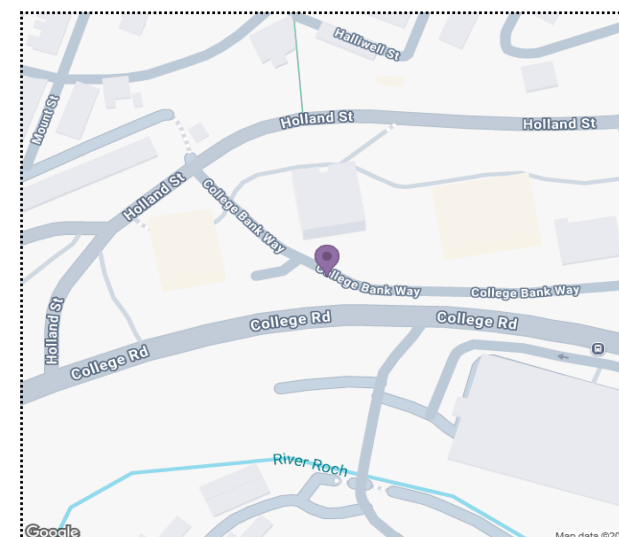
Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown

Vehicles Involved



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, June 1, 2019

Time of Crash: 11:43:00

Crash Reference: 201906P157902

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Unknown	Unknown	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	Parked vehicle	None
2	Car (excluding private hire cars 2005 onwards)	12	Male	66 - 75	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	6	Female	26 - 35	Vehicle is parked in the carriageway	Front	Unknown	None	None
4	Car (excluding private hire cars 2005 onwards)	-1	Male	26 - 35	Vehicle is parked in the carriageway	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Sunday, June 23, 2019

Time of Crash: 13:13:00

Crash Reference: 201906P158651

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Rochdale

Vehicles: 2

Local Authority: Rochdale

OS Grid Reference: 389520 413580

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

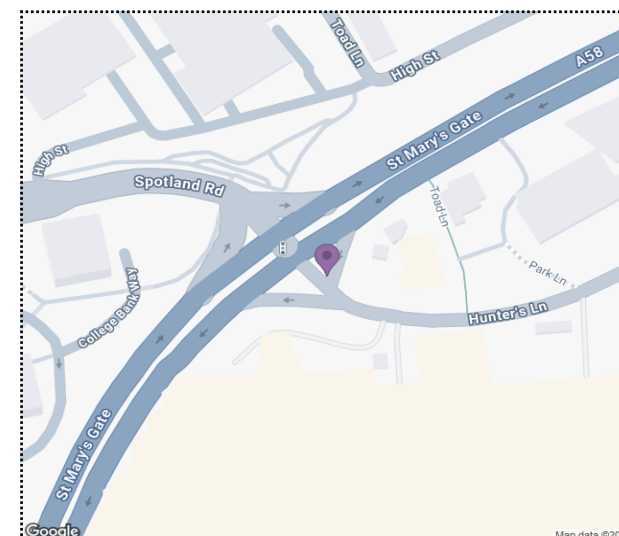
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Unknown

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, June 23, 2019

Time of Crash: 13:13:00

Crash Reference: 201906P158651

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	11	Unknown	Unknown	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

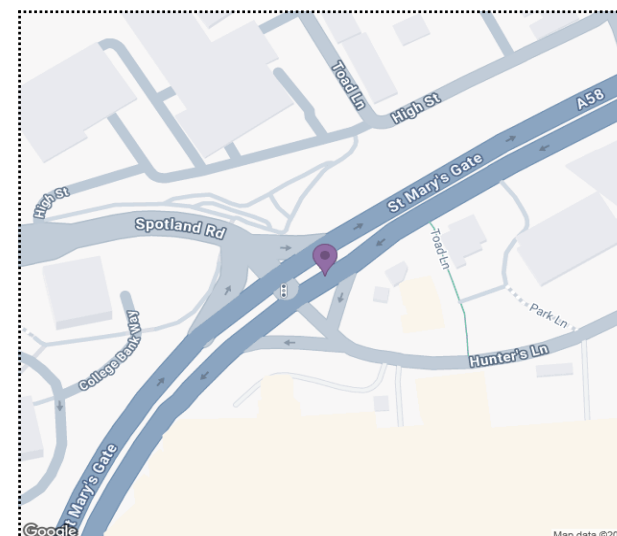
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Sunday, October 27, 2019	Time of Crash:	19:15:00	Crash Reference:	201906P158823
Highest Injury Severity:	Slight	Road Number:	A58	Casualties:	1
Highway Authority:	Rochdale			Vehicles:	1
Local Authority:	Rochdale			OS Grid Reference:	389519 413597
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, October 27, 2019

Time of Crash:

19:15:00

Crash Reference: 201906P158823

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	10	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Wednesday, July 10, 2019

Time of Crash: 12:05:00

Crash Reference: 201906P158944

Highest Injury Severity: Slight

Road Number: A58

Casualties: 1

Highway Authority: Rochdale

Vehicles: 2

Local Authority: Rochdale

OS Grid Reference: 389313 413132

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

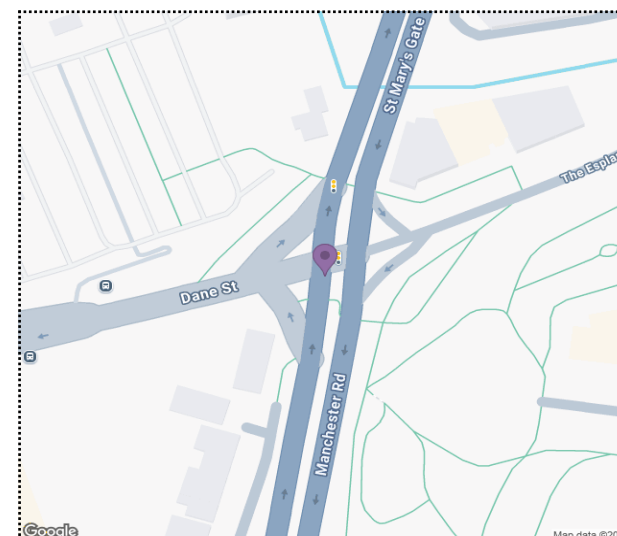
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Dual carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, July 10, 2019

Time of Crash: 12:05:00

Crash Reference: 201906P158944

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	2	Male	26 - 35	Vehicle is in the act of turning right	Front	Journey as part of work	Bollard/Refuge	Road sign/Traffic signal
2	Car (excluding private hire cars 2005 onwards)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Wednesday, July 31, 2019

Time of Crash: 08:19:00

Crash Reference: 201906P160255

Highest Injury Severity: Serious

Road Number: U

Casualties: 1

Highway Authority: Rochdale

Vehicles: 1

Local Authority: Rochdale

OS Grid Reference: 388906 413262

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

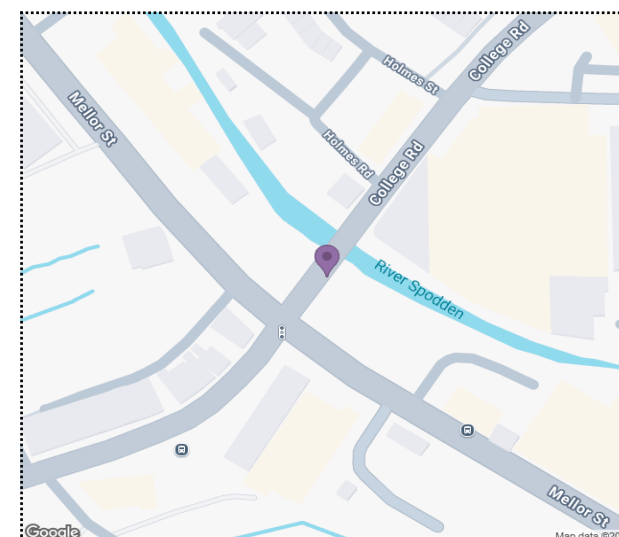
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, July 31, 2019

Time of Crash:

08:19:00

Crash Reference: 201906P160255

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle Å over 50cc and up to 125cc (1999 onwards)	4	Male	21 - 25	Vehicle is slowing down or stopping	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	16 - 20	In carriageway, crossing elsewhere	Crossing from driver's offside - masked by parked or stationary vehicle

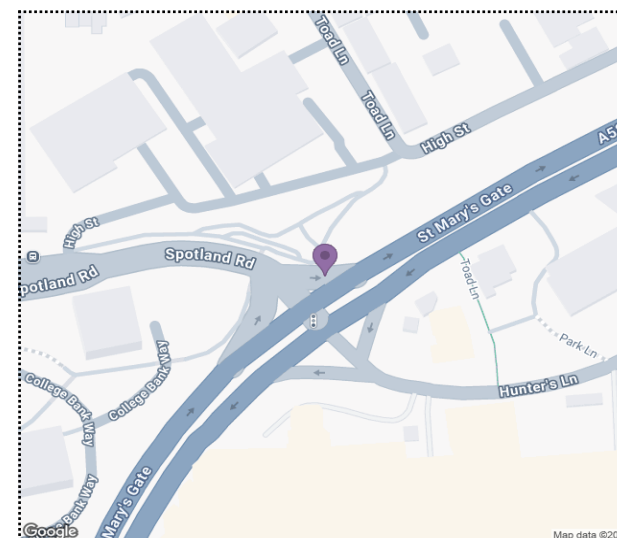
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Friday, August 16, 2019	Time of Crash:	16:30:00	Crash Reference:	201906P160788
Highest Injury Severity:	Slight	Road Number:	A680	Casualties:	1
Highway Authority:	Rochdale	Vehicles:	2	OS Grid Reference:	389508 413609
Local Authority:	Rochdale				
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, August 16, 2019

Time of Crash: 16:30:00

Crash Reference: 201906P160788

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Unknown	36 - 45	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Male	16 - 20	Vehicle is in the act of turning left	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

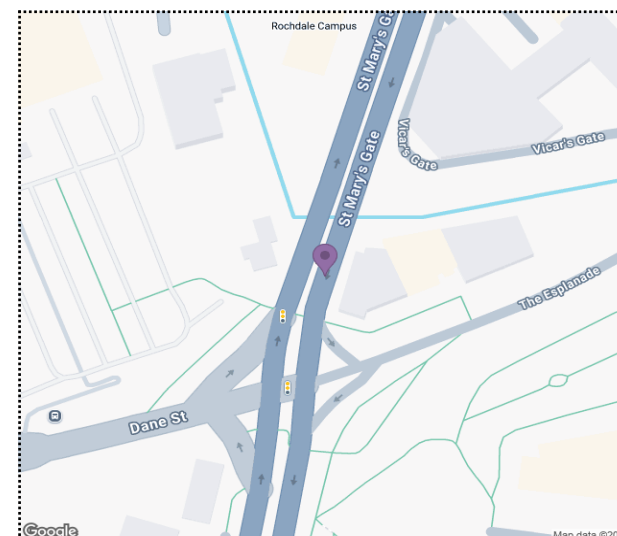
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Saturday, November 9, 2019	Time of Crash:	12:28:00	Crash Reference:	201906P164289
Highest Injury Severity:	Slight	Road Number:	A58	Casualties:	2
Highway Authority:	Rochdale			Vehicles:	2
Local Authority:	Rochdale			OS Grid Reference:	389332 413184
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, November 9, 2019

Time of Crash: 12:28:00

Crash Reference: 201906P164289

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	16	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	2	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Friday, December 6, 2019

Time of Crash: 18:00:00

Crash Reference: 201906P166762

Highest Injury Severity: Serious

Road Number: U

Casualties: 1

Highway Authority: Rochdale

Vehicles: 2

Local Authority: Rochdale

OS Grid Reference: 389078 413424

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

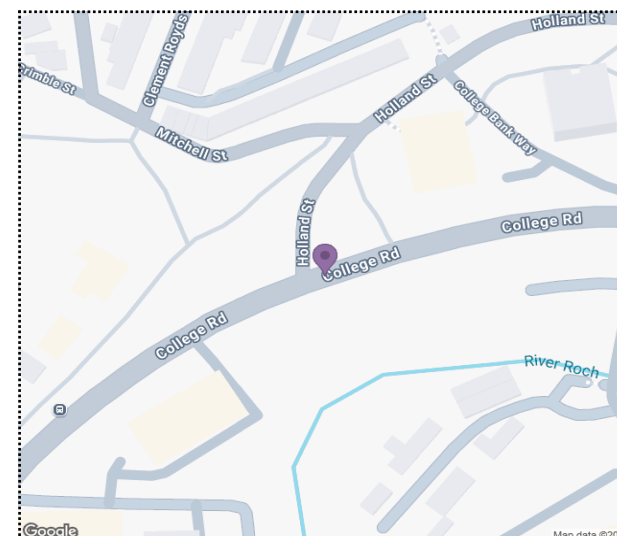
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Friday, December 6, 2019

Time of Crash: 18:00:00

Crash Reference: 201906P166762

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Female	66 - 75	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Monday, January 6, 2020

Time of Crash: 16:09:00

Crash Reference: 202006P167190

Highest Injury Severity: Slight

Road Number: A680

Casualties: 1

Highway Authority: Rochdale

Vehicles: 1

Local Authority: Rochdale

OS Grid Reference: 389506 413608

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

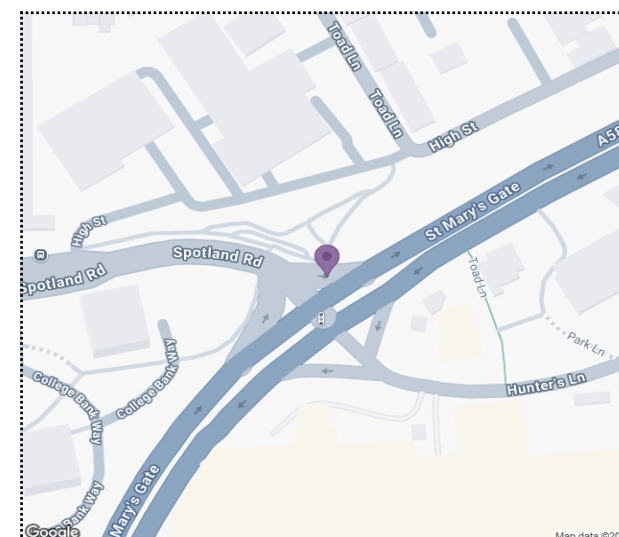
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Footbridge or subway

Road Type: Dual carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Monday, January 6, 2020

Time of Crash:

16:09:00

Crash Reference: 202006P167190

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	3	Female	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Saturday, March 14, 2020

Time of Crash: 11:08:00

Crash Reference: 202006P169976

Highest Injury Severity: Serious

Road Number: U

Casualties: 2

Highway Authority: Rochdale

Vehicles: 1

Local Authority: Rochdale

OS Grid Reference: 389102 413430

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

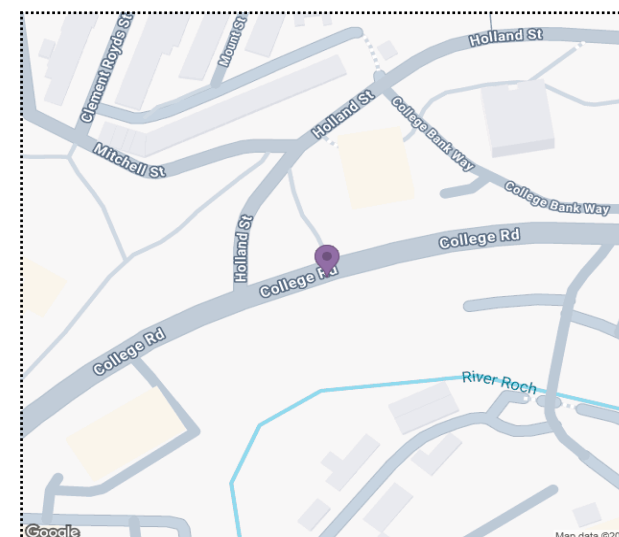
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, March 14, 2020

Time of Crash:

11:08:00

Crash Reference: 202006P169976

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	5	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

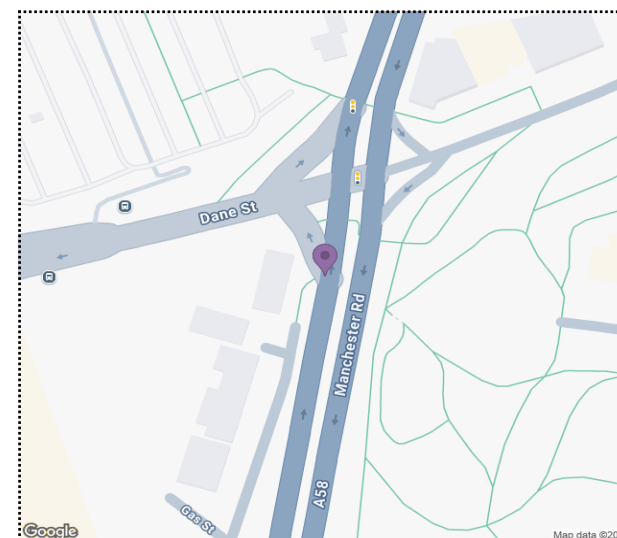
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Highest Injury Severity:	Serious	Road Number:	A58	Casualties:	1
Highway Authority:	Rochdale			Vehicles:	1
Local Authority:	Rochdale			OS Grid Reference:	389306 413100
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Wednesday, October 14, 2020

Time of Crash: 23:05:00

Crash Reference: 202006P176553

Highest Injury Severity: Serious

Road Number: A58

Casualties: 1

Highway Authority: Rochdale

Vehicles: 2

Local Authority: Rochdale

OS Grid Reference: 389323 413143

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Darkness: street lights present and lit

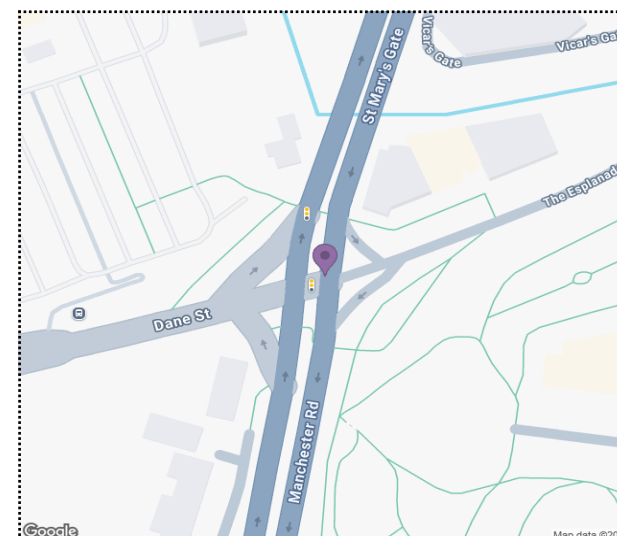
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Dual carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, October 14, 2020

Time of Crash: 23:05:00

Crash Reference: 202006P176553

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle A over 50cc and up to 125cc (1999 onwards)	12	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Female	16 - 20	Vehicle is moving off	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, November 27, 2020

Time of Crash: 17:39:00

Crash Reference: 202006P178053

Highest Injury Severity: Serious

Road Number: U

Casualties: 1

Highway Authority: Rochdale

Vehicles: 2

Local Authority: Rochdale

OS Grid Reference: 389080 413424

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

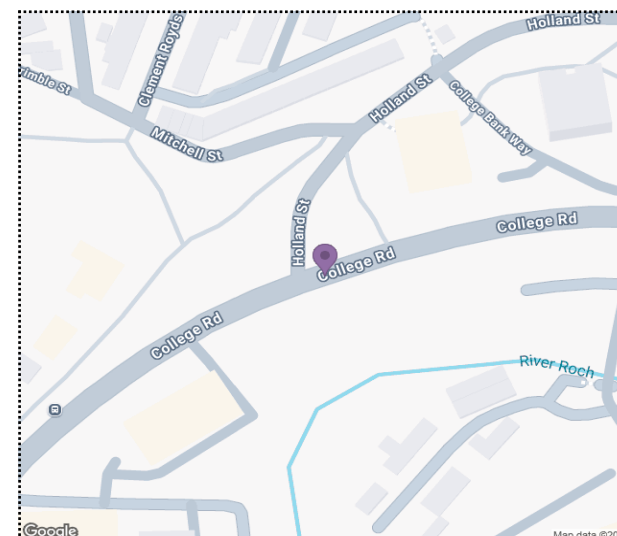
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Friday, November 27, 2020

Time of Crash: 17:39:00

Crash Reference: 202006P178053

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle Å over 50cc and up to 125cc (1999 onwards)	0	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Male	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

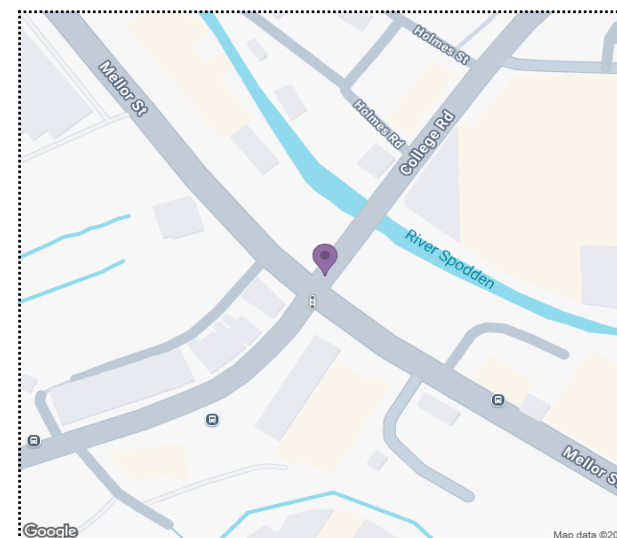
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Monday, March 28, 2022	Time of Crash:	13:30:00	Crash Reference:	2022061162215
Highest Injury Severity:	Slight	Road Number:	B6222	Casualties:	1
Highway Authority:	Rochdale	Vehicles:	2	OS Grid Reference:	388894 413252
Local Authority:	Rochdale				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Monday, March 28, 2022

Time of Crash: 13:30:00

Crash Reference: 2022061162215

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	5	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

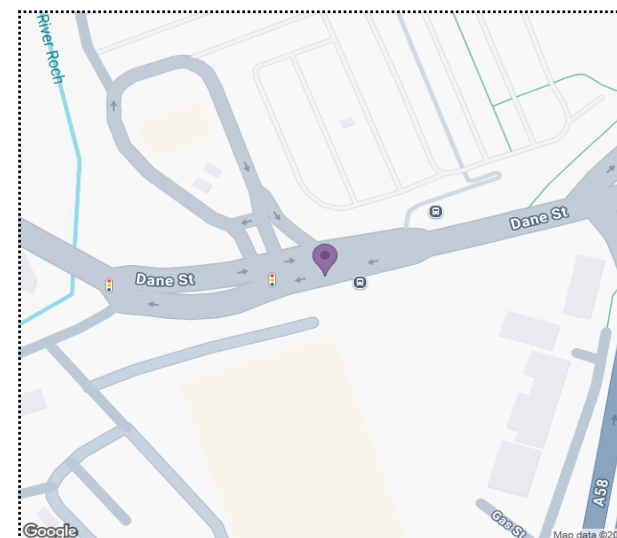
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Tuesday, July 5, 2022	Time of Crash:	16:05:00	Crash Reference:	2022061202626
Highest Injury Severity:	Slight	Road Number:	A6060	Casualties:	1
Highway Authority:	Rochdale	Vehicles:	2	OS Grid Reference:	389191 413104
Local Authority:	Rochdale				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Multiple junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, July 5, 2022

Time of Crash: 16:05:00

Crash Reference: 2022061202626

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Motorcycle over 500cc A (2005 onwards)	14	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Friday, September 23, 2022

Time of Crash: 07:50:00

Crash Reference: 2022061231657

Highest Injury Severity: Slight

Road Number: B6222

Casualties: 3

Highway Authority: Rochdale

Vehicles: 2

Local Authority: Rochdale

OS Grid Reference: 389015 413388

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

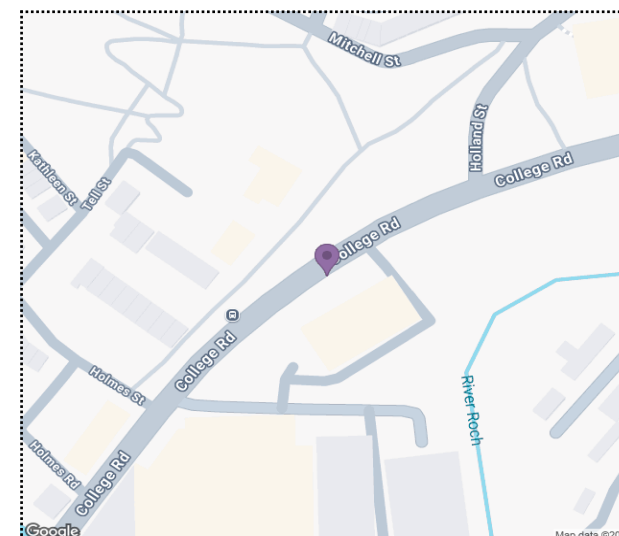
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown



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Validated Data

Crash Date:

Friday, September 23, 2022

Time of Crash: 07:50:00

Crash Reference: 2022061231657

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Female	36 - 45	Vehicle is parked in the carriageway	Unknown (2005 onwards)	Taking pupil to/from school	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, May 20, 2023

Time of Crash: 19:45:00

Crash Reference: 2023061309581

Highest Injury Severity: Serious

Road Number: B6222

Casualties: 1

Highway Authority: Rochdale

Vehicles: 2

Local Authority: Rochdale

OS Grid Reference: 388898 413259

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

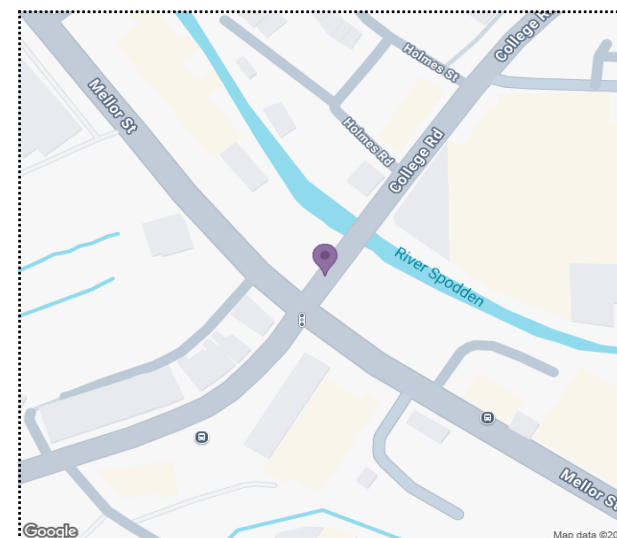
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, May 20, 2023

Time of Crash:

19:45:00

Crash Reference: 2023061309581

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

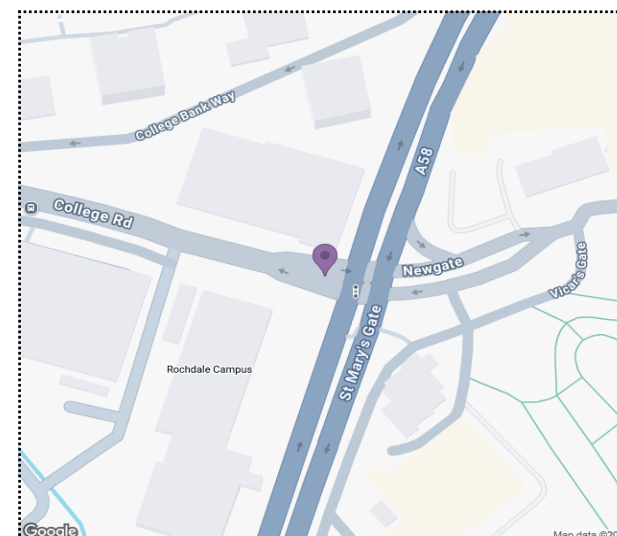
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Monday, September 18, 2023	Time of Crash:	14:30:00	Crash Reference:	2023061355016
Highest Injury Severity:	Slight	Road Number:	B6222	Casualties:	1
Highway Authority:	Rochdale	Vehicles:	2	OS Grid Reference:	389381 413408
Local Authority:	Rochdale				
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Multiple junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Monday, September 18, 2023

Time of Crash: 14:30:00

Crash Reference: 2023061355016

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	10	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	19	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

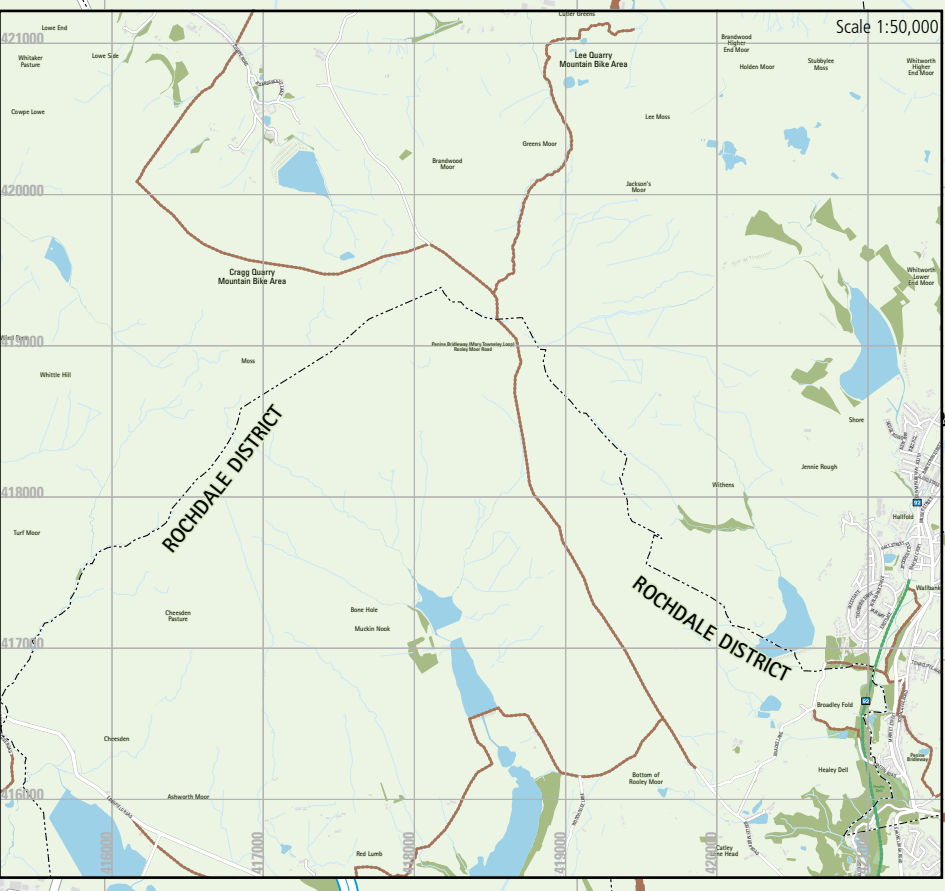
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Appendix D

Rochdale Cycle Map



Map 4 of 10 covering all of Greater Manchester

October 2024

Rochdale town centre, Heywood, Littleborough, Middleton, Milnrow

Rochdale

Cycle map

BEE NETWORK

4 MAP

BEE NETWORK

Cycle maps

The Bee Network's cycle network is divided into 10 areas with a map for each. All maps are available to download from beenetWORK.com/cycling or by scanning the QR code. You can also pick them up from your local Information and Ticket office.

Road signs

- Route for cycles only
- Route shared with pedestrians (no separation)
- Route shared with pedestrians (cycle track & footpath are separate)
- Mandatory cycle lane (motor vehicles must not enter the lane during hours of operation)
- Advisory cycle lane (motor vehicles should not enter this lane unless it is unavoidable)
- Bus and cycle lane
- Tram and cycles only
- Directions on recommended route
- National Cycle Network (NCN) Route number
- National Cycle Network Regional Route number
- Cycle parking
- No motor vehicles (cycling permitted)
- No cycling

Advanced stop lines

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Map 4: Rochdale

Walking time: 0 1 2 3 4 5 6 7 8 9 10 minutes

Cycling time: 0 1 2 3 4 5 6 7 8 9 10 minutes

Scale: 0 200m 400m 600m 800m 1000m 12 mile

Every map has been taken to ensure that the information given on these maps is correct as of June 2016. Contains Ordnance Survey data. © Crown copyright and database right 2016.

