

Allied Property Group

Proposed Residential Development, Duke Street Mill, Rochdale

Transport Statement

240127

FEBRUARY 2025



SCP GENERAL NOTES

Project No.: 240127-TS(0.1)

Title: Proposed Residential Development, Duke Street Mill, Rochdale, Transport Statement

Client: Allied property Group

Author	<u>RR / EW</u>	Reviewer	<u>GW</u>
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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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- 1 Accident data
- 2 Proposed Site Layout

1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Allied property Group to provide highway, traffic and transport advice in support of an application for the conversion of an existing mill building into a 64 unit residential development on land at Duke Street Mill, Rochdale.
- 1.2 The location of the application site in relation to the wider highway network is shown on **Figure 1.1** below:



Source: Google Maps

- 1.3 The site location in a more local context is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Local Highway Network



Source: Bing Maps

Purpose and Structure of Report

- 1.4 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and accessibility perspective.
- 1.5 The TS has been prepared in accordance with the Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).
- 1.6 The structure of this report is as follows:-
 - Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 4 – defines the development proposals including the proposed access and servicing arrangements;
 - Chapter 5 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

General

- 2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location and Composition

- 2.2 The site is located off Whitworth Road approximately 600m north of Rochdale town centre and 9.8km north east of Bury. The site is bordered by Princess Street to the north, Duke Street to the east, Queen Street to the south, and Whitehall Street to the west.

Local Transport Network

- 2.3 The A671 Whitworth Road runs for approximately 2.7km in a north-south direction, continuing to Burnley as Market Street and Burnley Road for approximately 20.2km. This links the site to the A646 to the north, and the A58 to the south.
- 2.4 The A671 is subject to a 30mph speed limit in both directions with variable 20mph zones during school drop off/pick up in the vicinity of the site. Along the A671 there is a 2 metre (m) wide pavement on both sides of the road. On the smaller roads surrounding the site the speed limits are 30mph although it is unlikely to be the actual average vehicle speed. There is a 2m wide pavement on the carriageways present on all sides of the site.
- 2.5 The A58 can be accessed approximately 2km to the south east of the site. It runs in a north east-south west direction from Prescot to Wetherby, connecting key destinations in Lancashire and Yorkshire. Locally, the A58 runs as a dual carriageway from the signalised crossroads with the A664 Rochdale Bypass to the south west of the site, for approximately 3.7km north east. Within around 1.3km, the A58 meets the Rochdale Bypass again at a roundabout to the north east of the site, and resumes as a dual carriageway for a short distance.

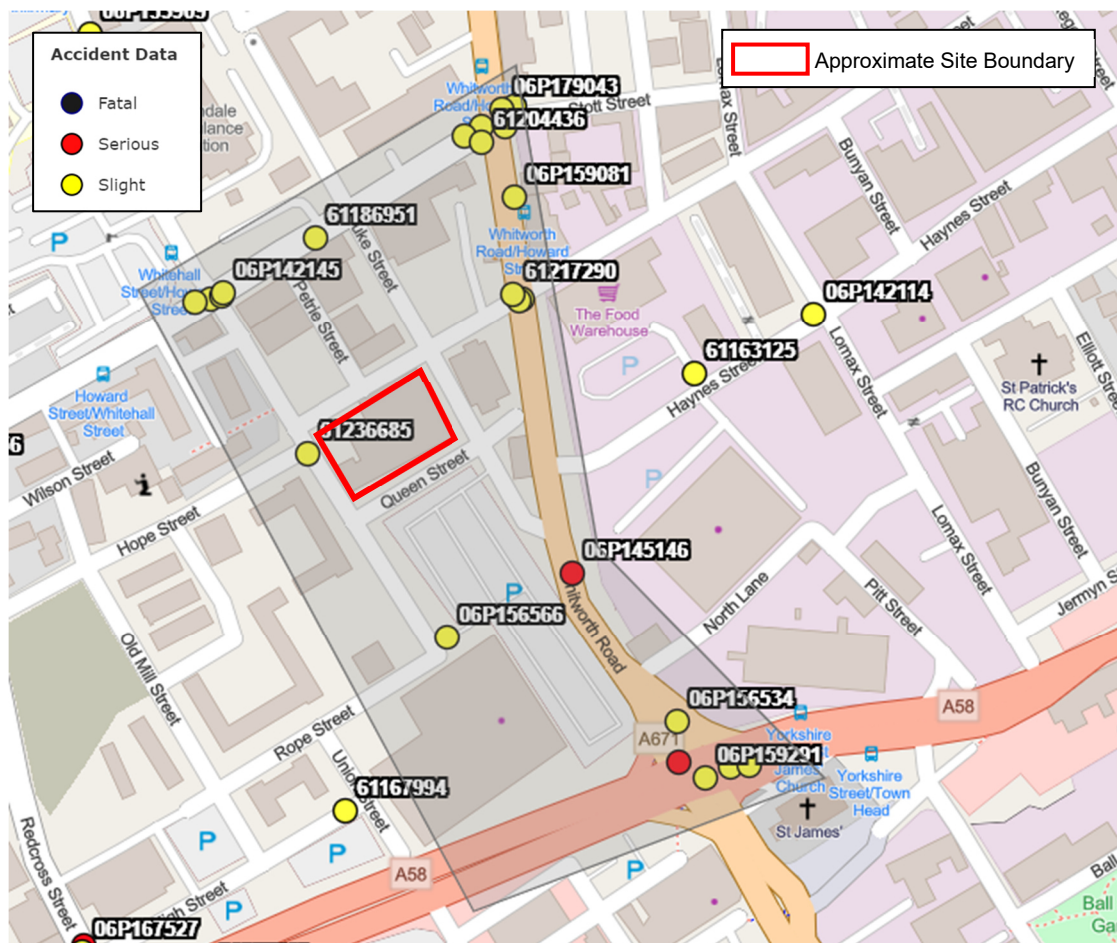
Road Safety

- 2.6 The NPPG states that, "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will

exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.

- 2.7 The Personal Injury Accident data for the local highway network has been obtained from ArcGIS for the most recently available five-year period from 1st January 2018 up to 31st December 2022.
- 2.8 The accident screening report can be found at [Appendix 1](#). The location and severity of the accidents is shown on [Figure 2.3](#) below.

Figure 2.3 – Road Safety Record



Source: ArcGIS

- 2.9 24 accidents were recorded within the study area, which encompasses the roads bordering the site, a section of Whitworth Road and its junction with the A58. Two of the accidents recorded were defined as serious incidents, with the rest recorded as slight. One slight incident occurred on a road bordering the site with the majority being at junctions on the main road.

- 2.10 The slight incident occurred in August 2022 at the Whitehall St/Hope St junction. It involved a vehicle which was going ahead and either approaching the junction or waiting/parked at the junction approach, when it collided into the nearside of a car which was also going ahead and approaching the junction or waiting/parked at the junction approach. The driver of the car suffered slight injuries as a result.
- 2.11 The earlier of the two serious incidents occurred to the south of the Whitworth Road/Duke Street T-junction in June 2018. It involved a collision between a car that was moving off, when it hit another vehicle that was waiting to go in the footway. The vehicle type has not been stated, however the driver or rider sustained serious injuries as a result.
- 2.12 The other serious incident occurred at the A58/Whitworth Road junction in April 2021 in darkness. It involved a car that was going ahead, when a head on collision occurred with another car that was moving off. The driver of the car that was going ahead suffered serious injuries as a result.
- 2.13 The evidence presented above and illustrated in **Figure 2.3** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3.0 SUSTAINABLE TRANSPORT APPRAISAL

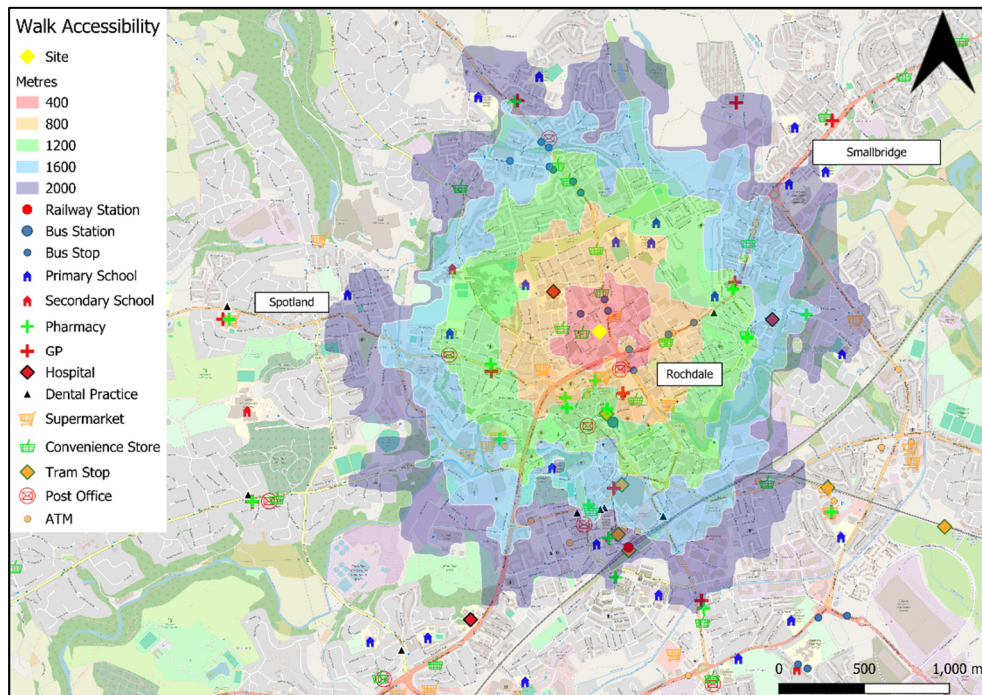
General

- 3.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrians

- 3.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.
- 3.4 The 2km walk distance isochrones is shown on **Figure 3.1** below.

Figure 3.1 – 2km Walking Accessibility Isochrones



Source: Basemap TRACC

- 3.5 It is acknowledged that due to the nature of the development, the majority of walking trips will comprise of residents walking to transport links for work and recreation, walking to local amenities, such as but not limited to supermarkets, banks and medical facilities.
- 3.6 The 2km walking distance, as seen within **Figure 3.1**, highlights the majority of the Rochdale area, extending out to Small Bridge and Spotland.
- 3.7 **Table 3.1** demonstrates some of the local facilities within an acceptable 2km walk distance of the site and shows that prospective residents will be able to access a wide range of facilities, without having to rely on the private car.

Table 3.1 – Local Facilities within 2km Walk Distance of the site

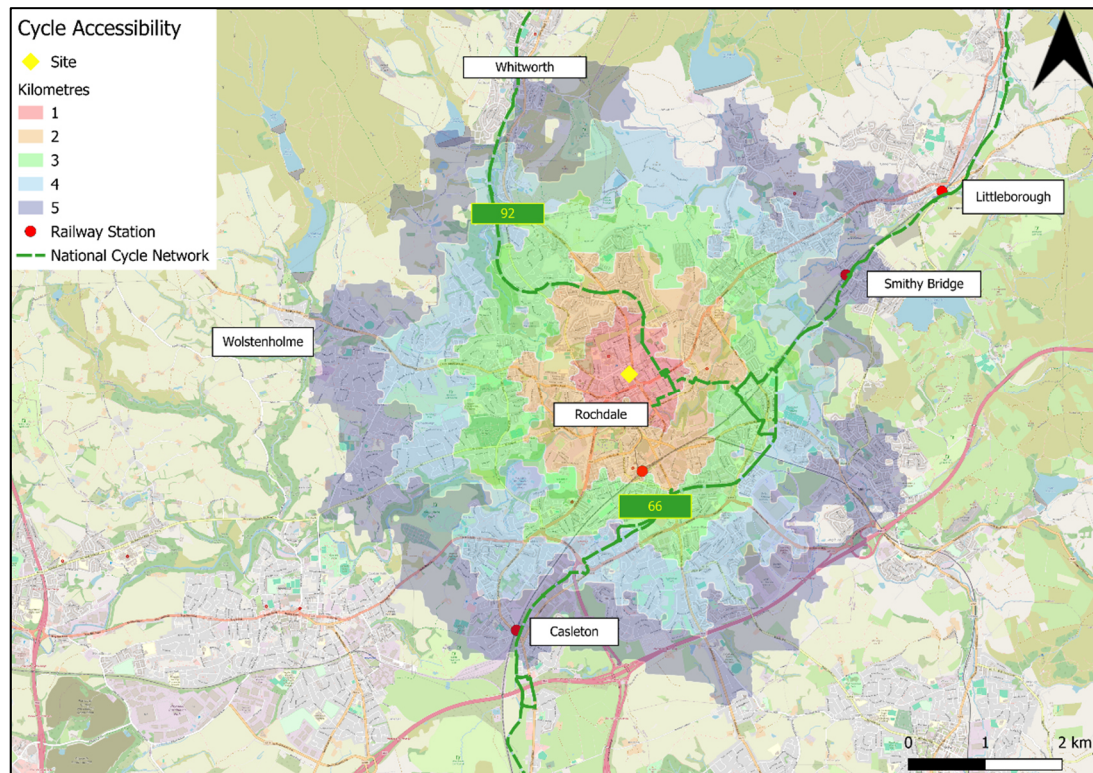
Facility	Name	Distance from Site
Supermarket	The Food Warehouse by Iceland, Haynes Street	80m
Bus Stop	Stott Street	130m
Convenience Store	Premier, Hope Street	150m
Convenience Store	Nisa Local, Howard Street	200m
Café	Whitworth Road Café, Whitworth Road	200m
Bus Stop	Howard Street/ Whitehall Street	250m
Post Office	Town Head Post Office	350m
GP Surgery	Yorkshire Street Surgery	350m
Hospital	Rochdale Infirmary, Whitehall Street	400m
Pharmacy	Rochdale Pharmacy, Yorkshire Street	450m
Pharmacy	Cohens Chemist, Yorkshire Street	500m
Open Space	Falinge Park, Sheriff Street	600m
Pub	Regent Snooker Club, Regent Street	650m
Pub	The Baum, Hunters Lane	650m
Bus Station	Rochdale Bus Station	800m
High School	Falinge Park High School	1.1km
Railway Station	Rochdale Train Station, Station Road	1.7km

- 3.8 In summary, the site is well located and surrounded by a good level of pedestrian infrastructure, meaning that residents will be able to access a range of amenities without having to rely on the private car.

Cycle Accessibility

- 3.9 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.10 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 3.2** below.

Figure 3.2 – 5km Cycle Accessibility Isochrones



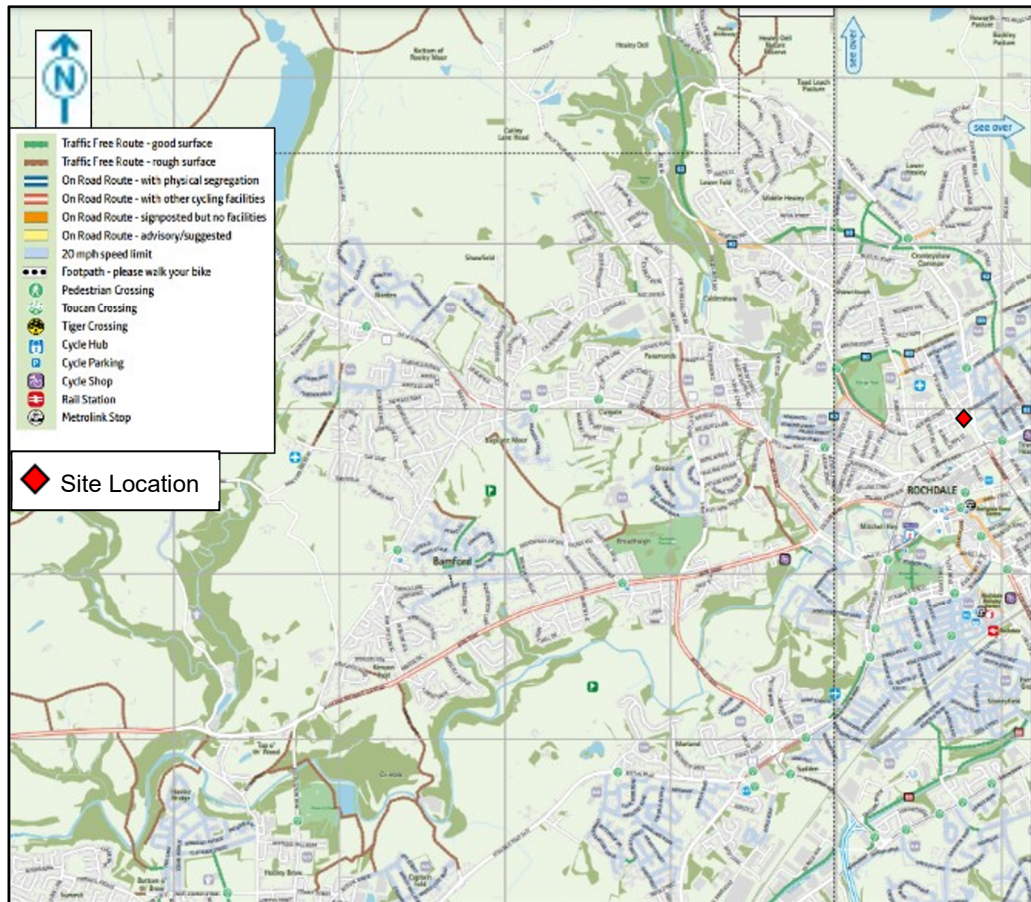
Source: Basemap TRACC

- 3.11 **Figure 3.2** illustrates that there are numerous areas that are within an acceptable cycling distance from the site, including but not limited to; Castleton, Smithy Bridge, and Wolstenholme.
- 3.12 The development site benefits from being within close proximity to National Cycle Route (NCR) 66 and 92. NCR 92 is approximately 400m east of the site and is

accessible on Regent Street for north-south journeys. NCR 66 can be accessed approximately 2.5km to the east of the site via the 92 route and Belfield Mill Lane.

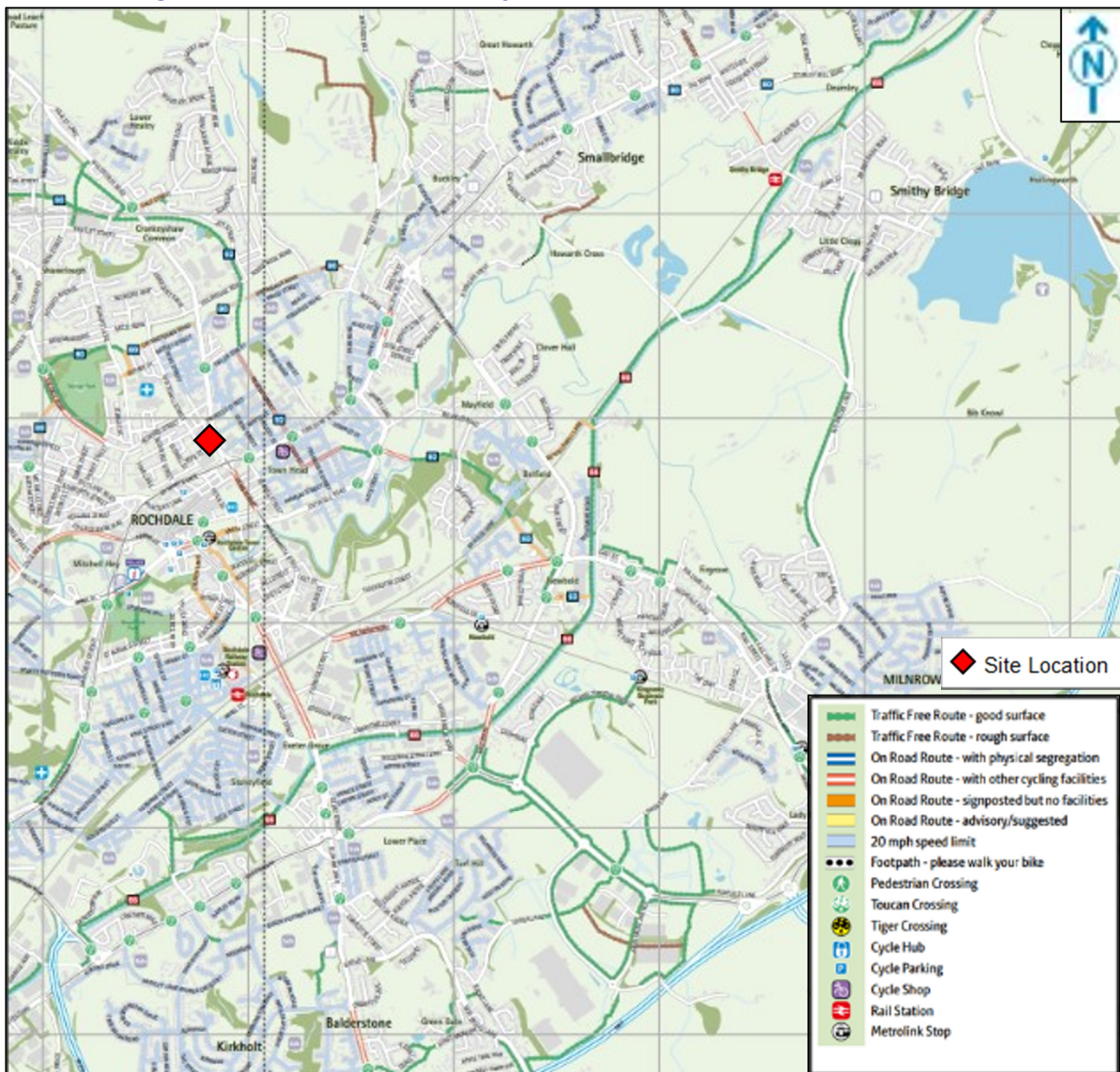
- 3.13 The Rochdale Cycle Map shows existing on-road and traffic-free cycle routes providing access in and around Rochdale, as shown on **Figure 3.3**.

Figure 3.3 – Rochdale Local Cycle Map (East)



Source: Transport for Greater Manchester

Figure 3.4 – Rochdale Local Cycle Map (West)



Source: Transport for Greater Manchester

- 3.14 **Figure 3.3 and Figure 3.4** identifies the local cycling facilities. There is a traffic free cycle route which runs through the town from Middleton to Littleborough passing by the railway station which can be accessed from the east of the site using NCR 92. There is also a route that runs northbound to Healey along the NCR 92 400m east from the site starting on Taylor Street.

- 3.15 On the A58/ Whitworth road controlled junction, provisions are in place for cyclists to cycle with the traffic. There are advanced stop lines (ASL- often referred to as cycle reservoirs) to allow cyclists to pull away ahead of the flow of traffic.
- 3.16 There are Toucan crossings present along the routes described, as well as on the Yorkshire Street/ George Street junction and the Whitworth Road/ Taylor Street junction, providing safe access to the traffic free cycle routes east of the site.
- 3.17 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Public Transport

Bus Accessibility

- 3.18 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "*Guidelines for Planning for Public Transport in Developments*" document identifies, at section 6.20, that "*Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.*"
- 3.19 The closest bus stop to the site is 'Stott Street' located on Whitworth Road 130m to the north of the site. This is served by the 440 and 464 bus service. This falls well within the 300m recommended by the CIHT.
- 3.20 The 456, 458, and 590 bus services can be accessed from the 'Yorkshire Street/ Ukrainian Church' bus stop located on Yorkshire Street, approximately 250m to the south east of the site.
- 3.21 **Table 3.2** below provides an overview of the relevant bus services available at the aforementioned bus stop along with the route and an average frequency for service intervals across the week.

Table 3.2 – Bus Service Summary

No.	Route	M-F		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-End	Average Freq.
'Stott Street- Whitworth Road							
440	Rochdale - Syke	06:48 – 21:57	60 mins	07:59 - 21:57	60 mins	10:57 – 21:57	60 mins
464	Rochdale - Accrington	05:29 – 22:51	15 mins	07:05 – 22:51	15 mins*	08:42 – 20:51	60 mins
Yorkshire Street/ Ukrainian Church- Yorkshire Street							
456	Belfield – Littleborough	08:34 -17:35	60 mins	09:35 -17:55	60 mins	-	-
458	Belfield to Littleborough via Hollingworth Lake	07:59 – 23:01	60 mins*	09:05 – 23:01	60 mins	09:01 – 23:01	60 mins
590	Belfield to Todmorden	05:56 – 23:26	60 mins*	05:57 – 23:26	60 mins*	08:28 – 23:19	60 mins*

**Average Frequency correct for day time service times. Other times may vary.*

- 3.22 Combined, these services listed above provide a well-connected and frequent travel pattern for residents to utilise in accordance to working to their needs. They connect to the surrounding areas, and the main bus station can be accessed 800m to the south of the site and it provides connections to Manchester (Shudehill Interchange), Bolton, Bury and Ashton-under-Lyne.

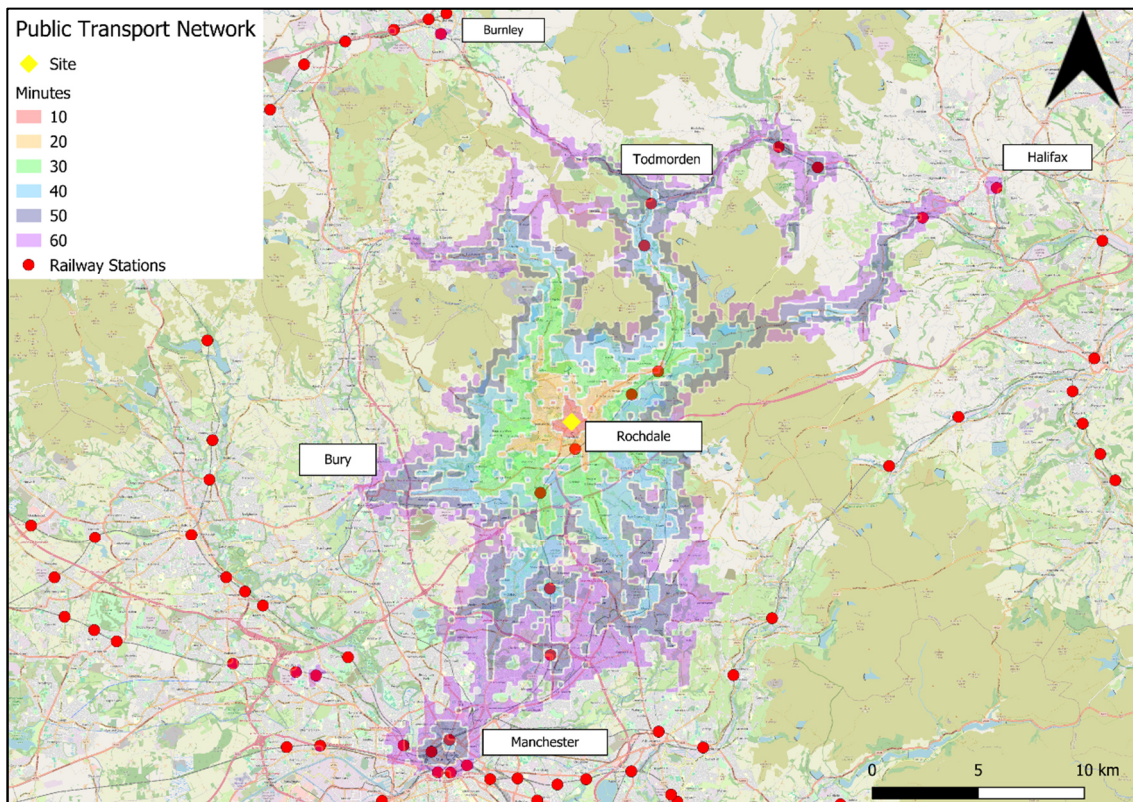
Rail Accessibility

- 3.23 Rochdale Railway Station can be reached within an approximate 1.7 km walk-distance of the site, providing access to Manchester, Wigan, Blackburn, Halifax and Leeds. Castleton and Smithy Bridge Railway Stations can all be reached by cycle within a 5km distance. These stations allow for travel further afield to from site, providing services to Manchester whilst stopping at numerous other locations on route.
- 3.24 Rochdale Railway Station provides category A step free access ramp for train access and has accessible ticket machines. The station accommodates space for

up to 16 bicycles. Meanwhile, Castleton (Manchester) Railway Station provides space for 10 bicycles and Smithy Bridge provides 20 car parking spaces.

- 3.25 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 3.5** overleaf. The figure illustrates the area that can be travelled within 60 minutes by public transport to and from the site.

Figure 3.5 – 60 Minute Public Transport Accessibility Isochrones



Source: Basemap TRACC

- 3.26 The above demonstrates that the site is within close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas such as Manchester, Bury, Halifax and Burnley, amongst others, are all within a 60-minute travel time.

Summary

- 3.27 Having regard to the above, it is considered that the site benefits from excellent levels of accessibility on foot and by sustainable modes. Access to the site on foot is of a good standard and there are two bus stops, with frequent services, within close proximity providing access to surrounding areas. The site is also within walk

distance of Rochdale Railway Station and within cycle distance of Castleton and Smithy Bridge Railway Stations. These findings demonstrate that prospective residents will not be wholly reliant on the private car and there are numerous opportunities to travel by sustainable modes.

4.0 PROPOSED DEVELOPMENT

- 4.1 The proposed development is for the conversion of an existing 19th century fabric mill into a car-free 64 residential unit property.
- 4.2 The proposed site layout is contained in [Appendix 2](#) and the proposed residential units comprise of a mix of the following:
- 28 no. studio apartment units,
 - 12 no. 1 bedroom apartment units
 - 24 no. 2 bedroom apartment units.

Proposed Access Arrangements

- 4.3 Pedestrian and cycle access for the majority of residential development will be provided on the south side of the building from Queen Street. A small amount of development will be served direct from Princess Street.

Parking

- 4.4 The site will have no on-site car parking provision and will be marketed as a car-free development.
- 4.5 Rochdale Council's maximum parking standards are set out in their Adopted Core Strategy (October 2016), which specifies the following cycle parking standards:

Single Bedroom Apartments / Town Centre Flats & Apartments

- 1 secure space per 5 dwellings (min 2 spaces)

2+ Bedroom Apartments / Flats outside Town Centres

- 1 secure space per 5 dwellings (min 2 spaces)

- 4.6 Secure cycle storage will be provided on the ground floor in a room accessible from the amenity space. The cycle storage consists of 46 cycle stands.

Refuse Collection

- 4.7 Servicing of the development will take place on-street on Whitehall Street or Princess Street. The communal residential bin store is located in the western portion of the site to minimise dragging distance for on-street collection.

Car Free Development

- 4.8 **Table 4.1** below shows the car ownership data taken from the 2011 census from the ward that the site sits in. This reveals that up to 52% of households in the area have no access to a car or van. Bearing in mind that the data reflects all households, including family homes, the likelihood is that flats will have even lower car ownership associated with them.

Table 4.1 – Car Ownership Data

No. of Vehicles in household	Central Rochdale Ward
No Car or Van	52.2%
1 Car or Van	35.5%
2 Cars or Vans	10.0%
3 Cars or Vans	1.8%
4 or more Cars or Vans	0.5%

Source: 2011 Census

- 4.9 There are three council run car parks in the immediate vicinity of the proposed development site which could be used by residents or for short stay parking for visitors.
- 4.10 Whitworth Road car park is directly across Queen street from the site and provides up to three hours of free parking and up to £5.00 for parking over 6 hours. Evening tariffs apply and a tariff started after 6pm will not start until 8am the following day. Parking charges apply for stays over three hours, with the rate starting at £1 for four hours and rising by thirty pence per hour up to 6 hours.
- 4.11 Cheetham Street car park is located approximately 400m from the site, across the A58 St. Mary's Gate. The parking fees are the same here as they are at Whitworth Road.

- 4.12 Reed Hill car park is located approximately 470m from the site, and it provides 45 car parking spaces. The tariffs are the same as they are at Whitworth Road car park.
- 4.13 Alternatively, there are short sections of carriageway in the surrounding area of the site which are not subject to parking restrictions. However, given the accessibility of the site and the existing low levels of car ownership in the area, the development is not expected to generate a significant level of parking demand.

5.0 SUMMARY AND CONCLUSION

- 5.1 SCP have been instructed by Allied Property Group to provide highway, traffic and transport advice in support of an application for the conversion of an existing mill building into a 64 unit residential development on land at Duke Street Mill, Rochdale.
- 5.2 The proposed development will be 'car-free' but will provide space for up to 46 bicycles in a secure area of the building, externally accessed.
- 5.3 Pedestrian and cycle access for the majority of the residential development will be provided on the south side of the building from Queen Street. A further access for a small proportion of the development will be served off Princess Street. Bin collection will take place on-street from Whitehall Street and Princess Street.
- 5.4 The personal injury accident data for the most recently available five-year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.
- 5.5 It has been demonstrated that the development is sustainable with excellent levels of accessibility to the site for those travelling by foot and by bicycle and is served by frequent bus services within a short walk distance of the site. There is also a railway station located within an easy walk distance of the site, and two railway stations within cycle distance, making commuting from the site by non-car modes a realistic option.
- 5.6 Having regard to the above, it is concluded that there are no highway, traffic or transport related reasons to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

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APPENDIX 1



Screening Report

Area of Interest (AOI) Information

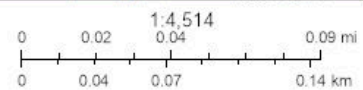
Area : 52,431.95 m²

Oct 15 2024 15:24:18 British Summer Time



Traffic_Accident_Data

- Fatal
- Serious
- Slight



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

Summary

Name	Count	Area(m²)	Length(m)
Accidents	23	N/A	N/A
Vehicles	45	N/A	N/A
Casualties	28	N/A	N/A

Accidents

#	Accident Reference	Accident Severity	Year	Easting	Northing
1	06P079548	Slight	2021	389,685	414,001
2	06P141290	Slight	2018	389,680	413,999
3	06P142145	Slight	2018	389,686	414,002
4	06P145146	Serious	2018	389,844	413,875
5	06P152011	Slight	2018	389,673	413,998
6	06P156534	Slight	2019	389,891	413,808
7	06P156566	Slight	2019	389,787	413,846
8	06P158164	Slight	2019	389,924	413,788
9	06P159081	Slight	2019	389,818	414,045
10	06P159291	Slight	2019	389,904	413,782
11	06P163291	Slight	2019	389,795	414,073
12	06P169243	Slight	2020	389,814	414,077
13	06P172487	Slight	2020	389,820	413,998
14	06P175915	Slight	2020	389,821	413,999
15	06P178806	Slight	2020	389,818	414,086
16	06P179043	Slight	2020	389,812	414,085
17	61060848	Serious	2021	389,892	413,789
18	61113448	Slight	2021	389,803	414,077
19	61157475	Slight	2022	389,915	413,787
20	61186951	Slight	2022	389,728	414,027
21	61204436	Slight	2022	389,803	414,070
22	61217290	Slight	2022	389,817	414,001
23	61236685	Slight	2022	389,724	413,929

#	Number of Vehicles	Number of Casualties	Date	Day of Week	Time
1	2	2	08/01/2021	Friday	10:08 PM
2	2	1	26/02/2018	Monday	10:00 PM
3	2	1	25/03/2018	Sunday	1:10 PM
4	2	1	13/06/2018	Wednesday	1:06 PM
5	2	2	18/12/2018	Tuesday	11:30 AM
6	2	1	07/05/2019	Tuesday	5:30 PM
7	2	1	02/05/2019	Thursday	6:18 PM
8	3	3	14/06/2019	Friday	7:30 AM
9	2	1	29/06/2019	Saturday	8:00 AM
10	2	1	30/05/2019	Thursday	9:16 PM
11	2	1	12/10/2019	Saturday	5:15 AM
12	2	1	26/02/2020	Wednesday	10:11 PM
13	2	1	20/06/2020	Saturday	10:18 PM
14	2	1	06/10/2020	Tuesday	5:40 AM
15	1	1	30/11/2020	Monday	7:35 AM
16	2	1	28/12/2020	Monday	7:50 AM
17	2	1	28/05/2021	Friday	11:46 PM
18	2	1	23/11/2021	Tuesday	5:30 PM
19	3	1	25-Mar-22	Friday	7:50 PM
20	1	1	01-Jun-22	Wednesday	1:00 PM
21	2	2	15-Jul-22	Friday	2:27 PM
22	1	1	08-Sep-22	Thursday	4:41 PM
23	2	1	12-Aug-22	Friday	7:04 PM

#	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit
1	Rochdale	Unclassified	0	Single carriageway	30
2	Rochdale	C	0	Roundabout	30
3	Rochdale	C	0	Single carriageway	30
4	Rochdale	A	671	Single carriageway	30
5	Rochdale	C	0	Roundabout	30
6	Rochdale	A	671	Dual carriageway	30
7	Rochdale	Unclassified	0	Single carriageway	30
8	Rochdale	A	58	Dual carriageway	30
9	Rochdale	A	671	Single carriageway	30
10	Rochdale	A	58	Dual carriageway	30
11	Rochdale	C	0	Roundabout	30
12	Rochdale	A	671	Roundabout	30
13	Rochdale	A	671	Single carriageway	30
14	Rochdale	A	671	Single carriageway	30
15	Rochdale	Unclassified	0	Roundabout	20
16	Rochdale	A	671	Roundabout	30
17	Rochdale	A	58	Dual carriageway	30
18	Rochdale	Unclassified	0	Single carriageway	30
19	Rochdale	A	58	Dual carriageway	30
20	Rochdale	Unclassified	0	Single carriageway	30
21	Rochdale	Unclassified	0	Single carriageway	30
22	Rochdale	Unclassified	0	Single carriageway	30
23	Rochdale	Unclassified	0	Single carriageway	30

#	Junction Detail	Junction Control	Light Conditions	Weather Conditions	Road Surface Conditions
1	Roundabout	Give way or uncontrolled	Darkness - lights lit	Other	Frost or ice
2	Mini-roundabout	Give way or uncontrolled	Darkness - lights lit	Fine + high winds	Dry
3	Mini-roundabout	Give way or uncontrolled	Daylight	Fine no high winds	Dry
4	T or staggered junction	Give way or uncontrolled	Daylight	Fine no high winds	Dry
5	Mini-roundabout	Give way or uncontrolled	Daylight	Raining no high winds	Wet or damp
6	Crossroads	Auto traffic signal	Daylight	Fine no high winds	Dry
7	Private drive or entrance	Give way or uncontrolled	Daylight	Fine no high winds	Dry
8	Crossroads	Auto traffic signal	Daylight	Raining no high winds	Wet or damp
9	Not at junction or within 20 metres	Data missing or out of range	Daylight	Fine no high winds	Dry
10	Crossroads	Auto traffic signal	Darkness - lights lit	Fine no high winds	Dry
11	Mini-roundabout	Give way or uncontrolled	Darkness - lighting unknown	Fine no high winds	Dry
12	Roundabout	Give way or uncontrolled	Darkness - lights lit	Fine no high winds	Wet or damp
13	Crossroads	Give way or uncontrolled	Darkness - lights lit	Raining no high winds	Wet or damp
14	Crossroads	Give way or uncontrolled	Darkness - lighting unknown	Raining no high winds	Wet or damp
15	Mini-roundabout	Give way or uncontrolled	Darkness - lights lit	Raining no high winds	Wet or damp
16	Mini-roundabout	Give way or uncontrolled	Darkness - no lighting	Fine no high winds	Dry
17	More than 4 arms (not roundabout)	Auto traffic signal	Darkness - lights lit	Fine no high winds	Dry
18	Mini-roundabout	Give way or uncontrolled	Darkness - lights lit	Fine no high winds	Wet or damp
19	Crossroads	Auto traffic signal	Darkness - lights lit	Fine no high winds	Dry
20	Other junction	Give way or uncontrolled	Daylight	Fine no high winds	Dry
21	Roundabout	Give way or uncontrolled	Daylight	Fine no high winds	Dry
22	Crossroads	Give way or uncontrolled	Daylight	Fine no high winds	Dry
23	Roundabout	Give way or uncontrolled	Daylight	Fine no high winds	Dry

#	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control	Pedestrian Crossing - Physical Facilities	Did Police Officer Attend Scene of Accident	Count
1	None	None	Urban	None within 50 metres	Central refuge	Yes	1
2	None	None	Urban	None within 50 metres	Central refuge	Yes	1
3	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	Yes	1
4	None	None	Urban	None within 50 metres	Central refuge	Yes	1
5	None	None	Urban	None within 50 metres	Central refuge	Yes	1
6	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction	No	1
7	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	Yes	1
8	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	Yes	1
9	None	None	Urban	Control by school crossing patrol	No physical crossing facilities within 50 metres	No	1
10	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction	Yes	1
11	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	No	1
12	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	Yes	1
13	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	Yes	1
14	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	Yes	1
15	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	No	1
16	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	No	1
17	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	Yes	1
18	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	Yes	1
19	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	Yes	1
20	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	Yes	1
21	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	No	1

22	None	None	Urban	None within 50 metres	Central refuge	Yes	1
23	None	None	Urban	Data missing or out of range	Data missing or out of range	No - accident was reported using a self completion form (self rep only)	1

Vehicles

#	Accident Reference	Year	Vehicle Reference	Vehicle Type	Towing and Articulation
1	06P079548	2021	1	Car	No tow/articulation
2	06P079548	2021	2	Car	No tow/articulation
3	06P141290	2018	1	Car	No tow/articulation
4	06P141290	2018	2	Car	No tow/articulation
5	06P142145	2018	1	Car	No tow/articulation
6	06P142145	2018	2	Car	No tow/articulation
7	06P145146	2018	1	Car	No tow/articulation
8	06P145146	2018	2	Other vehicle	No tow/articulation
9	06P152011	2018	1	Car	No tow/articulation
10	06P152011	2018	2	Car	No tow/articulation
11	06P156534	2019	1	Car	No tow/articulation
12	06P156534	2019	2	Car	No tow/articulation
13	06P156566	2019	1	Car	No tow/articulation
14	06P156566	2019	2	Car	No tow/articulation
15	06P158164	2019	1	Taxi/Private hire car	No tow/articulation
16	06P158164	2019	2	Car	No tow/articulation
17	06P158164	2019	3	Car	No tow/articulation
18	06P159081	2019	1	Car	No tow/articulation
19	06P159081	2019	2	Car	No tow/articulation
20	06P159291	2019	1	Car	No tow/articulation
21	06P159291	2019	2	Car	No tow/articulation
22	06P163291	2019	1	Car	No tow/articulation
23	06P163291	2019	2	Car	No tow/articulation
24	06P169243	2020	1	Motorcycle over 125cc and up to 500cc	No tow/articulation
25	06P169243	2020	2	Car	No tow/articulation
26	06P172487	2020	1	Car	No tow/articulation
27	06P172487	2020	2	Car	No tow/articulation
28	06P175915	2020	1	Car	No tow/articulation
29	06P175915	2020	2	Car	No tow/articulation
30	06P178806	2020	1	Taxi/Private hire car	No tow/articulation
31	06P179043	2020	1	Car	No tow/articulation
32	06P179043	2020	2	Car	No tow/articulation
33	61060848	2021	1	Car	No tow/articulation
34	61060848	2021	2	Car	No tow/articulation
35	61113448	2021	1	Car	No tow/articulation
36	61113448	2021	2	Motorcycle 50cc and under	No tow/articulation
37	61157475	2022	1	Car	No tow/articulation
38	61157475	2022	2	Car	No tow/articulation
39	61157475	2022	3	Car	No tow/articulation
40	61186951	2022	1	Car	No tow/articulation
41	61204436	2022	1	Car	No tow/articulation
42	61204436	2022	2	Car	No tow/articulation
43	61217290	2022	1	Car	No tow/articulation
44	61236685	2022	1	Other vehicle	No tow/articulation

45	61236685	2022	2	Car	No tow/articulation
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#	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location	Skidding and Overturning	Hit Object in Carriageway
1	Turning right	On main c'way - not in restricted lane	Leaving roundabout	None	None
2	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	None	None
3	Going ahead other	On main c'way - not in restricted lane	Entering roundabout	None	None
4	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	Overturned	None
5	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
6	Turning right	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
7	Moving off	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
8	Waiting to go - held up	Footway (pavement)	Mid Junction - on roundabout or on main road	None	None
9	Going ahead other	On main c'way - not in restricted lane	Entering roundabout	None	None
10	Going ahead other	On main c'way - not in restricted lane	Entering roundabout	None	None
11	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	None	None
12	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	None	None
13	Turning left	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
14	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
15	Changing lane to right	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	None	None
16	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	Overturned	None
17	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	None	None
18	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction	None	None
19	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction	None	Bollard or refuge
20	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	Skidded	None
21	Turning right	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	Skidded	Bollard or refuge
22	Waiting to turn left	On main c'way - not in restricted lane	Entering roundabout	None	None
23	Waiting to turn left	On main c'way - not in restricted lane	Entering roundabout	None	None

24	Moving off	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
25	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
26	Slowing or stopping	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
27	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
28	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
29	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	Skidded	None
30	Turning left	On main c'way - not in restricted lane	Leaving roundabout	None	None
31	Going ahead other	On main c'way - not in restricted lane	Entering roundabout	None	None
32	Slowing or stopping	On main c'way - not in restricted lane	Entering roundabout	None	None
33	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
34	Moving off	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
35	Moving off	On main c'way - not in restricted lane	Leaving roundabout	None	None
36	Going ahead other	On main c'way - not in restricted lane	Entering roundabout	None	None
37	Going ahead other	On main c'way - not in restricted lane	Cleared junction or waiting/parked at junction exit	None	None
38	Waiting to go - held up	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	None	None
39	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	None	None
40	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	None	None
41	Turning right	On main c'way - not in restricted lane	Entering roundabout	None	None
42	Going ahead other	On main c'way - not in restricted lane	Leaving roundabout	None	None
43	Turning left	On main c'way - not in restricted lane	Cleared junction or waiting/parked at junction exit	None	None
44	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	None	None
45	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach	None	None

#	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Count
1	Front	Not known	Male	16 - 20	-1	Urban area	1
2	Front	Commuting to/from work	Male	56 - 65	-1	Small town	1
3	Front	Not known	Male	46 - 55	2	Urban area	1
4	Offside	Not known	Male	56 - 65	13	Urban area	1
5	Front	Not known	Male	26 - 35	15	Data missing or out of range	1
6	Nearside	Not known	Female	26 - 35	2	Urban area	1
7	Front	Not known	Female	Over 75	9	Urban area	1
8	Nearside	Not known	Male	46 - 55	-1	Urban area	1
9	Front	Not known	Male	36 - 45	14	Urban area	1
10	Front	Not known	Female	56 - 65	5	Urban area	1
11	Front	Not known	Not known	Data missing or out of range	11	Data missing or out of range	1
12	Back	Not known	Female	46 - 55	5	Urban area	1
13	Front	Not known	Male	26 - 35	18	Data missing or out of range	1
14	Offside	Commuting to/from work	Female	36 - 45	14	Urban area	1
15	Offside	Journey as part of work	Male	36 - 45	10	Urban area	1
16	Front	Commuting to/from work	Male	21 - 25	5	Urban area	1
17	Back	Commuting to/from work	Female	56 - 65	12	Urban area	1
18	Front	Not known	Male	26 - 35	-1	Data missing or out of range	1
19	Back	Not known	Female	16 - 20	4	Urban area	1
20	Front	Not known	Male	56 - 65	18	Urban area	1
21	Nearside	Not known	Male	36 - 45	5	Urban area	1
22	Back	Not known	Not known	Data missing or out of range	0	Data missing or out of range	1
23	Front	Not known	Male	26 - 35	8	Urban area	1
24	Front	Not known	Male	16 - 20	1	Urban area	1
25	Nearside	Not known	Female	21 - 25	4	Urban area	1
26	Offside	Not known	Not known	Data missing or out of range	15	Data missing or out of range	1
27	Nearside	Not known	Male	21 - 25	11	Urban area	1
28	Back	Journey as part of work	Male	36 - 45	11	Urban area	1
29	Front	Not known	Male	26 - 35	10	Urban area	1
30	Front	Journey as part of work	Male	26 - 35	-1	Data missing or out of range	1
31	Front	Not known	Female	26 - 35	-1	Data missing or out of range	1
32	Back	Not known	Female	21 - 25	-1	Data missing or out of range	1
33	Front	Not known	Male	26 - 35	-1	Urban area	1
34	Front	Not known	Male	16 - 20	-1	Urban area	1
35	Front	Not known	Female	56 - 65	-1	Urban area	1

36	Front	Commuting to/from work	Male	16 - 20	-1	Urban area	1
37	Front	Not known	Male	21 - 25	15	0 - 5	1
38	Front	Other	Male	56 - 65	1	0 - 5	1
39	Did not impact	Journey as part of work	Male	46 - 55	2	0 - 5	1
40	Nearside	Not known	Female	26 - 35	1	Data missing or out of range	1
41	Offside	Not known	Male	56 - 65	11	0 - 5	1
42	Offside	Not known	Male	26 - 35	7	0 - 5	1
43	Front	Not known	Male	26 - 35	-1	Data missing or out of range	1
44	Front	Not known	Male	26 - 35	-1	Data missing or out of range	1
45	Nearside	Other	Female	36 - 45	17	0 - 5	1

Casualties

#	Accident_Reference	Year	Vehicle Reference	Casualty Reference	Casualty Class
1	06P079548	2021	1	1	Driver or rider
2	06P079548	2021	2	2	Driver or rider
3	06P141290	2018	2	1	Driver or rider
4	06P142145	2018	2	1	Driver or rider
5	06P145146	2018	2	1	Driver or rider
6	06P152011	2018	1	1	Driver or rider
7	06P152011	2018	2	2	Driver or rider
8	06P156534	2019	2	1	Driver or rider
9	06P156566	2019	2	1	Driver or rider
10	06P158164	2019	1	1	Driver or rider
11	06P158164	2019	2	2	Driver or rider
12	06P158164	2019	3	3	Driver or rider
13	06P159081	2019	2	1	Driver or rider
14	06P159291	2019	1	1	Driver or rider
15	06P163291	2019	2	1	Driver or rider
16	06P169243	2020	1	1	Driver or rider
17	06P172487	2020	2	1	Driver or rider
18	06P175915	2020	1	1	Driver or rider
19	06P178806	2020	1	1	Pedestrian
20	06P179043	2020	2	1	Passenger
21	61060848	2021	1	1	Driver or rider
22	61113448	2021	2	1	Driver or rider
23	61157475	2022	1	1	Driver or rider
24	61186951	2022	1	1	Pedestrian
25	61204436	2022	1	1	Driver or rider
26	61204436	2022	1	2	Passenger
27	61217290	2022	1	1	Pedestrian
28	61236685	2022	2	1	Driver or rider

#	Sex of Casualty	Age Band of Casualty	Casualty Severity	Pedestrian Location	Pedestrian Movement
1	Male	16 - 20	Slight	Not a Pedestrian	Not a Pedestrian
2	Male	56 - 65	Slight	Not a Pedestrian	Not a Pedestrian
3	Male	56 - 65	Slight	Not a Pedestrian	Not a Pedestrian
4	Female	26 - 35	Slight	Not a Pedestrian	Not a Pedestrian
5	Male	46 - 55	Serious	Not a Pedestrian	Not a Pedestrian
6	Male	36 - 45	Slight	Not a Pedestrian	Not a Pedestrian
7	Female	56 - 65	Slight	Not a Pedestrian	Not a Pedestrian
8	Female	46 - 55	Slight	Not a Pedestrian	Not a Pedestrian
9	Female	36 - 45	Slight	Not a Pedestrian	Not a Pedestrian
10	Male	36 - 45	Slight	Not a Pedestrian	Not a Pedestrian
11	Male	21 - 25	Slight	Not a Pedestrian	Not a Pedestrian
12	Female	56 - 65	Slight	Not a Pedestrian	Not a Pedestrian
13	Female	16 - 20	Slight	Not a Pedestrian	Not a Pedestrian
14	Male	56 - 65	Slight	Not a Pedestrian	Not a Pedestrian
15	Male	26 - 35	Slight	Not a Pedestrian	Not a Pedestrian
16	Male	16 - 20	Slight	Not a Pedestrian	Not a Pedestrian
17	Male	21 - 25	Slight	Not a Pedestrian	Not a Pedestrian
18	Male	36 - 45	Slight	Not a Pedestrian	Not a Pedestrian
19	Female	46 - 55	Slight	In carriageway, crossing elsewhere	Crossing from driver's nearside
20	Male	26 - 35	Slight	Not a Pedestrian	Not a Pedestrian
21	Male	26 - 35	Serious	Not a Pedestrian	Not a Pedestrian
22	Male	16 - 20	Slight	Not a Pedestrian	Not a Pedestrian
23	Male	21 - 25	Slight	Not a Pedestrian	Not a Pedestrian
24	Male	16 - 20	Slight	Unknown or other	Unknown or other
25	Male	56 - 65	Slight	Not a Pedestrian	Not a Pedestrian
26	Female	46 - 55	Slight	Not a Pedestrian	Not a Pedestrian
27	Female	66 - 75	Slight	Crossing on pedestrian crossing facility	Crossing from driver's nearside
28	Female	36 - 45	Slight	Not a Pedestrian	Not a Pedestrian

#	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Count
1	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
2	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
3	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
4	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
5	Not car passenger	Not a bus or coach passenger	No / Not applicable	Other vehicle occupant	1
6	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
7	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
8	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
9	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
10	Not car passenger	Not a bus or coach passenger	No / Not applicable	Taxi/Private hire car occupant	1
11	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
12	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
13	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
14	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
15	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
16	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle over 125cc and up to 500cc rider or passenger	1
17	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
18	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
19	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	1
20	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
21	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
22	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle 50cc and under rider or passenger	1
23	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
24	Not car passenger	Not a bus or coach passenger	Not Known	Pedestrian	1
25	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
26	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
27	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	1

28	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
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S|C|P

APPENDIX 2

accommodation schedule

28	No studio
12	No 1-bed
24	No 2-bed
Total 64	No units

Duke Street

Whitehall Street

Asset and Estates
Duke Street Mill
Whitehall Street
Rochdale

work to figured dimensions

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3674

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OS

08

date
February 2023

scale @ A3
1:200

planning

Revisions:

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