

TRANSPORT & ACCESSIBILITY PLANNING

Mrs. S. Hasan
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Rochdale
Transport Statement

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1. INTRODUCTION

Instruction

- 1.1 BWB Consulting (BWB) has been instructed by Mrs S Hasan (the Client) to provide highways and accessibility advice and prepare a Transport Statement (TS) report to support an application for a proposed industrial development located in Rochdale.
- 1.2 The Government's sustainability objectives are embodied within paragraph 110 of The National Planning Policy Framework (NPPF – updated December 2024) which states that “applications for development should:
 - Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations”.
- 1.3 This TS has been produced in accordance with the advice contained in the (NPPF).
- 1.4 This TS considers the potential transport and highways impact of the proposals including the impact of the development generated person trips, the safety of the surrounding road network and the implications for public transport, pedestrian, and cyclist movements.
- 1.5 This Transport Statement is therefore structured as follows:
 - **Section 2: Existing Conditions** – Describes the local highway network and the existing sustainable travel facilities;
 - **Section 3: Proposed Development** – Provides details of the proposed development, access arrangements, parking provision and how the site will be serviced;
 - **Section 4: Trip Generation** – Quantifies the estimated multi-modal trip generation of the development proposals;
 - **Section 5: Summary and Conclusions** – Summarises the findings of the report and offers conclusions in relation to the proposed development impact.

2. EXISTING CONDITIONS

Site Location

- 2.1 The Site is located in a parcel of land to the south of Rochdale Town Centre. This is within an existing industrial area. The Site is bounded by Hill Street to the north, Summer Street to the west, then existing industrial buildings to the south and east.
- 2.2 **Figure 1** below displays the indicative location of the proposed development.



Figure 1: Site Location

Existing Use

- 2.3 The Site was previously developed and had 3 industrial units present. The largest was occupied by 'High Standard Ltd', a company specialising in clothing manufacturing. In June 2024, these buildings suffered severe fire damage, and was declared as structurally unsafe. These buildings were then demolished a day later. The Site is currently levelled, with sections of the boundary wall still visible.

Local Highway Network

- 2.4 Hill Street forms the access point for traffic to and from the Site. This is a two-way carriageway operating under a 20mph speed limit. There are no central road markings along most of its length, and is approximately 5.3m in width opposite the Site. There are parking restrictions present in the form of double yellow lines on the northern side of the carriageway, with regular sections present on the southern side. Hill Street connects to Baron Street to the west, and Molesworth Street to the east.

- 2.5 Summer Street is the western boundary of the Site. This is also a two-way carriageway operating under a 20mph speed limit. Summer Street is subject to parking restrictions on both sides of the carriageway for the majority of its length. The carriageway is approximately 6.5m wide on average. Summer Street connects to Hill Street at the western corner of the Site, as well as Livsey Street and Holyrod street to the south of the Site. These serve as connections to the surrounding highway network external to the industrial area. Summer Street closed to through traffic to the south, but still allows for pedestrian access to Milnrow Road and Molesworth Street.
- 2.6 Baron Street and Livsey Street form further connections from Hill Street and Summer Street. These are both two-way carriageways operating under a 20mph speed limit, with an approximate average width of 5.5m and 7m respectively. These roads also have parking restrictions in the form of double yellow lines present for the majority of their lengths, on both sides of the carriageway. Baron Street connects to Water Street to the north, and Livsey Street connects to Molesworth Street to the east.
- 2.7 Water Street is a two-way carriageway located to the north of the Site, which is also known as the B6266. This operates under a 20mph speed limit, and has central road markings present on the eastern half. This has an approximate average width of 8.5m. Water Street connects to Molesworth Street to the east and Drake Street to the west.
- 2.8 Molesworth Street is also known as the A671. This forms the main access for the industrial area in which the Site is located. Molesworth Street is a two-way carriageway operating under a 30mph speed limit closest to the Site. The A671 does change names to the north and south of Molesworth Street. To the south, the A671 connects to Oldham, whilst to the north, the A671 passes Rochdale Town Centre, Burnley, and ends near Clitheroe. This also connects to the A58 to the north.
- 2.9 Milnrow Road, also known as the A640, is a two-way carriageway operating under a 30mph speed limit closest to the Site. The A640 also forms part of Drake Street, another two-way carriageway to the west of the Site, however this also has tram tracks operational, so the section of Drake Street closest to the Site is not recommended for HGV use. The A640 connects to the A58 to the west of the Site, then to the east connects with Molesworth Street to the south of the Site. Further to the east, the A640 connects to Milnrow, then eventually ends at Huddersfield Town Centre.
- 2.10 The A58 is the nearest major road to Rochdale and the Site. This is accessible via both the A671 and A640 to the north and west of the Site. The A58 is a two-way carriageway, which operates as a dual carriageway in sections to the west of the junction between the A671 and A58. The A58 connects to the M66 to the west of Rochdale, along with Bury, Bolton, and Liverpool. To the east, the A58 connects to Halifax and Leeds.
- 2.11 The closest motorway to the Site is located to the south, which is the M62. The closest junction is Junction 21, accessible via the A640. The M62 is a motorway operating under the national speed limit, with 3 lanes in each direction closest to the Site. The M62 connects Rochdale with Manchester and Liverpool to the west, along with Bradford and Leeds to the east.
- 2.12 A detailed plan of the local highway network is shown in **Figure 2**.

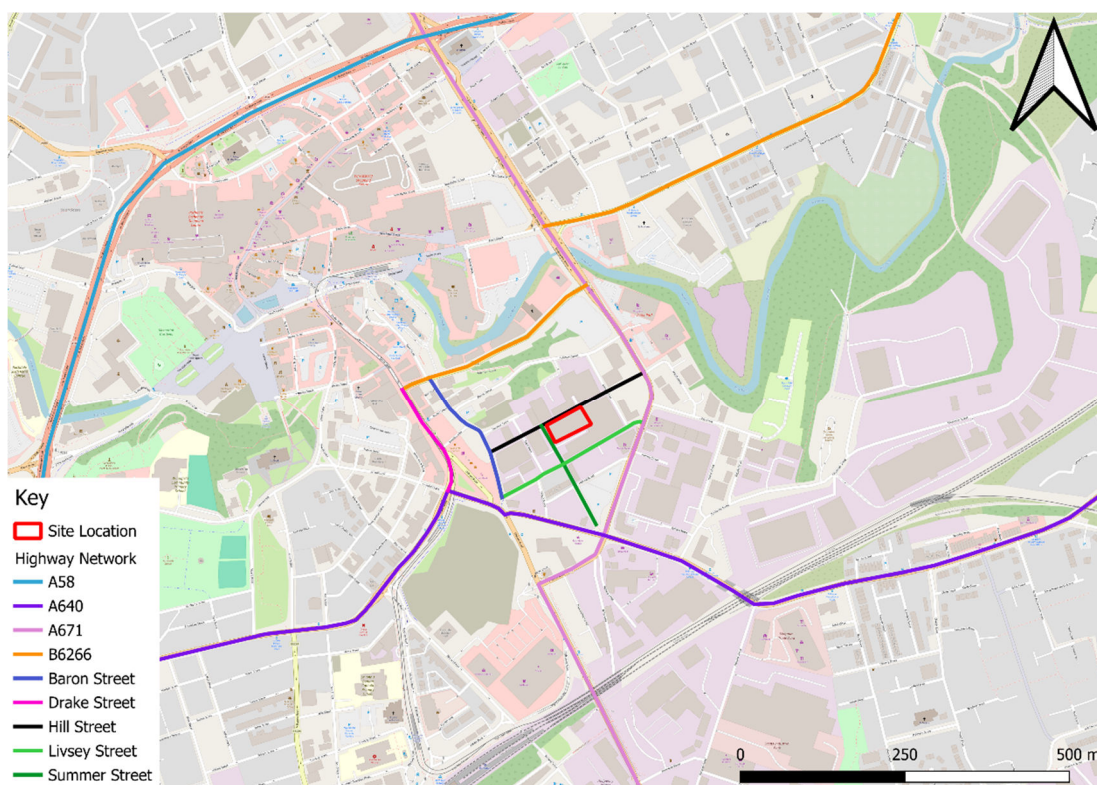


Figure 2: Local Highway Network

Local Facilities and Sustainable Travel

Local Facilities

- 2.13 The Site is well located on the edge of Rochdale Town Centre, being approximately 650m from the Rochdale Riverside Shopping Centre. There are also independent businesses located along Drake Street, such as convenience stores and food outlets. These are all located within a reasonable walking distance.

Pedestrian Travel

- 2.14 The Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances for pedestrians without mobility impairment. GPJF suggests that the maximum walking distance for town centres is approximately 800m, commuting/schools is approximately 2km and for other facilities is approximately 1.2km.
- 2.15 GPJF states that an average walking speed of approximately 1.4m/s (5km's/hr) can be assumed. The walking distance thresholds for commuting and other facilities set out in the GPJF document (within table 3.2) are summarised below in **Table 1**.

Table 1: GPJF Acceptable Walking Distances Guidance Table

Journey Purpose	Suggested Acceptable Walking Distance (Metres)		
	Town Centres	Commuting/ School/ Sight-Seeing	Elsewhere
Desirable	200	500	400

Journey Purpose	Suggested Acceptable Walking Distance (Metres)		
	Town Centres	Commuting/ School/ Sight-Seeing	Elsewhere
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

2.16 **Figure 3** identifies a 2km walking distance from the proposed development site.

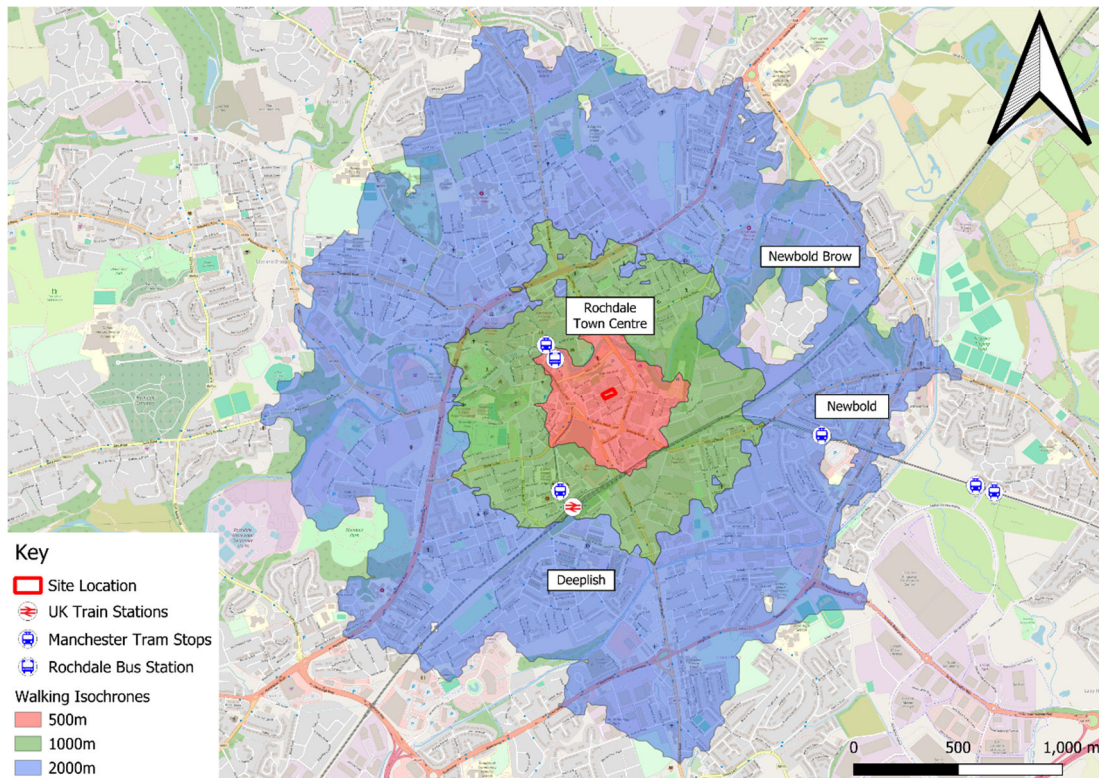


Figure 3: 2km Pedestrian Isochrone

2.17 **Figure 3** shows that the entirety of Rochdale Town Centre is included within the 2km catchment, along with the surrounding settlements of Deeplish, Newbold, and Newbold Brow. This also covers Rochdale Train Station, Rochdale Bus Station, and multiple tram stops to the west and south, along with the terminus located at Rochdale Town.

2.18 There are footways available along both sides of Hill Street and Summer Street, with dropped kerb crossings available to cross both junctions and building accesses. The junction between Milnrow Road and Molesworth Road has pedestrian refuge island crossings located adjacent to each of the traffic lights. These are also located at the junction between Drake Street, Oldham Road, and Milnrow Road. There are also controlled pedestrian crossings located at the junction between Drake Street and Water Street, which also has dropped kerbs and tactile paving.

Cycle Travel

- 2.19 It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.
- 2.20 **Figure 4** shows a 5km cycling distance centred at the proposed development site.

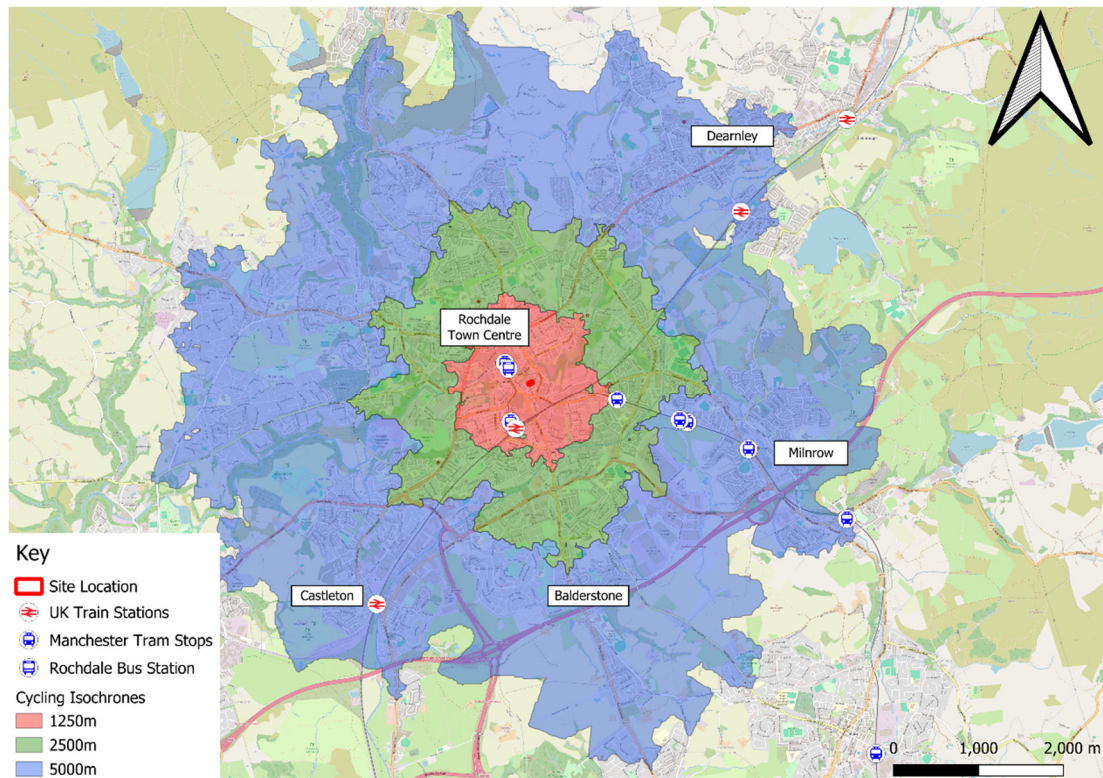


Figure 4: 5km Cycle Isochrone

- 2.21 **Figure 4** shows that Rochdale is covered by the 5km catchment, which also covers other nearby settlements such as Milnrow, Balderstone, Castleton, and Dearnley. This also covers all transport stations within Rochdale, along with Castleton Rail Station to the southwest of the Site.
- 2.22 There is cycling infrastructure present on some of the roads surrounding the Site, such as cycle lanes along Oldham Road (A671) to the south, a direct cycleway link between Livsey Street and Milnrow Road, along with a dedicated crossing point to join the eastbound cycle lane. These can facilitate connections into Rochdale Town Centre and to Rochdale Rail Station.
- 2.23 The nearest cycle route located on the National Cycle Network is Route 66, located approximately 900m to the south of the Site. This route runs along the Rochdale Canal on a northeast to southwest alignment. To the southwest, Route 66 connects into Manchester City Centre, and to the northeast, Route 66 connects to Hebden Bridge, then Brighouse. There is also a regional route 92, which intersects Route 66, then heads north through Rochdale to Whitworth.

2.24 The local cycle routes in the immediate vicinity of the site are shown below in **Figure 5**.

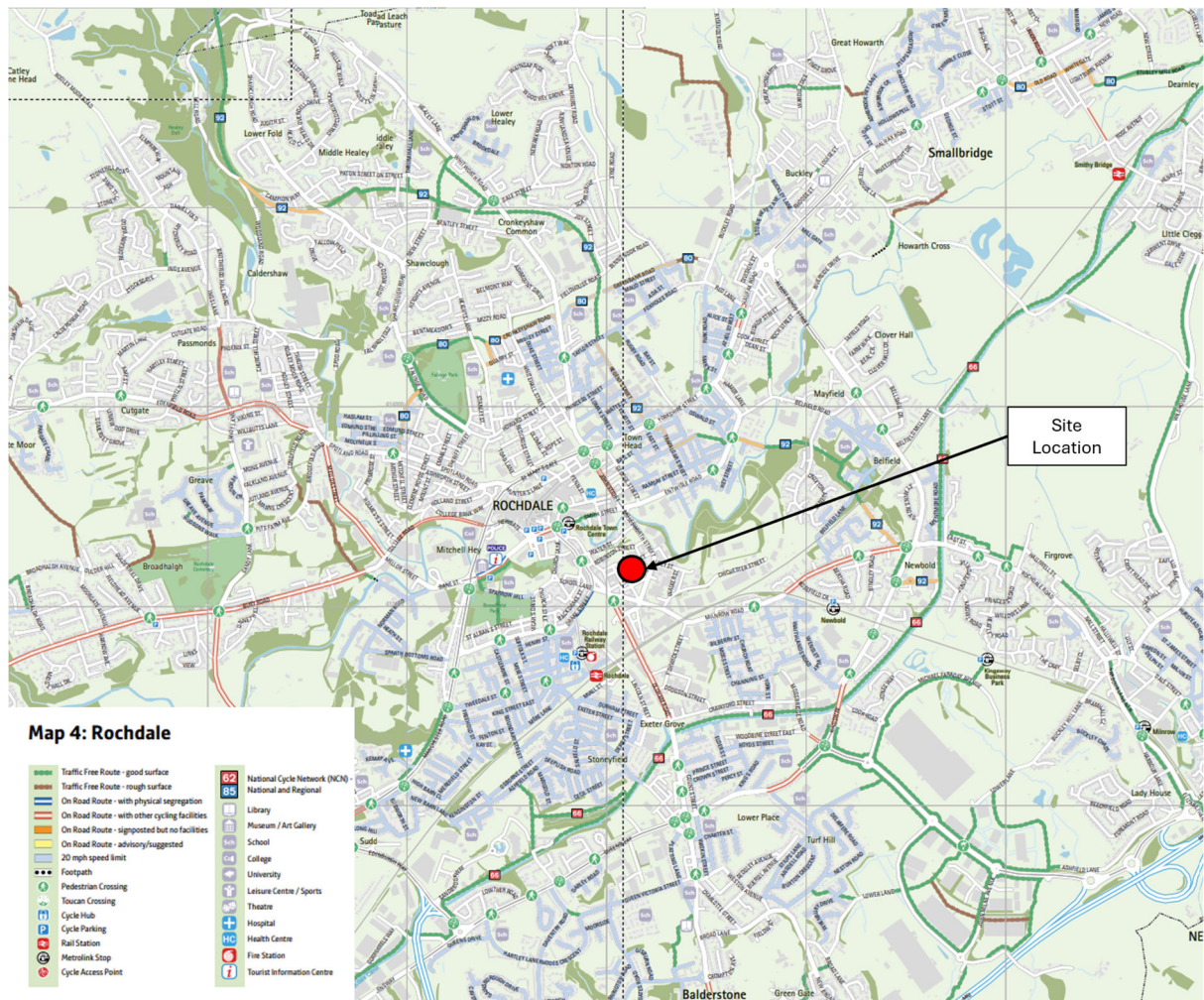


Figure 5: Local Cycle Routes (Source; TfGM)

Bus Services

2.25 The Guidelines for Planning for Public Transport in Developments, states that “generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m”. However, the Buses in Urban Developments¹ guidance advises a more rigorous approach to catchment area planning as displayed in **Table 2**.

Table 2: Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

¹ Buses in Urban Developments, Chartered Institution of Highways and Transportation, 2018.

- 2.26 The nearest bus stops to the proposed development within an acceptable walking distance are located at Oldham Road, approximately a 260m walk to the centre of the proposed development (approximately 250m from the edge of the proposed development). This only has an eastbound stop, which is marked by a bus flag and shelter. The closest pair of bus stops are located to the south of the Site on Oldham Road, which are both located with bus flags and cages, with the southbound stop marked with a bus shelter. These are located 280m from the centre of the Site with a controlled pedestrian crossing available to the south of the stops. Another pair of stops are located on Drake Street, approximately 420m from the centre of the Site.
- 2.27 It should also be noted that the Site is located approximately 400m from the Rochdale Interchange, which offers 27 total bus services, as well as national express coach services.
- 2.28 **Table 3, Table 4, and Table 5** set out a summary of the weekday and weekend bus service provision available within the vicinity of the proposed development site.

Table 3: Summary of Weekday Bus Services

Service Number and Route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
17 – Manchester – Rochdale	05:08	04:49	04:27	03:35	Every 12 minutes
17A – Manchester – Rochdale	05:46	05:19	N/A	N/A	1 per day
450 – Rochdale – Peppermint Bridge – Rochdale	05:39		21:34		Every hour
451 – Rochdale – Peppermint Bridge – Rochdale	06:25		22:27		Every hour
471 – Bolton – Bury – Rochdale	05:28	05:21	00:53	01:01	Every 12 minutes
406 – Rochdale – Kirkholt	05:47	05:38	22:38	23:05	Every 20 minutes
409 – Rochdale – Ashton	05:26	05:10	00:41	23:46	Every 10 minutes
435 – Rochdale – Buckstones Circular	06:12	07:00	22:08	19:54	Every hour
455 – Rochdale – Littleborough	07:56	No stop serving	18:57	No stop serving	Every hour
436 – Buckstones – Rochdale Circular	06:44		19:15		Every hour

Note: Timetable information obtained (December 2025), first/last service based on time service arrives/leaves the nearest bus stop to the development site.

Table 4: Summary of Saturday Bus Services

Service Number and Route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
17 – Manchester – Rochdale	05:27	04:35	05:27	04:36	Every 15 minutes
450 – Rochdale – Peppermint Bridge – Rochdale	05:39		21:39		Every hour
451 – Rochdale – Peppermint Bridge – Rochdale	06:25		22:27		Every hour
471 – Bolton – Bury – Rochdale	06:16	06:08	01:01	00:53	Every 12 minutes
406 – Rochdale – Kirkholt	07:09	07:03	22:38	23:05	Every 20 minutes
409 – Rochdale – Ashton	05:54	05:57	00:41	23:4	Every 10 minutes
435 – Rochdale – Buckstones Circular	07:12	08:00	22:08	19:54	Every hour
455 – Rochdale – Littleborough	07:42	No stop serving	18:42	No stop serving	Every hour
436 – Buckstones – Rochdale Circular	06:44		19:15		Every hour

Note: Timetable information obtained (December 2025), first/last service based on time service arrives/leaves the nearest bus stop to the development site.

Table 5: Summary of Sunday Bus Services

Service Number and Route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
17 – Manchester – Rochdale	06:28	05:35	00:30	00:07	Every 15 minutes
450 – Rochdale – Peppermint Bridge – Rochdale	05:34		21:34		Every hour
451 – Rochdale – Peppermint Bridge – Rochdale	09:58		16:58		Every hour
471 – Bolton – Bury – Rochdale	08:24	08:36	00:54	00:01	Every 20 minutes
406 – Rochdale – Kirkholt	09:01	08:53	22:38	23:09	Every 20 minutes
409 – Rochdale – Ashton	06:26	06:21	23:56	23:21	Every 20 minutes

Service Number and Route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
435 – Rochdale – Buckstones Circular	09:08	No Service	22:08	No Service	Every hour

Note: Timetable information obtained (December 2025), first/last service based on time service arrives/leaves the nearest bus stop to the development site.

- 2.29 **Table 3, Table 4, and Table 5** demonstrate that there are multiple frequent services available in proximity to the Site, which serve multiple settlements.

Rail Services

- 2.30 The nearest railway station to the Site is Rochdale. This is located approximately 800m away from the Site on foot. Rochdale station is located on the branch line between Todmorden and Manchester Victoria. Rochdale station is operated by Northern Rail, has step free access to all platforms, and 16 cycle parking spaces.

- 2.31 **Table 6** shows a sample of key destinations available from Rochdale.

Table 6: Local Rail Services

Destination	Approx. Weekday Daytime Frequency	Approx. Journey Time
Manchester Victoria	6 per hour	15 – 20 minutes
Clitheroe	1 per hour	100 minutes
Leeds	3 per hour	60 – 90 minutes
Wigan Wallgate	2 per hour	60 minutes
Chester	1 per hour	75 minutes
Blackburn	3 per hour	50 – 70 minutes
Headbolt Lane	1 per hour	90 minutes

Note: Timetable information obtained (December 2025).

- 2.32 **Table 6** shows a variety of destinations can be accessed from Rochdale Station, allowing for commuting from surrounding areas.
- 2.33 The Site is also close to the Manchester Tram network, with tram stops at Rochdale Town and Rochdale Rail Station. These are located on the pink line, which runs Rochdale, through Oldham, Newton Heath, Manchester City Centre, and ends in Didsbury. The trams run at a frequency of every 12 minutes.

Personal Injury Collisions

- 2.34 Personal Injury Collision (PIC) data has been reviewed for a study area surrounding the Site, in order to determine the safety of the surrounding road network. This was undertaken using the Crashmap data service for the time period between 2020 and 2024. The Crashmap data is included in **Appendix 1**.

2.35 **Figure 6** below displays the location of the PIC's identified near the proposed development, along with the proposed study area.

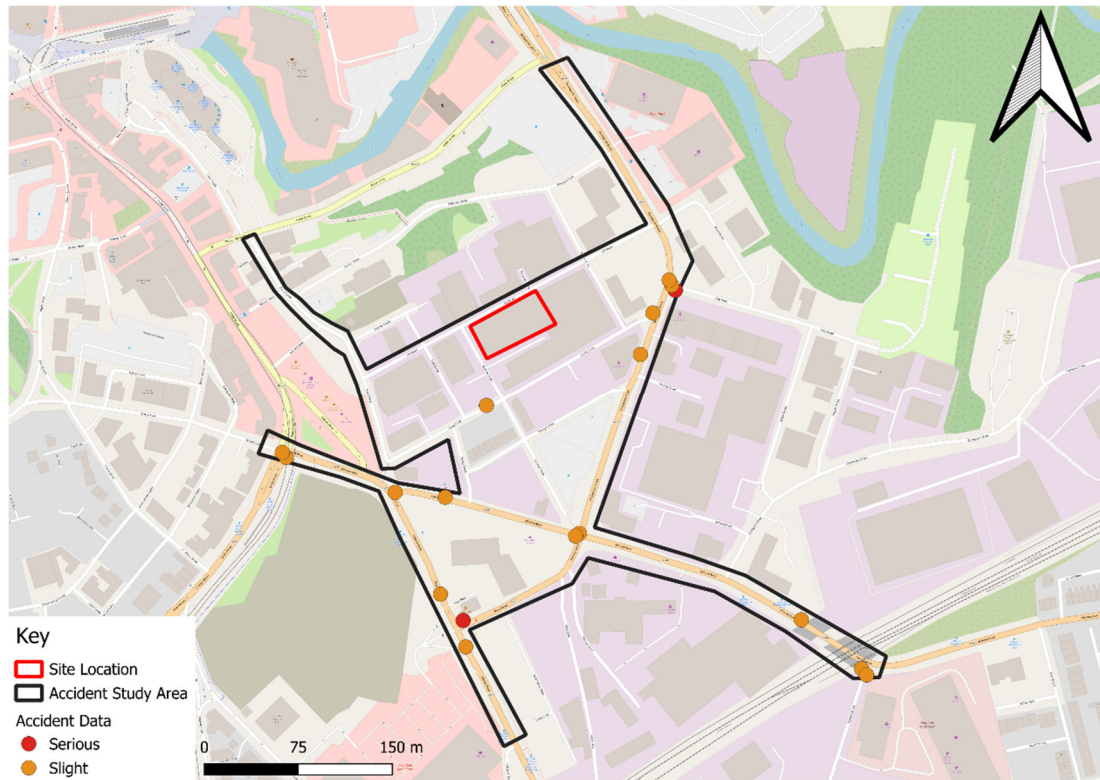


Figure 6: Collision History

- 2.36 There are only 2 serious PICs that occurred within the study area over the 5-year period reviewed. The first of these took place on the 12th of December 2022 at 22:52. This took place in darkness, but street lighting was present, with conditions described as fine and dry. This PIC took place at the junction between Wood Street and Oldham Road, to the south of the Site, where there is an automatic traffic signal present. This PIC involved two cars, one which was held up and was about to proceed normally. The second vehicle then collided with the rear of the first, with the driver of the first vehicle the only serious casualty.
- 2.37 The second of the serious PICs occurred on the 8th of February 2024 at 00:54. This took place in darkness, but also with street lighting present. The conditions were described as fine and dry. The PIC took place at the junction between Liley Street and Molesworth Street to the east of the Site. This PIC only involved one vehicle, a car, which collided with a crash barrier to the side of the road. The driver of the vehicle was the only casualty, and classified as serious.
- 2.38 There were also an additional 2 PICs that involved active travel modes, namely walking and cycling. Both of these PICs involved pedestrians, and none involved pedal cycles.
- 2.39 The first of the pedestrian PICs occurred on the 27th of May 2022 at 12:13. This was during daylight hours and the conditions were described as fine and dry. This PIC occurred on Milnrow Road, between the junctions with Oldham Road and Pickup Street. There was no pedestrian crossing at the point of the PIC. The PIC involved 1 car and 1 pedestrian,

who was crossing the carriageway from the driver's offside. The car was turning right at the point of the collision. The pedestrian was the only slight casualty.

- 2.40 The second PIC took place on the 20th of May 2024 at 11:00. This PIC occurred in daylight hours, and the conditions were described as fine and dry. This took place at the junction between Milnrow Road and Drake Street. This PIC involved a single car and pedestrian. The car was parked in the carriageway, with the pedestrian using a pedestrian crossing facility to cross the carriageway. The car first impacted the pedestrian at the front, and the pedestrian was crossing from the driver's nearside. The only casualty was the pedestrian and was classified as slight.
- 2.41 The serious and active travel PICs do not show any pattern relating to the road layout or geometry, and also do not show any similar trends in terms of collision types or outcomes at the same junction. The majority appear to be as a result of individual error.

3. PROPOSED DEVELOPMENT

Introduction

- 3.1 The proposed development comprises of a new industrial building, which will be subdivided into five individual units. These units will have a floorspace of 210sqm, 203sqm, 200sqm, 197 sqm and 194sqm totalling 1010sqm, which will be classified as light industrial, or Use Class B2.
- 3.2 A copy of the indicative site layout is included within **Appendix 2**.

Vehicular Access

- 3.3 Vehicular access will be undertaken from Hill Street to the north of the Site. The proposed site access junction is a priority - controlled junction with dropped kerbs and tactile paving along the footway it intersects. The entrance is 7m wide, which will allow for vehicles to pass in each direction, as well as allowing traffic to travel in each direction along Hill Street.
- 3.4 Given that the speed limit along Hill Street is 20mph, this will require 25m visibility splays as stated in the Manual for Streets guidance. These are shown within **Drawing SSR-BWB-GEN-01-DR-TR-100**, which also contains the junction design.
- 3.5 Swept path analysis was also undertaken for the car park within the Site, showing that a car is able to enter the Site from both directions on Hill Street, navigate the internal road layout, park in the furthest spots in the car park, then exit the Site in either direction. These are shown in **Drawing SSR-BWB-GEN-01-DR-TR-101** and **Drawing SSR-BWB-GEN-01-DR-TR-102** respectively.

Pedestrian and Cyclist Access

- 3.6 Pedestrians and cyclists will access the Site via the Site access junction to the north from Hill Street. Both pedestrians and cyclists will be able to access each of the individual units within the Site without a designated footway.

Parking Provision

- 3.7 The parking standards for Rochdale Borough are located within the Rochdale Borough Unitary Development Plan Appendix C.
- 3.8 The relevant parking guidance is subsequently set out in **Table 7**.

Table 7: Parking Guidance

Land Use	Cars/HGV's (Maximum)	Blue Badge Spaces (Minimum)	Motorcycle (Minimum)	Bicycle (Minimum)
B2 General Industry	1 per 60sqm	Below 12 spaces – 10% of total capacity 12 – 200 spaces – 3 bays or 6% of total capacity	1 per 2,800m ² – minimum of 2 spaces	1 per 700sqm – minimum of 2 spaces

Land Use	Cars/HGV's (Maximum_	Blue Badge Spaces (Minimum)	Motorcycle (Minimum)	Bicycle (Minimum)
		Over 200 spaces – 4 bays plus 4% of total capacity		

- 3.9 With regards given to the parking standards in **Table 7**, the Site will provide 15 parking spaces, along with 2 blue badge spaces, 2 electric vehicle charging spaces. and 2 cycle parking spaces.
- 3.10 Motorcycles will be expected to use car parking spaces as an alternative given the low number of employees predicted to use the facilities if provided.

Servicing

- 3.11 Servicing for the Site will be undertaken on street, with the bin stores located within the Site to the north, close to the Site Access.

4. TRIP GENERATION

Introduction

- 4.1 The impacts of the proposed development will be assessed against overarching policy contained within Paragraph 116 of the NPPF, which states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”

- 4.2 The above policy confirms that there is no longer a presumption that developments must achieve ‘nil detriment’ when compared to background traffic conditions. The current approach is to test the severity of any impacts and only refuse developments where the residual cumulative impacts are severe, or if they could lead to an unacceptable impact on highway safety.

Trip Generation

- 4.3 BWB has utilised the latest version of the industry standard TRICS database (version 8.25.6) to determine new average weekday morning and evening peak hour person trip rates for the number and types of dwellings proposed at the Site using the latest sites in the TRICS database.
- 4.4 TRICS has been used to identify sites of a similar nature to the Site, and the following criteria was applied to the TRICS main Land Use “02 – Employment” with the Sub Land Use “C – Industrial Unit”:
- Regions: all excluding London and Republic of Ireland sites;
 - Selected Floorspace Range: 500 – 2000 sqm;
 - Location: Neighbourhood Centre and Suburban Area;
 - Period: Weekday survey sites only;
 - Surveys captured during the COVID-19 pandemic have been excluded.
- 4.5 A summary of the vehicle trip rates and forecast trip generation for the proposed development is given in **Table 8**.

Table 8: Proposed Site Vehicle Trip Generation

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
08:00 – 09:00	0.942	0.373	1.315	10	4	14
17:00 – 18:00	0.427	0.693	1.120	4	7	12

Note: Rounding errors present

- 4.6 As shown in **Table 8**, 14 and 12 two-way vehicle trips are shown in the AM and PM peak hours respectively, which is considered to be a negligible number of trips on the surrounding traffic network.

Modal Split

- 4.7 To provide a more accurate representation of the existing and forecast modal split anticipated at the development site, the Census Journey to Work data has been analysed. The site is located within the Rochdale 010 Middle Super Output Area.
- 4.8 The method of travel data to work for the 2011 Census has been examined and modal splits calculated, the results are summarised below in **Table 9**.

Table 9: Modal Splits

Method of Travel to Work	Modal Split
Underground, metro, light rail or tram	0%
Train	1%
Bus, minibus or coach	11%
Taxi	2%
Motorcycle, scooter or moped	1%
Driving a car or van	66%
Passenger in a car or van	7%
Bicycle	1%
On foot	10%
Other method of travel to work	0%
Total	100%

Source: Nomis – Office for National Statistics

- 4.9 **Table 9** indicated that currently approximately 12% of trips are made using public transport and 11% are walking / cycling trips.

Person Trip Generation

- 4.10 The modal splits outlined in **Table 9** have been combined with the vehicle trip generation in **Table 8** to calculate the two-way person trips associated with the proposed development, shown in **Table 10**.

Table 10: Multi-Modal Trip Generation

Mode	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Underground, metro, light rail or tram	0	0	0	0	0	0
Train	0	0	0	0	0	0

Mode	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Bus, minibus or coach	2	1	2	1	1	2
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	10	4	14	4	7	12
Passenger in a car or van	1	0	1	0	1	1
Bicycle	0	0	0	0	0	0
On foot	1	1	2	1	1	2
Other method of travel to work	0	0	0	0	0	0
Total	15	6	21	7	11	18

Note: Rounding errors present

- 4.11 **Table 10** indicates an additional 21 and 18 person trips will be added as a result of the development, which is negligible over the AM and PM peak hours.

HGV Trip Generation

- 4.12 Given the land use of the Site, it is expected that some HGVs will be used in some capacity for servicing the occupiers. The trip generation for these vehicles are shown in **Table 11** below:

Table 11: Proposed Site Vehicle Trip Generation

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
08:00 – 09:00	0.053	0.053	0.106	0	1	1
17:00 – 18:00	0.036	0.018	0.054	1	0	1
Daily	0.48	0.466	0.946	5	5	10

- 4.13 As seen in **Table 11**, there is predicted to be 1 trip in the AM and PM peak hours, along with 10 two-way trips daily. This is also negligible to the overall traffic on the surrounding highway network.

Summary

- 4.14 Based on the number of vehicle trips that the Site will add onto the surrounding road network in both the AM and PM peaks respectively, junction capacity assessments are not considered necessary as the volume of vehicles generated by the site is negligible.

5. SUMMARY AND CONCLUSIONS

- 5.1 BWB Consulting (BWB) has been instructed by Simba Consultants Limited on behalf of High Standard Ltd (the Client) to provide highways and accessibility advice and prepare a Transport Statement (TS) report to support an application for a proposed industrial development located in Rochdale.
- 5.2 The proposed development comprises of a new industrial building, which will be subdivided into five individual units. These units will have a floorspace of 210sqm, totalling 1050sqm, which will be classified as light industrial, or Use Class E(g)(iii).
- 5.3 The Site has a network of footways on the surrounding streets, allowing for easy access to the residential settlements around the Site, as well as into Rochdale Town Centre. There are multiple bus stops within 500m of the Site, which have frequent services to multiple destinations, along with regular rail and tram services to Manchester and Hebden Bridge.
- 5.4 After a review of PIC data from the Crashmap database, no road layout or geometry issues were associated with the PICs that took place within the review period. There were also no trends identified regarding the PICs including active travel modes or those that were classified as serious.
- 5.5 Swept path analysis was undertaken of the proposed site access along with the internal car park. No issues were identified, with a car able to navigate the internal layout and exit from the Site in both directions on Hill Street. Refuse vehicles will undertake servicing from Hill Street.
- 5.6 14 and 12 two-way vehicle trips are estimated in the AM and PM peak hours respectively, which is considered to be a negligible number of trips on the surrounding traffic network. 10 two-way HGV trips are also estimated over the entire day, which is also negligible.
- 5.7 Based on the number of vehicle trips that the Site will add onto the surrounding road network in both the AM and PM peaks respectively, junction capacity assessments are not considered necessary as the amount of vehicles is negligible.
- 5.8 Consequently, under the guidelines set out in the National Planning Policy Framework, the proposals represent sustainable development and should be acceptable in highways terms.

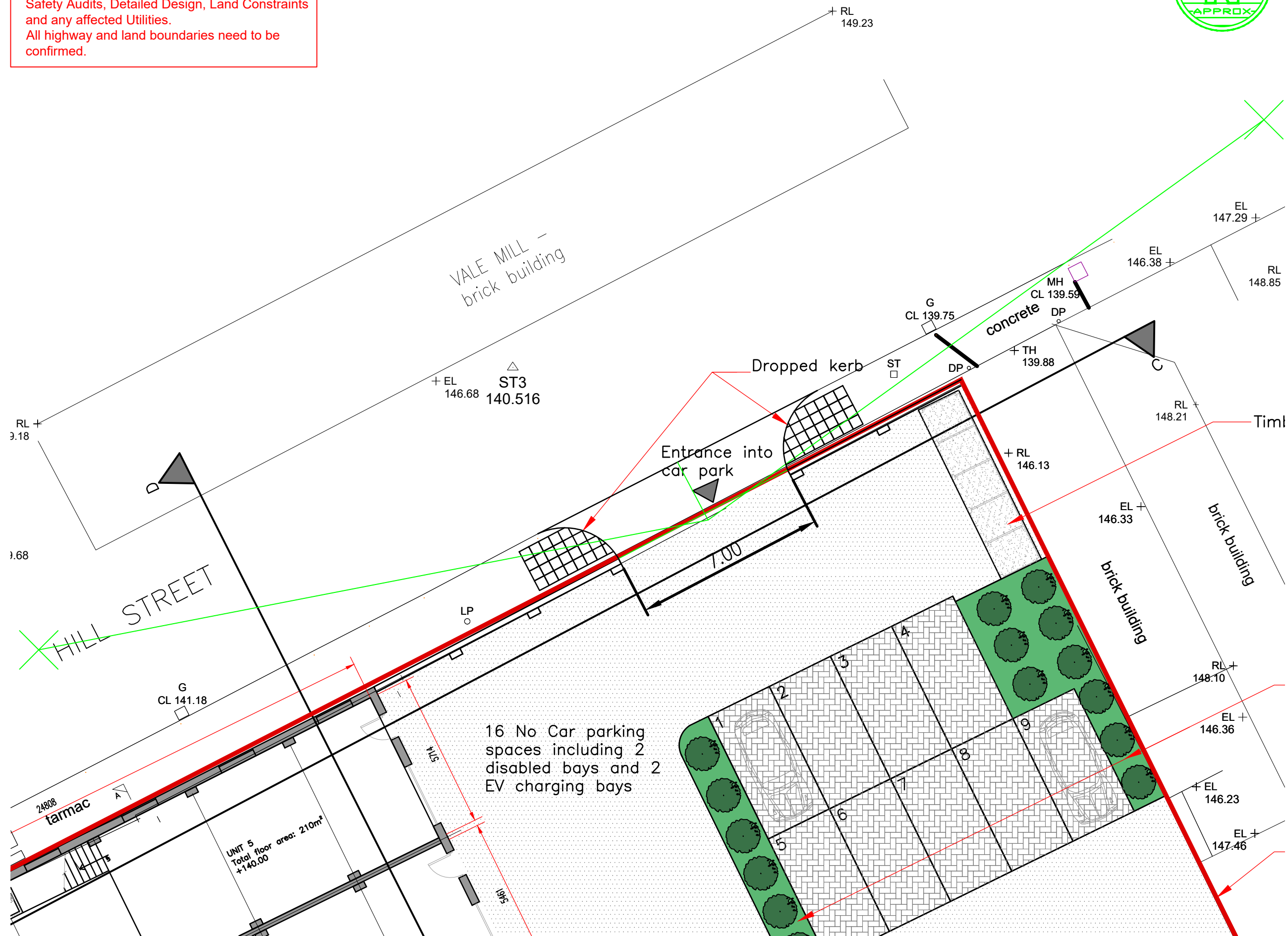
IMPORTANT:

Preliminary general arrangement only. Subject to Capacity Assessment, Topographical Survey, Safety Audits, Detailed Design, Land Constraints and any affected Utilities.

All highway and land boundaries need to be confirmed.



- Notes
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.



P1	16.01.26	PRELIMINARY ISSUE	SJM	MA
Rev	Date	Details of issue / revision	Dwn	Rev

Issues & Revisions

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☒ Manchester | 0161 233 4260
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www.bwbconsulting.com

Client

**SIMBA CONSULTANTS
LIMITED**

Project Title

**SUMMER STREET,
ROCHDALE**

Drawing Title

**PROPOSED ACCESS
ARRANGEMENT**

Drawn:	Sam Morgan	Reviewed:	Malcolm Ash
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BWB Ref:	256423-1	Date:	16.01.26	Scale:	A3	1:500
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Drawing Status

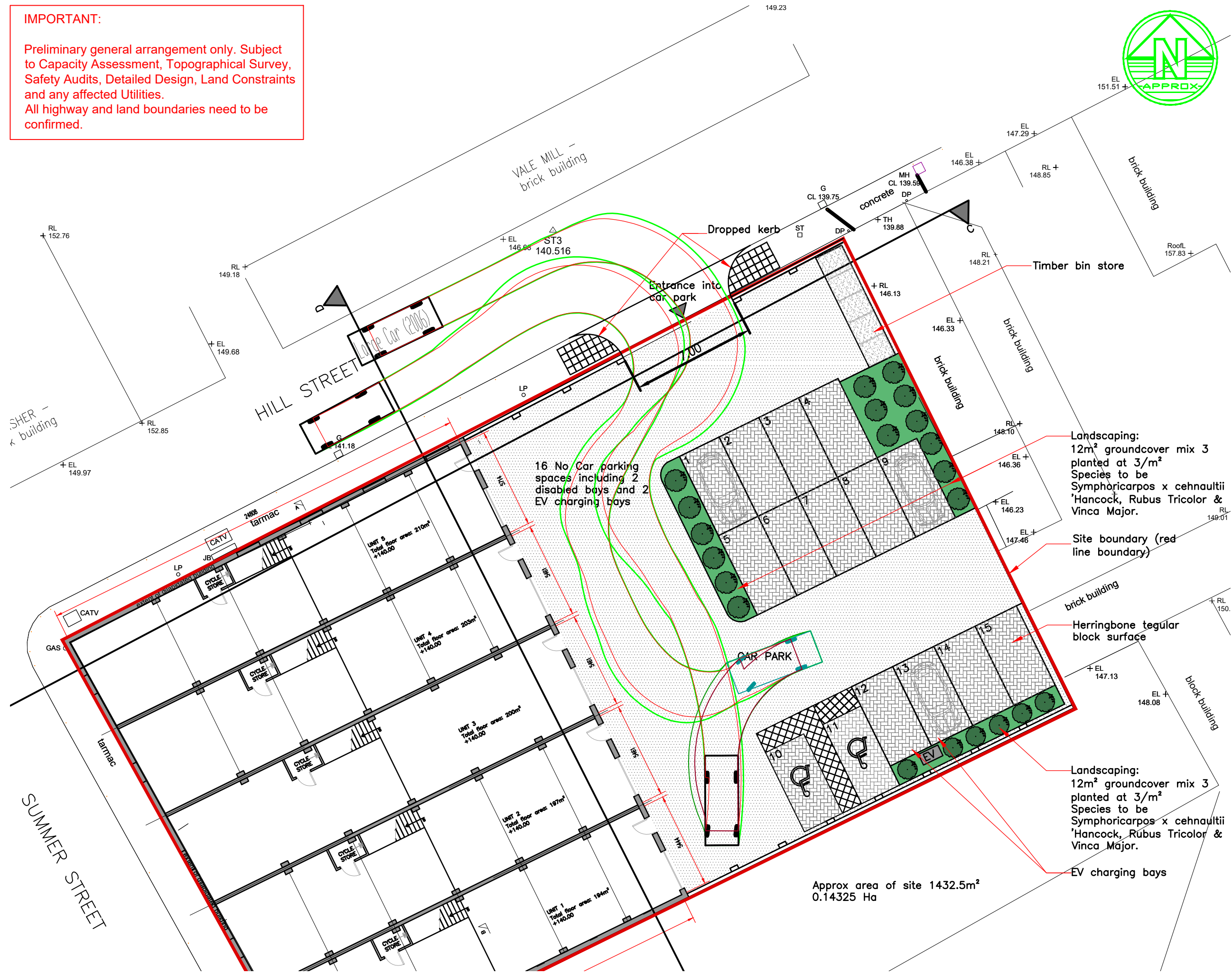
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
SSR-BWB-GEN-01-DR-TR-100	S1	P1

IMPORTANT:

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All highway and land boundaries need to be confirmed.



Notes

- Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
- This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
- All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the engineer immediately.

Legend

Rev	Date	Details of issue / revision	Drw	Rev
P1	16.01.26	PRELIMINARY ISSUE	SJM	MA

Issues & Revisions

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Client: **SIMBA CONSULTANTS LIMITED**

Project Title: **SUMMER STREET, ROCHDALE**

Drawing Title: **SWEPT PATH ANALYSIS**

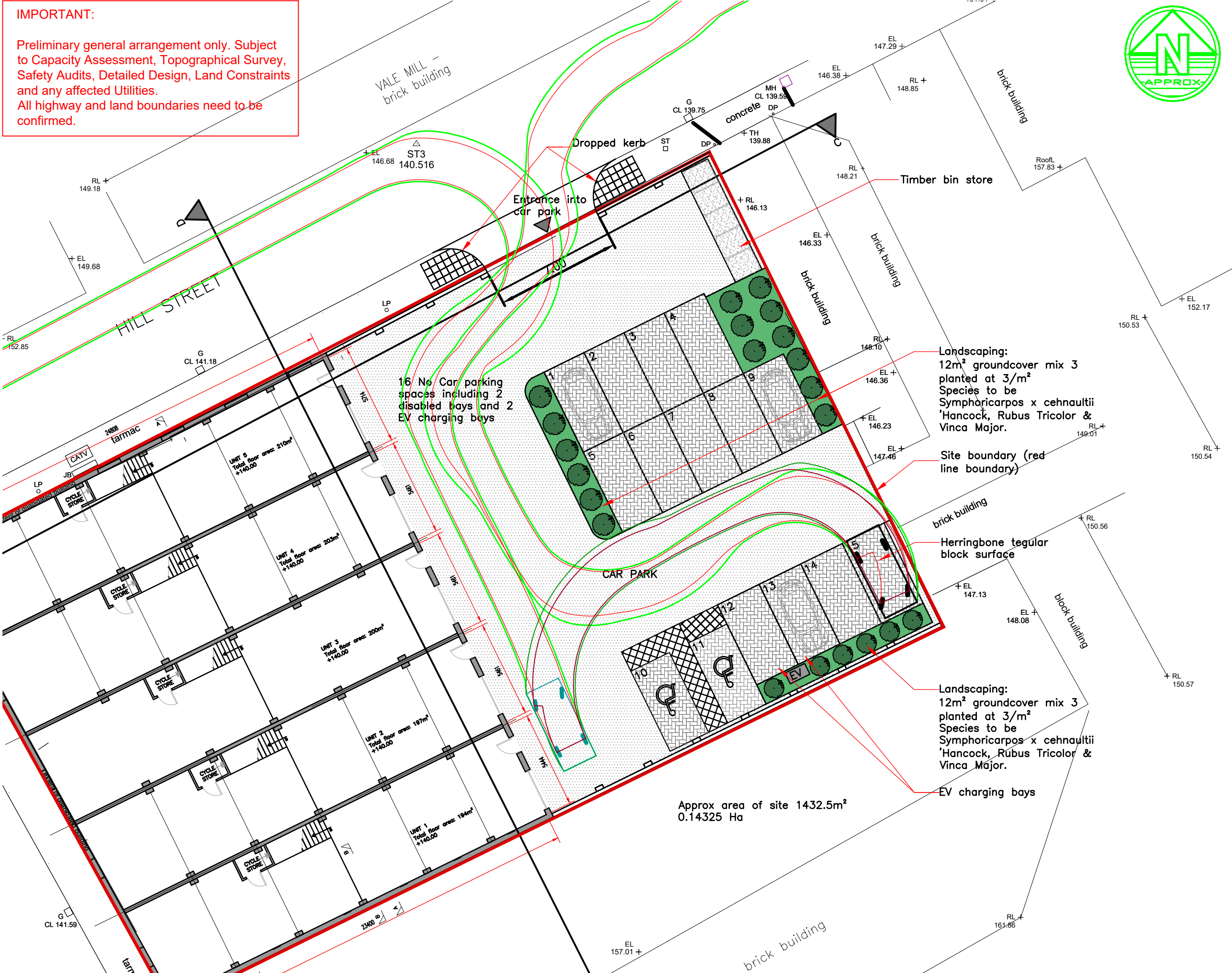
Drawn:	Sam Morgan	Reviewed:	Malcolm Ash
BWB Ref:	256423-1	Date:	16.01.26
Scale:	A3	Scale:	1:500

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
SSR-BWB-GEN-01-DR-TR-101	S1	P1

IMPORTANT:

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All highway and land boundaries need to be confirmed.



Notes

- Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
- This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
- All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Legend

P1	16.01.26	PRELIMINARY ISSUE	SJM	MA
Rev	Date	Details of issue / revision	Dwn	Rev

Issues & Revisions

Client

SIMBA CONSULTANTS LIMITED

Project Title

SUMMER STREET, ROCHDALE

Drawing Title

SWEPT PATH ANALYSIS

Drawn:	Sam Morgan	Reviewed:	Malcolm Ash
BWB Ref:	256423-1	Date:	16.01.26
Scale:	A3	Scale:	1:500

Drawing Status

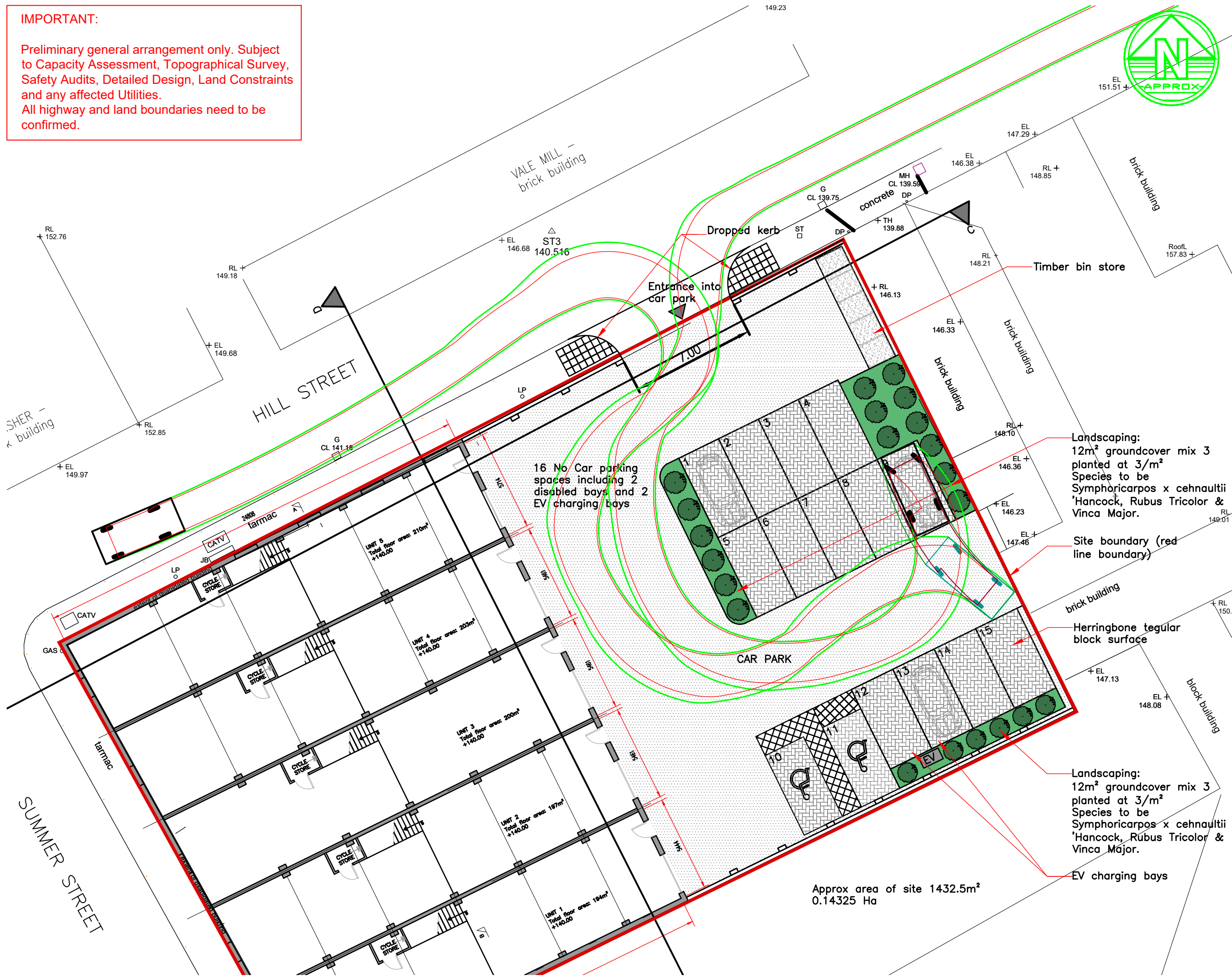
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
SSR-BWB-GEN-01-DR-TR-102	S1	P1

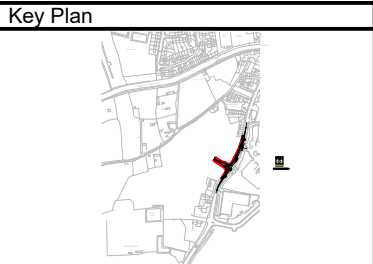
IMPORTANT:

Preliminary general arrangement only. Subject to Capacity Assessment, Topographical Survey, Safety Audits, Detailed Design, Land Constraints and any affected Utilities.

All highway and land boundaries need to be confirmed.



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.



Legend

16.01.26	PRELIMINARY ISSUE	SJM	MA
Rev	Date	Details of issue / revision	Dnw

Issues & Revisions

1	16.01.26	PRELIMINARY ISSUE	SJM	MA
Rev	Date	Details of issue / revision	Dnw	Rev

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Client: **SIMBA CONSULTANTS LIMITED**

Project Title: **SUMMER STREET, ROCHDALE**

Drawing Title: **SWEPT PATH ANALYSIS**

Drawn: Sam Morgan
Reviewed: Malcolm Ash
BWB Ref: 256423-1
Date: 16.01.26
Scale: A3
1:500

Drawing Status: **PRELIMINARY**

Project - Originator - Zone - Level - Type - Role - Number
SSR-BWB-GEN-01-DR-TR-103

Status: **S1**
Rev: **P1**

APPENDICES

DRAFT

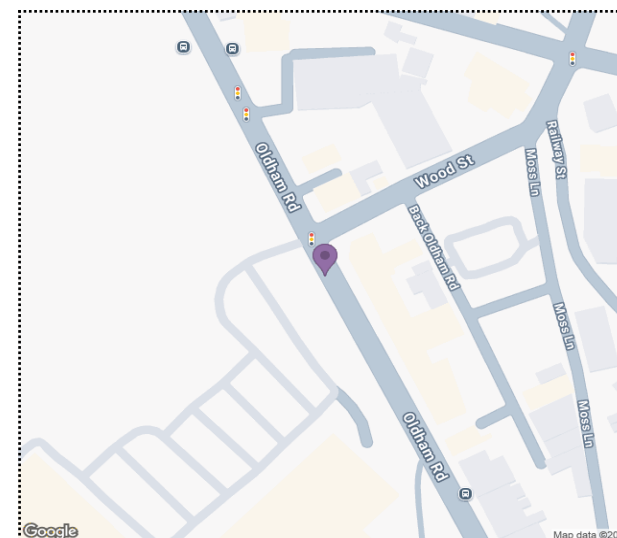
Appendix 1: Accident Data

DRAFT



Validated Data

Crash Date:	Tuesday, February 18, 2020	Time of Crash:	12:30:00	Crash Reference:	202006P168723
Highest Injury Severity:	Slight	Road Number:	A671	Casualties:	1
Highway Authority:	Rochdale	Vehicles:	2	OS Grid Reference:	390076 412935
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:	Unknown				
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:

Tuesday, February 18, 2020

Time of Crash: 12:30:00

Crash Reference: 202006P168723

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	Unknown	Unknown	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	7	Female	21 - 25	Vehicle is waiting to turn right	Back	Commuting to/from work	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	21 - 25	Unknown or other	Unknown or other

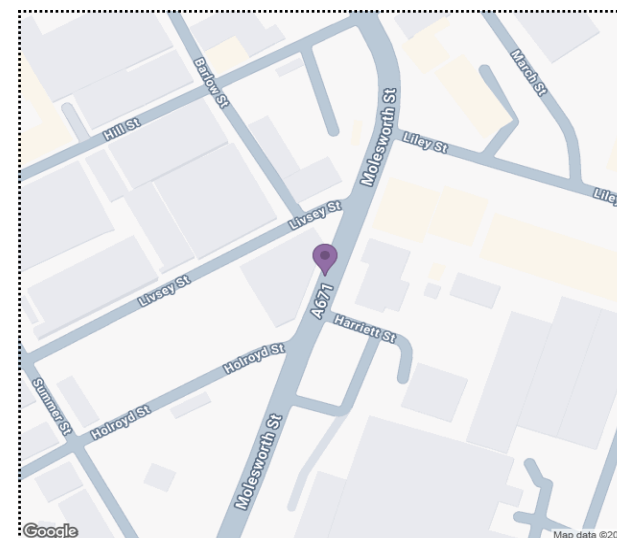
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Validated Data

Crash Date:	Thursday, May 14, 2020	Time of Crash:	07:00:00	Crash Reference:	202006P171338
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Rochdale			Vehicles:	1
Local Authority:	Rochdale			OS Grid Reference:	390216 413168
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:

Thursday, May 14, 2020

Time of Crash: 07:00:00

Crash Reference: 202006P171338

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	Male	21 - 25	Unknown	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	Male	21 - 25	Unknown or other	Unknown or other

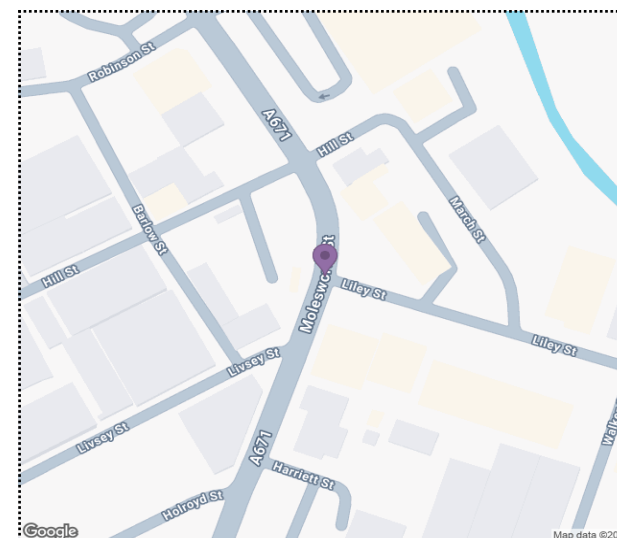
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Validated Data

Crash Date:	Sunday, July 26, 2020	Time of Crash:	01:30:00	Crash Reference:	202006P173624
Highest Injury Severity:	Slight	Road Number:	A671	Casualties:	1
Highway Authority:	Rochdale	Vehicles:	2	OS Grid Reference:	390239 413227
Local Authority:	Rochdale				
Weather Description:	Raining 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:	Unknown				
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:

Sunday, July 26, 2020

Time of Crash: 01:30:00

Crash Reference: 202006P173624

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)	14	Unknown	Unknown	Unknown	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	3	Male	26 - 35	Unknown	Front	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	Female	26 - 35	Unknown or other	Unknown or other

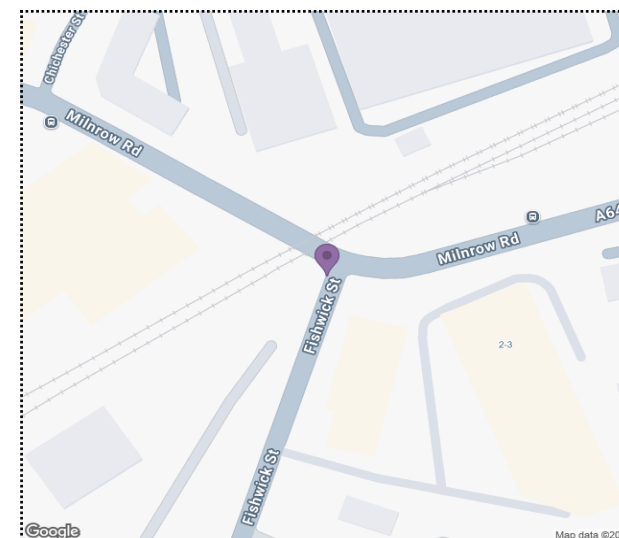
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Validated Data

Crash Date:	Thursday, December 31, 2020	Time of Crash:	15:00:00	Crash Reference:	202006P179032
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	2
Highway Authority:	Rochdale			Vehicles:	2
Local Authority:	Rochdale			OS Grid Reference:	390392 412917
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:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Thursday, December 31, 2020

Time of Crash: 15:00:00

Crash Reference: 202006P179032

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	3	Male	26 - 35	Unknown	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	6	Male	26 - 35	Vehicle is waiting to turn left	Back	Unknown	None	None

Casualties

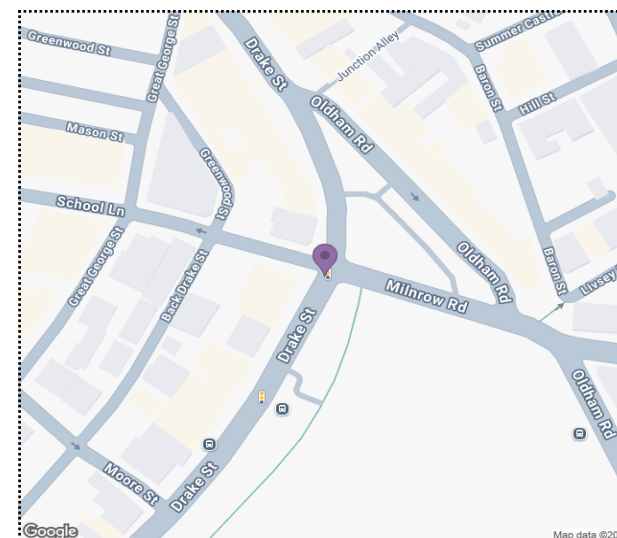
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Thursday, February 4, 2021	Time of Crash:	13:40:00	Crash Reference:	202106P080013
Highest Injury Severity:	Slight	Road Number:	A640	Casualties:	1
Highway Authority:	Rochdale			Vehicles:	2
Local Authority:	Rochdale			OS Grid Reference:	389930 413090
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:	Unknown				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Crash Date:

Thursday, February 4, 2021

Time of Crash: 13:40:00

Crash Reference: 202106P080013

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	9	Male	36 - 45	Vehicle is in the act of turning left	Offside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	14	Female	26 - 35	Vehicle is in the act of turning left	Front	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	36 - 45	Unknown or other	Unknown or other

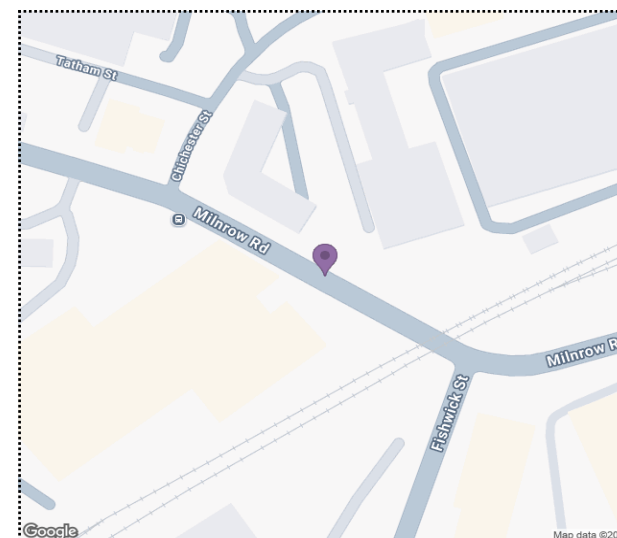
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Validated Data

Crash Date:	Thursday, June 3, 2021	Time of Crash:	14:20:00	Crash Reference:	2021061052028
Highest Injury Severity:	Slight	Road Number:	A640	Casualties:	1
Highway Authority:	Rochdale	Vehicles:	3	OS Grid Reference:	390344 412956
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:	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					



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Validated Data

Crash Date:

Thursday, June 3, 2021

Time of Crash: 14:20:00

Crash Reference: 2021061052028

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	Male	36 - 45	Unknown	Unknown (2005 onwards)	Unknown	Unknown	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	56 - 65	Unknown	Unknown (2005 onwards)	Journey as part of work	Unknown	None
3	Car (excluding private hire cars 2005 onwards)	19	Male	56 - 65	Unknown	Unknown (2005 onwards)	Unknown	Unknown	None

Casualties

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Validated Data

Crash Date:

Thursday, June 3, 2021

Time of Crash:

14:20:00

Crash Reference: 2021061052028

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

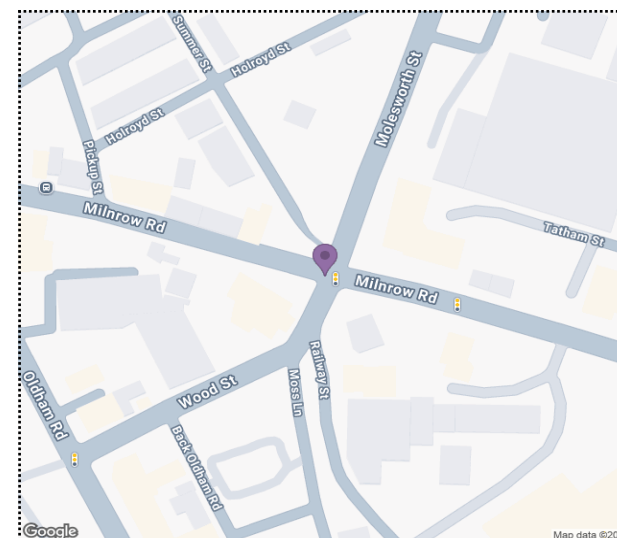
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Validated Data

Crash Date:	Monday, September 27, 2021	Time of Crash:	17:25:00	Crash Reference:	2021061092933
Highest Injury Severity:	Slight	Road Number:	A640	Casualties:	2
Highway Authority:	Rochdale	Vehicles:	2	OS Grid Reference:	390164 413023
Local Authority:	Rochdale				
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:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Crash Date:

Monday, September 27, 2021

Time of Crash: 17:25:00

Crash Reference: 2021061092933

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	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	3	Male	36 - 45	Unknown	Front	Journey as part of work	None	None
2	Taxi/Private hire car (2005 onwards)	9	Male	56 - 65	Vehicle is passing another vehicle (moving or stationary) on its nearside	Offside	Journey as part of work	None	None

Casualties

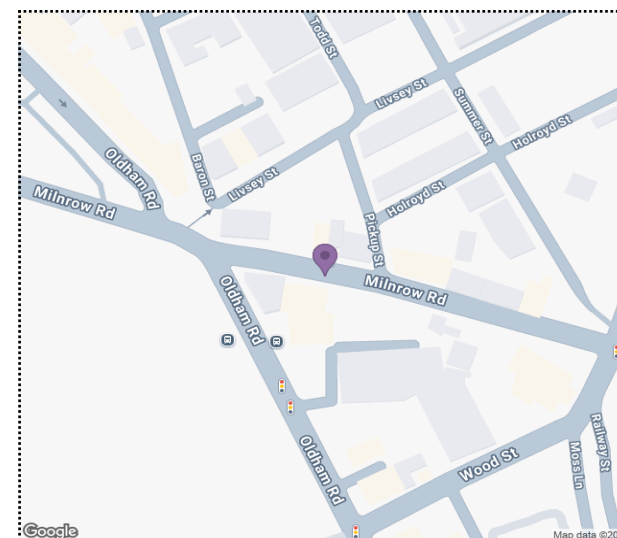
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Friday, May 27, 2022	Time of Crash:	12:13:00	Crash Reference:	2022061182042
Highest Injury Severity:	Slight	Road Number:	A640	Casualties:	1
Highway Authority:	Rochdale			Vehicles:	1
Local Authority:	Rochdale			OS Grid Reference:	390060 413054
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:	Unknown				
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, May 27, 2022

Time of Crash: 12:13:00

Crash Reference: 2022061182042

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	Male	36 - 45	Vehicle is in the act of turning right	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	Slight	Pedestrian	Male	56 - 65	In carriageway, crossing elsewhere	Crossing from driver's offside

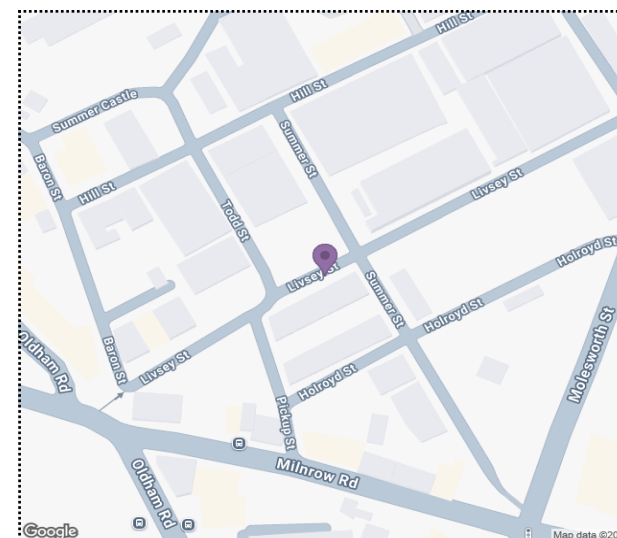
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Friday, August 19, 2022	Time of Crash:	12:51:00	Crash Reference:	2022061213838
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Rochdale			Vehicles:	3
Local Authority:	Rochdale			OS Grid Reference:	390093 413127
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:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				
Vehicles Involved					



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 19, 2022

Time of Crash: 12:51:00

Crash Reference: 2022061213838

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
2	Car (excluding private hire cars 2005 onwards)	5	Male	26 - 35	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	17	Unknown	Unknown	Unknown	Back	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	3	Male	26 - 35	Unknown	Did not impact	Journey as part of work	None	None

Casualties

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

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Validated Data

Crash Date:

Friday, August 19, 2022

Time of Crash:

12:51:00

Crash Reference: 2022061213838

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

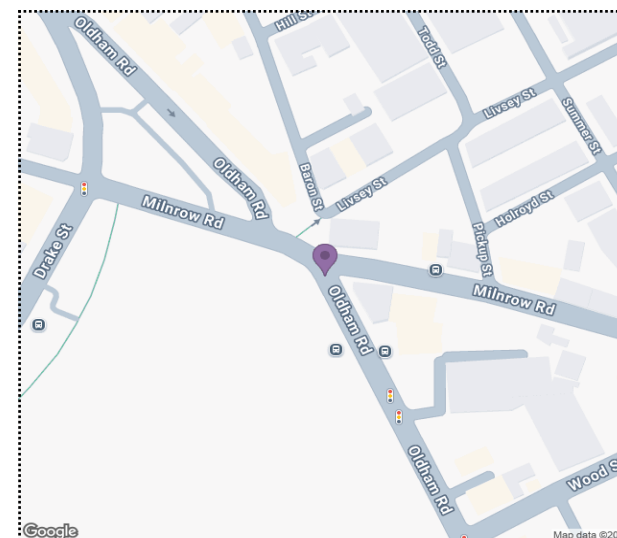
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Monday, October 3, 2022	Time of Crash:	15:55:00	Crash Reference:	2022061232020
Highest Injury Severity:	Slight	Road Number:	A640	Casualties:	1
Highway Authority:	Rochdale			Vehicles:	2
Local Authority:	Rochdale			OS Grid Reference:	390020 413058
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:	Unknown				
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:

Monday, October 3, 2022

Time of Crash: 15:55:00

Crash Reference: 2022061232020

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
2	Bus or coach (17 or more passenger seats)	8	Male	36 - 45	Unknown	Offside	Journey as part of work	None	None
1	Car (excluding private hire cars 2005 onwards)	18	Male	56 - 65	Vehicle is in the act of turning right	Nearside	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	36 - 45	Unknown or other	Unknown or other

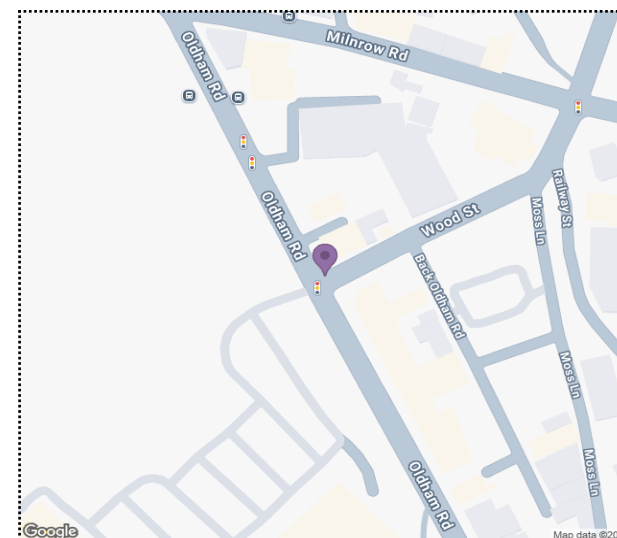
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Monday, December 12, 2022	Time of Crash:	22:52:00	Crash Reference:	2022061256780
Highest Injury Severity:	Serious	Road Number:	A671	Casualties:	1
Highway Authority:	Rochdale	Vehicles:	2	OS Grid Reference:	390074 412956
Local Authority:	Rochdale				
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:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Crash Date:

Monday, December 12, 2022

Time of Crash: 22:52:00

Crash Reference: 2022061256780

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	10	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	15	Female	26 - 35	Unknown	Front	Unknown	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

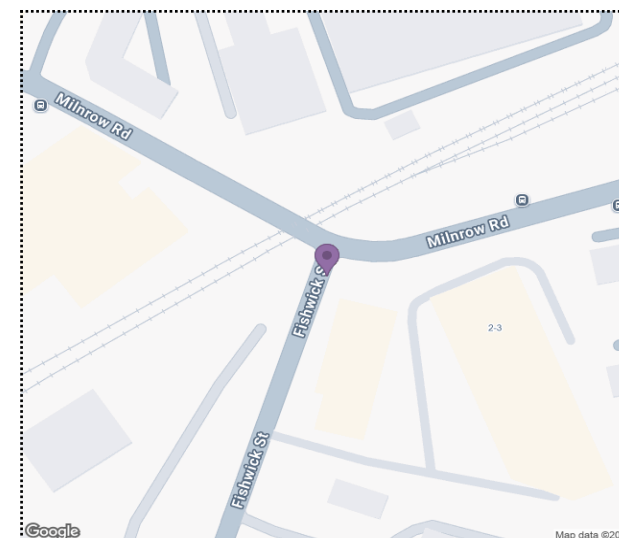
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Thursday, April 27, 2023	Time of Crash:	12:12:00	Crash Reference:	2023061301691
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Rochdale			Vehicles:	3
Local Authority:	Rochdale			OS Grid Reference:	390396 412912
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:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				
Vehicles Involved					



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:

Thursday, April 27, 2023

Time of Crash: 12:12:00

Crash Reference: 2023061301691

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
2	Car (excluding private hire cars 2005 onwards)	1	Male	36 - 45	Unknown	Did not impact	Journey as part of work	None	None
3	Motorcycle 50cc and under	3	Male	56 - 65	Unknown	Nearside	Commuting to/from work	None	None
1	Car (excluding private hire cars 2005 onwards)	11	Male	21 - 25	Unknown	Nearside	Unknown	None	None

Casualties

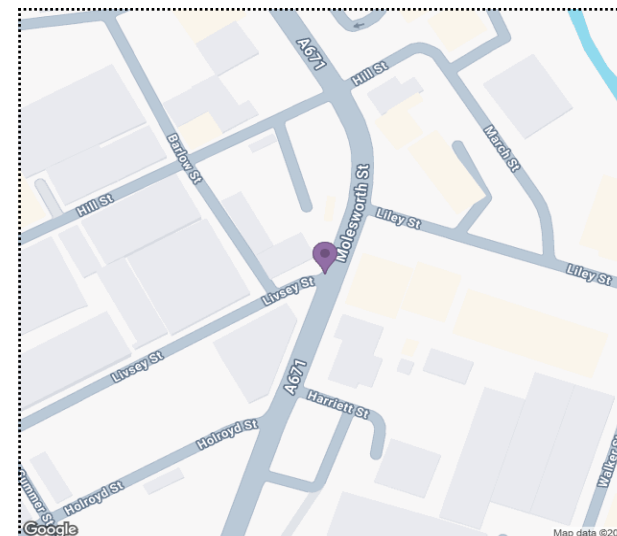
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Sunday, July 23, 2023	Time of Crash:	18:26:00	Crash Reference:	2023061332507
Highest Injury Severity:	Slight	Road Number:	A671	Casualties:	2
Highway Authority:	Rochdale			Vehicles:	2
Local Authority:	Rochdale			OS Grid Reference:	390226 413201
Weather Description:	Raining 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:	Unknown				
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:

Sunday, July 23, 2023

Time of Crash: 18:26:00

Crash Reference: 2023061332507

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	16	Male	16 - 20	Unknown	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	11	Female	21 - 25	Unknown	Front	Unknown	None	None

Casualties

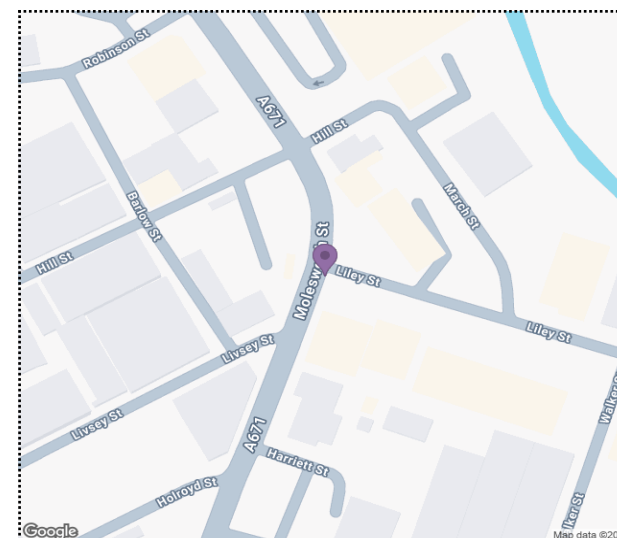
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Friday, July 21, 2023	Time of Crash:	13:00:00	Crash Reference:	2023061342657
Highest Injury Severity:	Slight	Road Number:	A671	Casualties:	1
Highway Authority:	Rochdale			Vehicles:	2
Local Authority:	Rochdale			OS Grid Reference:	390241 413223
Weather Description:	Raining 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:	Unknown				
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, July 21, 2023

Time of Crash: 13:00:00

Crash Reference: 2023061342657

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
2	Car (excluding private hire cars 2005 onwards)	9	Male	36 - 45	Unknown	Offside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	9	Unknown	26 - 35	Vehicle is in the act of turning right	Offside	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	36 - 45	Unknown or other	Unknown or other

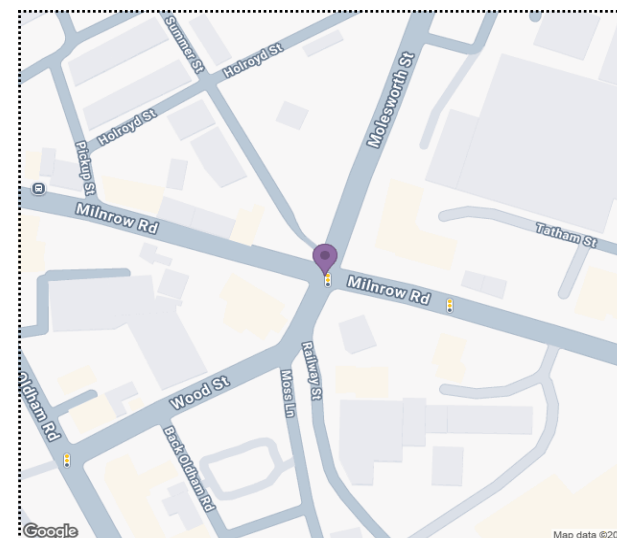
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Saturday, September 2, 2023	Time of Crash:	20:45:00	Crash Reference:	2023061348757
Highest Injury Severity:	Slight	Road Number:	A671	Casualties:	2
Highway Authority:	Rochdale			Vehicles:	2
Local Authority:	Rochdale			OS Grid Reference:	390167 413025
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:	Unknown				
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, September 2, 2023

Time of Crash: 20:45:00

Crash Reference: 2023061348757

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
2	Car (excluding private hire cars 2005 onwards)	4	Female	21 - 25	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Unknown	Nearside	Unknown	None	None

Casualties

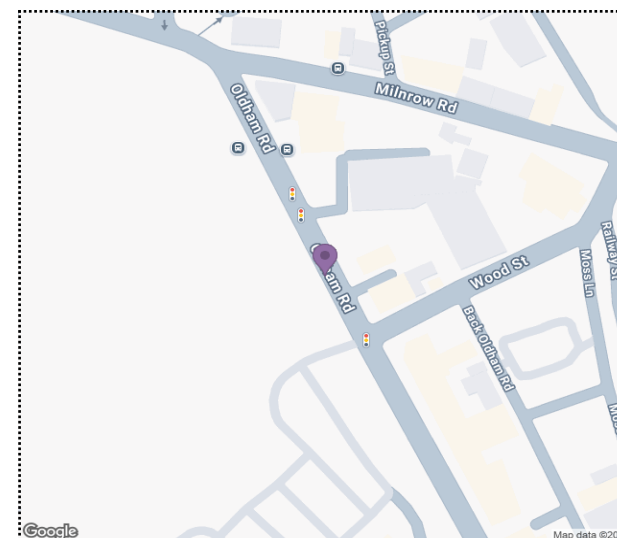
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Saturday, December 23, 2023	Time of Crash:	16:25:00	Crash Reference:	2023061396036
Highest Injury Severity:	Slight	Road Number:	A671	Casualties:	3
Highway Authority:	Rochdale			Vehicles:	2
Local Authority:	Rochdale			OS Grid Reference:	390056 412977
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Unknown				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Unknown				
Vehicles Involved					



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Validated Data

Crash Date:

Saturday, December 23, 2023

Time of Crash: 16:25:00

Crash Reference: 2023061396036

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
2	Car (excluding private hire cars 2005 onwards)	0	Male	Unknown	Unknown	Unknown (2005 onwards)	Unknown	Unknown	None
1	Car (excluding private hire cars 2005 onwards)	13	Unknown	Unknown	Unknown	Unknown (2005 onwards)	Unknown	Unknown	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Unknown	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	Unknown	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	Unknown	Unknown or other	Unknown or other

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Validated Data

Crash Date: Thursday, February 8, 2024

Time of Crash: 00:54:00

Crash Reference: 2024061407789

Highest Injury Severity: Serious

Road Number: U

Casualties: 1

Highway Authority: Rochdale

Vehicles: 1

Local Authority: Rochdale

OS Grid Reference: 390244 413219

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

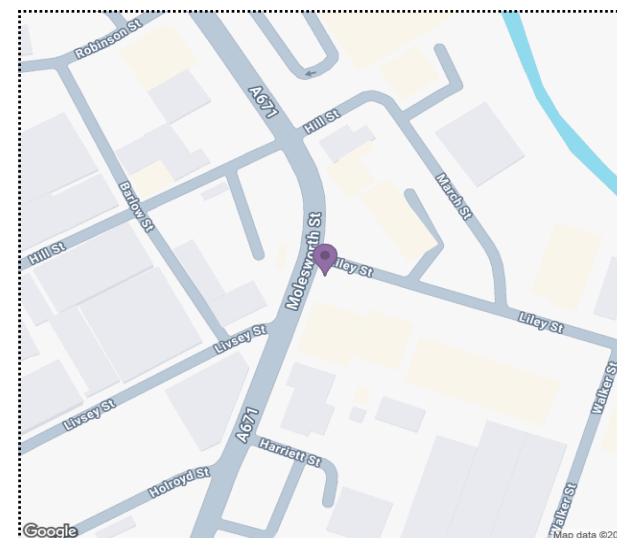
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: Unknown

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:

Thursday, February 8, 2024

Time of Crash:

00:54:00

Crash Reference: 2024061407789

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	Male	21 - 25	Unknown	Front	Missing	Kerb	Nearside or offside crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Male	21 - 25	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, May 20, 2024

Time of Crash: 11:00:00

Crash Reference: 2024061445186

Highest Injury Severity: Slight

Road Number: A640

Casualties: 1

Highway Authority: Rochdale

Vehicles: 1

Local Authority: Rochdale

OS Grid Reference: 389933 413086

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 20

Light Conditions: Daylight: regardless of presence of streetlights

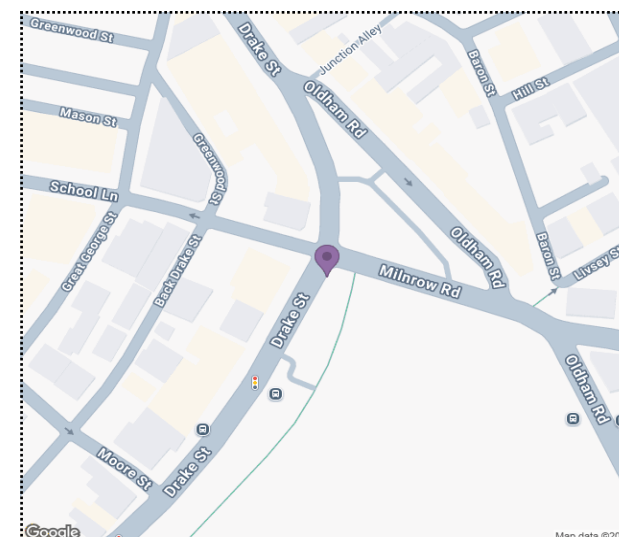
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: Unknown

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:

Monday, May 20, 2024

Time of Crash: 11:00:00

Crash Reference: 2024061445186

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	Unknown	Vehicle is parked in the carriageway	Front	Unknown	None	None

Casualties

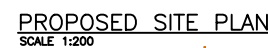
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	56 - 65	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

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

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Appendix 2: Indicative Site Layout

DRAFT



THE CMR REGULATIONS 2015

The project is classed as an "commercial" project and the Client required to appoint a Principal Designer, a Construction Designer, a Principal Contractor and a Consulting Engineer. Failure to make these appointments results in the Client holding the duties by default.

The Principal Contractor is to develop the pre-construction information report prepared by the Principal Designer into the development information report and submit to the Principal Designer for acceptance and the Principal Designer will advise the Client when a suitably developed plan is in place construction on site can commence. The Principal Contractor will also obtain acceptance of the developed plan to the Principal Contractor.

If the project is classed as notifiable the Principal Designer will submit the project to the Health and Safety Commission of the notice to the Principal Contractor for displaying on his site.

1. This drawing is to be read in conjunction with all relevant architects and engineers drawings & specifications.
2. All work to be carried out in accordance with the latest building regulations.
3. All dimensions to be checked on site.
4. All dimensions in millimeters.
5. Do not scale from this drawing.
6. All temporary works necessary for carrying out the works is the responsibility of the Contractor.



DRAWING No.	REVISION
24010/15	-

DRAFT

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