

Your ref: PL/2026/0679

Our ref: ROC/26/295

Rochdale Council
Economy Directorate
Planning and Development
Number One Riverside
Smith Street
Rochdale
OL16 1XU

25th August 2026

Location: **Land Off Heywood Old Road, Middleton, Rochdale , OL10 2QN**

Development: **Construction of an SEN school, with associated access, parking, landscaping, drainage, land regrading and associated works.**

Dear Sir / Madam

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

Background

The application seeks approval for the construction of a Special Educational Needs (SEN) school to accommodate 60 pupils at land off Heywood Old Road, Middleton, adjacent to the Edgar Wood Academy.

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



Development Impact

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

I. Road Safety Analysis

The road safety analysis shows that no collisions have occurred in the 5-year study period in the immediate vicinity of the site.

II. Trip Generation and Distribution

The trip generation has not been derived via TRICS as there is a lack of suitable similar sites for this land use. Instead, it has been estimated using similar SEN schools. Trips associated with students will be a mix of minibus and Cars and will result in 32 trips two-way in the school peak hours. In addition, staff trips will amount to 24 arrivals in the morning school peak and 24 departures in the evening peak. So as such further analysis has been undertaken to determine the impact on the surrounding highway network.

Counts have been undertaken at the Edgar Wood Academy Access / Heywood Old Road priority T-junction on Tuesday 11th December 2025. The observed junction peak hours were 08:00 to 09:00 and 16:00 to 17:00 but the assessed hour is the school peak hour of 15:00 to 16:00 which is sensible. The count undertaken is acceptable for the proposed development.

Traffic distribution has been determined using the turning proportions observed in the junction turning count traffic survey undertaken at the Edgar Wood Academy access / Heywood Old Road junction.

Traffic flow diagrams have been provided in Appendix 3. These should be extended to cover all junctions which are expected to face an increase of 30 or more vehicles as a result of the development. These junctions should also be assessed further, preferably using junction modelling software.

III. Junction Modelling

The Edgar Wood Academy Access / Heywood Old Road priority T-junction has been modelled using the PICADY11 software. The junction modelling included in the



appendices is correct and demonstrates that the junction will operate well within capacity.

Traffic growth has been applied using TEMPRO to 2028 to 2033 and these have been applied correctly.

IV. Internal Access Arrangements

The TA confirms that vehicular access is proposed via a priority junction with the existing Edgar Wood Academy access road.

Swept path analysis has been undertaken and provided in Appendix 2 for a refuse vehicle. The analysis shows that the vehicle can enter and exit the development in forward direction, making turning manoeuvres on site.

It is noted in the TA that there are no specific parking standards for SEN schools. The proposals include the provision of 53 car parking spaces, 12 minibus spaces and 32 cycle spaces.

TfGM would refer to the local Highway Authority to determine if the access and parking arrangements are suitable.

V. Other Transport Matters

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

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located approximately 260m away along Heywood Old Road.

These stops provide services to Middleton and Heywood at a frequency of once per hour.

II. Active Travel

In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe,



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attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

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

- Any redundant vehicle access points bordering the site should be reinstated as continuous footway to adoptable standards.
- Footway resurfacing and renewal undertaken as appropriate.
- Ensure the provision of tactile paving and dropped kerbs across both sides of any site access points and within the internal site junctions.
- Secure cycle parking provision should be provided within the site curtilage of the properties.

III. Travel Plan

It is noted that an interim Travel Plan has been included as part of the application, which is welcomed. TfGM recommends that a full Travel Plan is produced for the development, with the objective of reducing reliance on the private car, particularly single occupancy use. The Travel Plan should be designed to raise awareness of opportunities for reducing travel by car and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

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

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

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
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