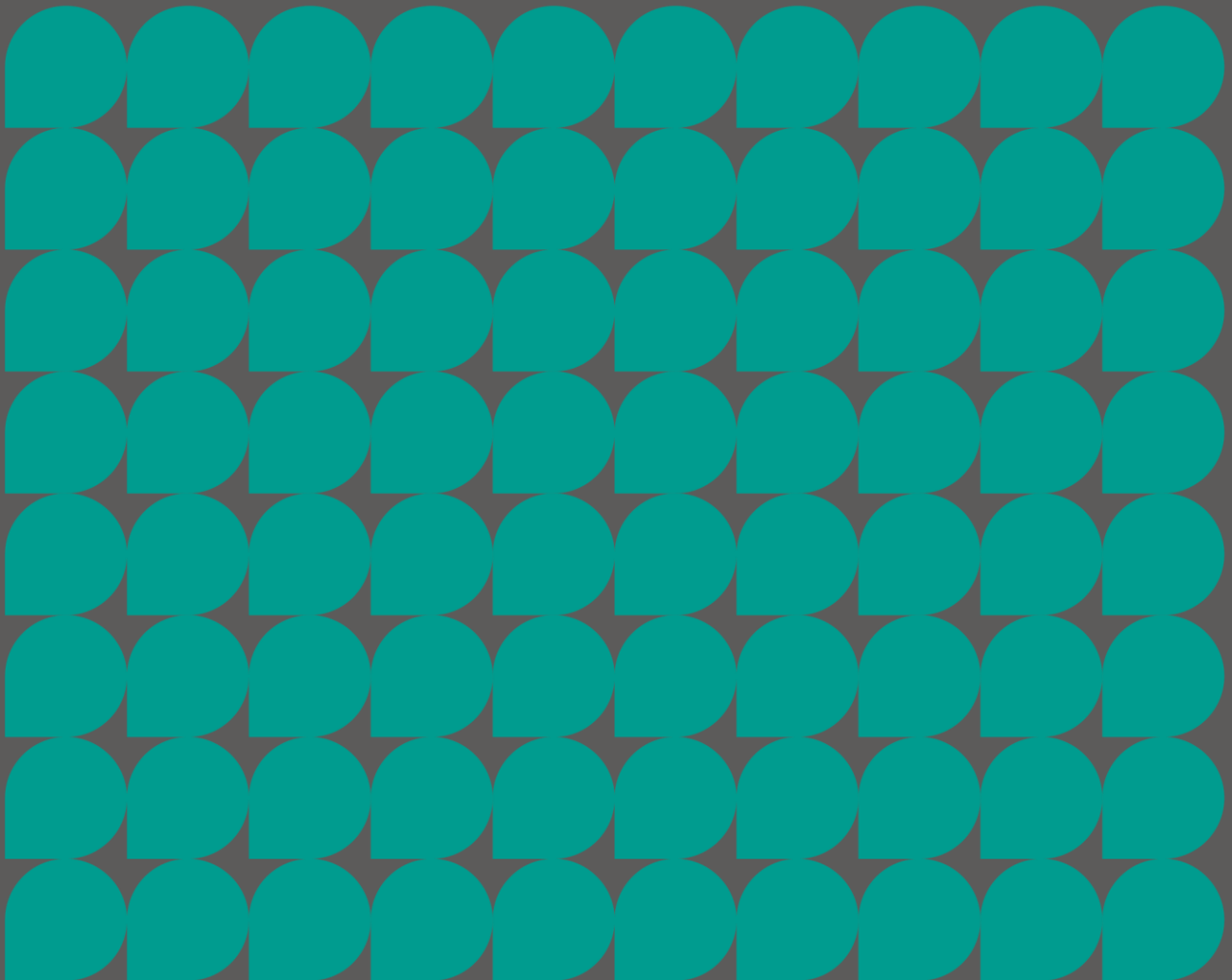


Transport Locality Assessments Addendum

Oldham

Places for Everyone – July 2021



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1. Executive Summary

- 1.1.1 The conclusions of each of the Oldham Locality Assessments, November 2020, remain robust. The 2020 assessments gave an initial indication that the traffic impacts of the allocations can be sufficiently mitigated and that the allocations are deliverable with the proposed mitigations in place.
- 1.1.2 These conclusions have been tested again, using updated modelling where necessary, to reflect recent changes – such as Stockport’s withdrawal from GMSF. The review has not identified any significant changes and, on this basis, the conclusions arrived at in the 2020 Locality Assessments are still considered to be valid.
- 1.1.3 Confirmation is still required as to large-scale interventions at the A627(M)/Chadderton Way interchange in order to fully alleviate both existing and future traffic concerns. However, it should be noted that the impact from the PfE allocations can be mitigated.
- 1.1.4 Also, further work and a full Transport Assessment will be necessary to ensure that potential mitigation measures and site access arrangements are designed in more detail and remain appropriate as the allocations move through the planning process. The allocations will also need to be supported by continuing wider transport investment across Greater Manchester.



2. Introduction

1.1. Background

1.1.1. Since April 2019, SYSTRA Ltd has been leading, on behalf of the nine Places for Everyone Local Authorities and Transport for Greater Manchester, on the assessment and mitigation of the transport impacts of the development Allocations identified in the Places for Everyone joint development plan (formerly the Greater Manchester Spatial Framework). This work resulted in the publication of a series of Locality Assessments which:

- Forecast the pattern of traffic movement in 2025 and 2040 on the Greater Manchester transport network, both before and after the addition of traffic resulting from the delivery of the GMSF Allocations;
- Assessed the impact of that additional traffic on existing transport infrastructure;
- Identified measures which would mitigate the impact of the additional traffic by examining enhancements to the public transport, active travel and highway network;
- Priced those enhancements on a consistent basis to support the evaluation of the viability of the Plan; and,
- On the basis of the above, confirmed whether or not the Allocation was appropriate from a transport perspective.

1.1.2. Following the withdrawal of Stockport Council from the original Greater Manchester Spatial Framework 2020 Joint Development Plan Document (Joint DPD) preparations, the nine remaining Local Authorities have agreed to use the GMSF as the basis for a new Places for Everyone Plan Joint DPD. This new plan has been prepared on the basis that it will have 'substantially the same effect' as the GMSF. Full details of the processes, dates of consultations and key decision meetings are set out in the Topic Papers.

1.1.3. The "Transport Locality Assessment – Oldham – GMSF 2020" document formed part of the original evidence base which was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the PfE has been prepared, the GMSF evidence base remains valid in relation to the PfE 2021. That said, the original Locality

Assessment for Oldham has been reviewed in the light of the change from GMSF 2020 to the PfE2021 and this addendum report has been produced to identify any minor amendments. This addendum should therefore be read in conjunction with “Transport Locality Assessment – Oldham – GMSF 2020” document made available in October 2020.

1.1.4. Since then a number of factors have necessitated a review of the conclusions of those Locality Assessments and revision or confirmations to those findings as appropriate. Those factors include:

- The removal of some Allocations from the Plan;
- Changes to the quantum of development proposed within some Allocations;
- Changes to the scale or type of transport supply (also known as transport mitigation schemes or interventions) proposed close to or within some Allocations;
- The withdrawal of Stockport Council and their associated Allocations from the Greater Manchester Spatial Framework; and,
- Modifications to the reference transport network to include newly committed schemes on the strategic road network (SRN).

1.1.5. These are factors which, taken together, may alter the pattern of traffic movements close to the remaining Allocations and impact on wider traffic movements across the conurbation. As such, it was considered necessary to check that the conclusions of the original assessments remain robust. This note sets out the processes behind, and conclusions of, the review for Oldham. This note identifies whether any of these changes are likely to significantly impact on the conclusions of the original assessments and where needed it sets out an updated technical assessment of the impact of the Allocations in Oldham on the operation of the transport network, and where necessary reviews and revises the transport infrastructure necessary to mitigate the impacts of the site.



1.2. Approach to the production of the Locality Assessment Addendum

- 1.2.1. Since the completion of the original Locality Assessments in September 2020, a number of factors have necessitated a review of the original conclusions. These include the decision of Stockport Council to withdraw from GMSF 2020, resulting in a number of Allocations and supporting infrastructure schemes being removed from the Plan. Other local authorities have chosen for various reasons to either remove Allocations or to make changes to the amount of development, the development type, its phasing, or the type of supporting infrastructure, all of which may have an impact on the operation of the Allocation and its impact it may generate on the transport network. As a result of this SYSTRA Ltd were asked to look again at the assumptions and conclusions of their original work to reassess its validity.
- 1.2.2. This work began with an update to the transport model to reflect the changes summarised above in order to obtain a more relevant forecast of likely trip generation and distribution in the two forecast years of 2025 and 2040.
- 1.2.3. At the outset of the review process it became clear that the level of detail required would vary between allocations. Some would require only a fairly high-level qualitative review while others would require a more detailed quantitative review. There are a number of reasons for this distinction; some of which are Allocation-specific and some related to regional / GM-wide changes.
- 1.2.4. In terms of the allocation-specific changes, the key considerations in adopting a quantitative review approach were as follows:
- A material change in development quantum as compared to that which was assessed in Summer 2020 (either an increase or a decrease)
 - Proposed changes to the transport interventions serving an allocation made after the core assessment in Summer 2020
 - Requested changes relating to the analytical approach; e.g modified trip generation rates, increased spatial extent of the study area, sensitivity tests of alternative networks etc.

1.2.5. In terms of the regional / GM-wide changes, the key considerations in adopting a quantitative review approach were as follows:

- The removal of all of the Stockport allocations and the associated reduction in transport demand; most directly relevant to the neighbouring districts
- Changes in the status of major transport infrastructure; for example, the confirmation of the Simister Island highway network improvements was expected to change traffic distribution and flow patterns in the NE area of GM

1.2.6. The outputs of the strategic modelling at the small number of sites which were considered suitable for a qualitative review were compared to the outputs from the previous round of modelling which was used to inform the production of the original Locality Assessment, in those instances where the outputs were considered to be comparable no further work was deemed necessary.

1.2.7. In the majority of cases however, changes between the model outputs indicated that a quantitative review would be necessary. The scope for this was discussed and agreed with officers of the relevant Local Authority and Transport for Greater Manchester before work began.

1.2.8. The outputs from the strategic modelling exercise were inputted into the local junction models developed for the original Locality Assessment work. Where the strategic modelling indicated that new junctions were likely to come under strain in either of the two future year scenarios, these were built using industry standard 'Linsig v3' or 'Junctions 9' software. Traffic signal information, including signal phasing and timings, and lane geometry (alignment, profile and lane position) was obtained from TfGM in order to replicate the junctions as closely as possible.

1.2.9. In a manner which replicates the method originally used for the Locality Assessment work, junction performance was tested in both the Reference and PfE Scenarios and, assessed to confirm if the mitigations originally developed for the Allocations remained



adequate, needed to be expanded, or in fact could be de-scoped or removed all together as a result of changes in traffic flow and distribution. As with the original work the objective here was to mitigate back to the Reference Case, rather than to reduce traffic flow back to the Base Case. This means that the mitigation may not result in the junction operating within capacity in the forecast year.

1.2.10. In a limited number of instances, the updated Locality Assessment work has indicated that traffic flow and distribution may be lower than originally forecast, but the decision has been made not to de-scope or remove a mitigation. This is in order to provide robustness and to future proof the PfE recommendations, recognising that further, more detailed work will be done on a site-by-site basis as part of the planning application process.

1.2.11. In addition to reviewing highways scheme, the non-highway and sustainable transport proposals were also reviewed. These included proposals for new or extended bus services, Metrolink extensions and cycling and walking. The transport evidence documents produced for the GMSF/PfE Plan refer to the Bee Network as Greater Manchester's walking and cycling network. Moving forward the Mayor's intention is for trams, buses, trains, taxis and private hire combined with walking and cycling in Greater Manchester to be branded under the terminology of the Bee Network.

1.2.12. Whilst this analysis considered primarily the local highway network, SYSTRA Ltd is undertaking a separate, parallel exercise in conjunction with TfGM and Highways England to examine wider impacts on the strategic road network (SRN). This parallel exercise is investigating cumulative PfE impacts on the SRN mainline links and is expected to deliver key findings in late Summer 2021. Any allocation-specific impacts, such as those occurring at SRN junctions, have been set out in the Locality Review documentation.



1.3. Conclusion

1.3.1. The Locality Assessment review exercise has confirmed the Transport Locality Assessment work published in October 2020 as robust in the light of recent changes and that the Allocations remain viable from a transport perspective. However, further work, including a full transport Assessment will need to be carried out on each Allocation as it comes forward for planning permission, which will ensure that the mitigation measures are revised in more detail and remain appropriate for the size and type of development.

N.B This note uses the GMSF reference numbers of each of the allocations to link them to the original Locality Assessment documents. For information, the new reference numbers for the Places for Everyone Joint Plan are shown in the table below:

Table 1. Allocation specific changes

Allocation	GMSF 2020 Reference	PfE 2021 Reference
Beal Valley	GMA12	JPA12
Bottom Field Farm (Woodhouses)	GMA13	JPA13
Broadbent Moss	GMA14	JPA14
Chew Brook Vale (Robert Fletchers)	GMA15	JPA15
Cowlshaw	GMA16	JPA16
Land south of Coal Pit Lane (Ashton Road)	GMA18	JPA17
South of Rosary Road	GMA19	JPA18



3. Changes since the publication of the locality assessment

3.1 Broad changes

- 3.1.1 The largest change to demand since the publication of the locality assessments has been the removal of the seven Stockport allocations from the plan during October 2020 (Gravel Bank Road/ Unity Mill was being withdrawn). This has meant that a number of residential and employment allocations have been removed from the modelling work. At this stage, the plans of Stockport District Council do not form part of the baseline for the future GMSF / Places for Everyone plan, and therefore they will be undertaking development of their own plan and transport evidence base at a later date in consideration of their respective allocations.
- 3.1.2 In consideration of Oldham District's allocations in relation to Stockport District, the distance between the two means it is unlikely to result in significant impacts upon the measured assumptions observed in the previous Locality Assessment study.
- 3.1.3 Tameside, located immediately south of Oldham, has three allocations, the closest being GMA38 Ashton Moss West. The GMA38 allocation proposes considerable trip generations due to its large, employment-based quantum. The distance of this allocation from the nearest Oldham allocations (GMA13 Bottom Field Farm (Woodhouses), GMA18 Land South of Coal Pit Lane (Ashton Road) and GMA19 South of Rosary Road), together with most GMA38 allocation trips being directed onto the SRN, the cumulative impact of this allocation has been determined unlikely to exacerbate traffic impacts emerging from the Oldham allocations.
- 3.1.4 Additionally, the GMA2 Stakehill allocation is located to the northwest of central Oldham – it is referred to as a Cross-Boundary allocation between Oldham and Rochdale districts – and considers a sizable quantum of 1,950 residential units and 150,000sqm of employment-based land use. Due to the size of this allocation and its distance from Oldham District, the cumulative impacts of this site in relation to Oldham allocations have been measured at multiple junctions across the district.

3.1.5 From the original ten allocations proposed as part of the previous Locality Assessment Study, various discussions have resulted in the allocation number being reduced to seven. GMA21 – Thornham Old Road, GMA17 Hanging Chadder and GMA20 Spinners Way were all removed between the fourth and fifth round of modelling – this was again understood to be due to access concerns.

3.1.6 No changes to the reference case network have been considered in the local area.

Table 2. Allocation specific changes

Allocation	Change	Notes
GMA12 Beal Valley	<p>Quantum: Reduction in quantum from 558 to 480 in 2040 buildout phase.</p> <p>Infrastructure: No changes</p> <p>Other: N/A</p>	<p>Potentially significant cumulative impact with GMA14 and GMA16 – more detailed review required.</p>
GMA13 Bottom Field Farm	<p>Quantum: Reduction in quantum from 130 dwellings to 30, removal of two parcels of land – Bottom Field Farm site remains</p> <p>Infrastructure: No changes</p> <p>Other: N/A</p>	<p>No impact – no further review required</p>



Allocation	Change	Notes
GMA14 Broadbent Moss	<p>Quantum: Reduction in quantum from 856 houses to 797 and 95 apartments to 77 in 2040 buildout phase. The B2/B8sqm is unchanged.</p> <p>Infrastructure: No changes</p> <p>Other: N/A</p>	<p>Potentially significant cumulative impact with GMA12 and GMA16 – more detailed review required.</p>
GMA15 Chew Brook Vale	<p>Quantum: A slight reduction in quantum from 171 to 90 in the 2040 buildout phase</p> <p>Infrastructure: No changes</p> <p>Other: N/A</p>	<p>Minimal impact – no further review required.</p>
GMA16 Cowlshaw	<p>Quantum: Change in proposed land use from 465 dwellings to 424 dwellings and 41 apartments – overall quantum remains unchanged at 465 residential units to be delivered in the 2040 buildout phase.</p> <p>Infrastructure: No changes</p> <p>Other: N/A</p>	<p>Potentially significant cumulative impact with GMA12 and GMA14 – more detailed review required.</p>

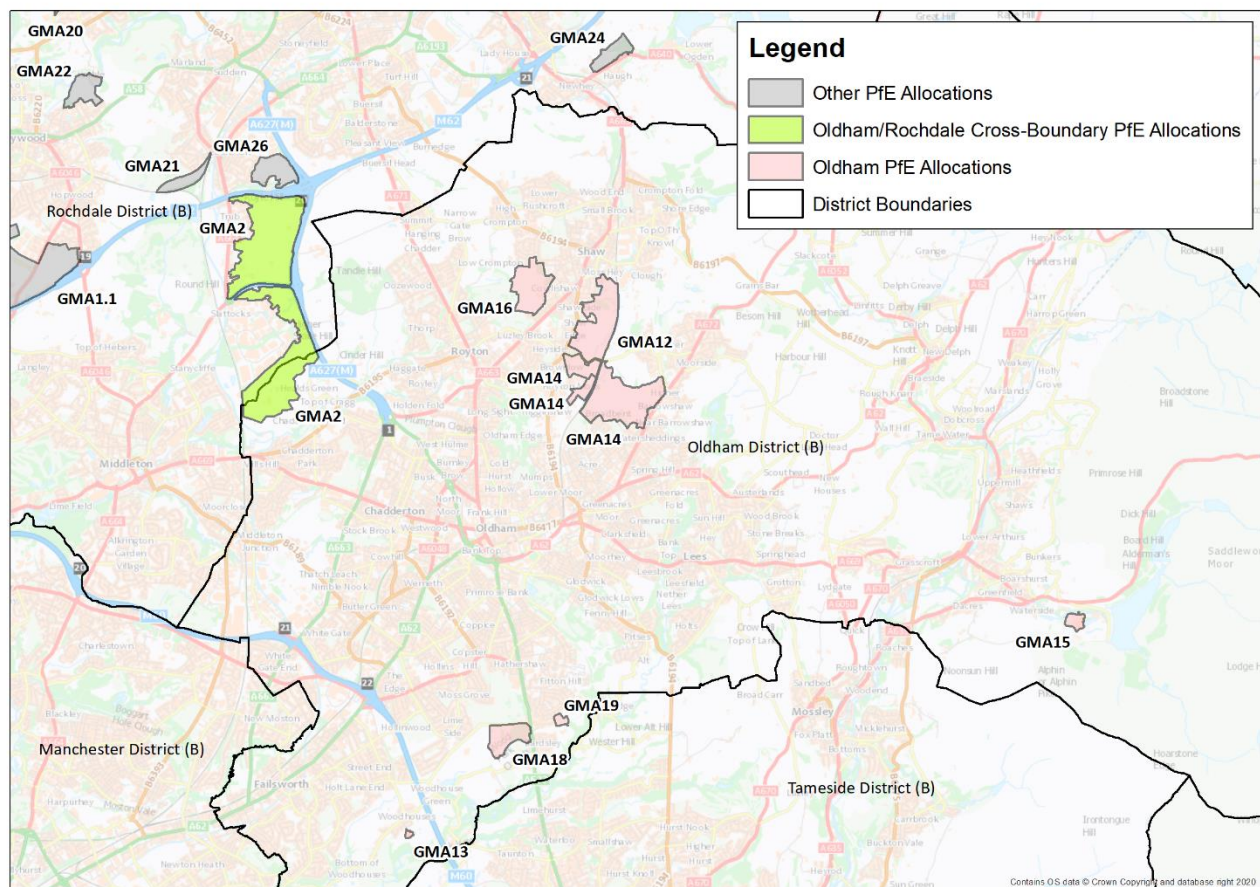


Allocation	Change	Notes
GMA18 Land south of Coal Pit Lane	<p>Quantum: A reduction in quantum from 264 dwellings to 175 dwellings in the 2040 buildout phase.</p> <p>Infrastructure: No changes</p> <p>Other: N/A</p>	Minimal impact – no further review required.
GMA19 South of Rosary Road	<p>Quantum: No changes</p> <p>Infrastructure: No changes</p> <p>Other: N/A</p>	No impact – no further review required

3.1.7 The latest boundaries to the Oldham PfE allocations are illustrated in the following figure:



Figure 1. Oldham Council PfE Allocation Boundaries

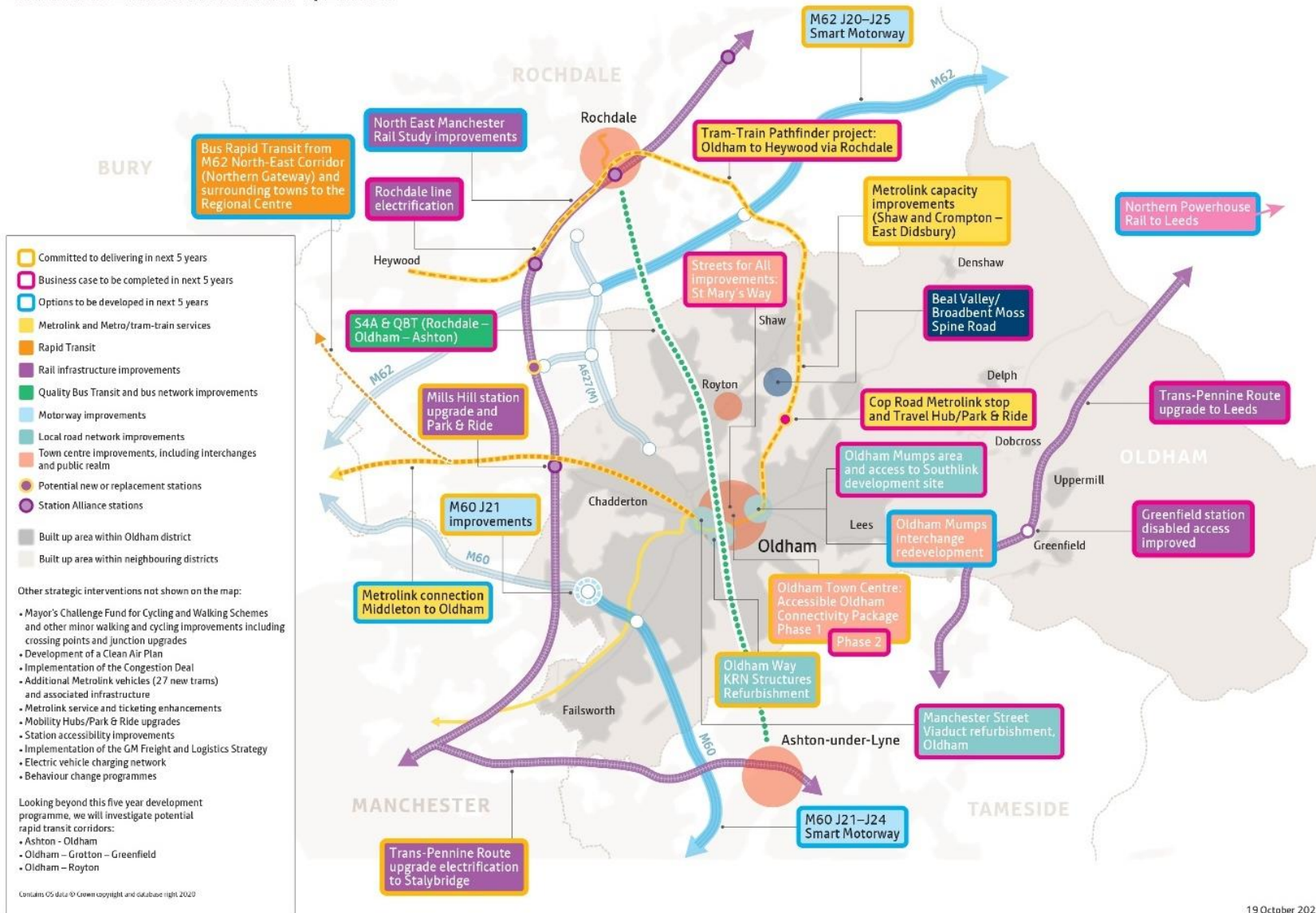


4. Supporting interventions in Oldham

4.1.1 Oldham Council and TfGM have planned a number of improvements across Oldham which are intended to make it easier for people to travel sustainably. This includes elements of the Bee Network, a comprehensive cycling and walking network which covers all Districts within Greater Manchester. The overall delivery plan of strategic transport interventions that will support all allocations in Oldham is shown in **Figure 2**, and detail of the Bee Network in Oldham is shown in **Figure 3**.

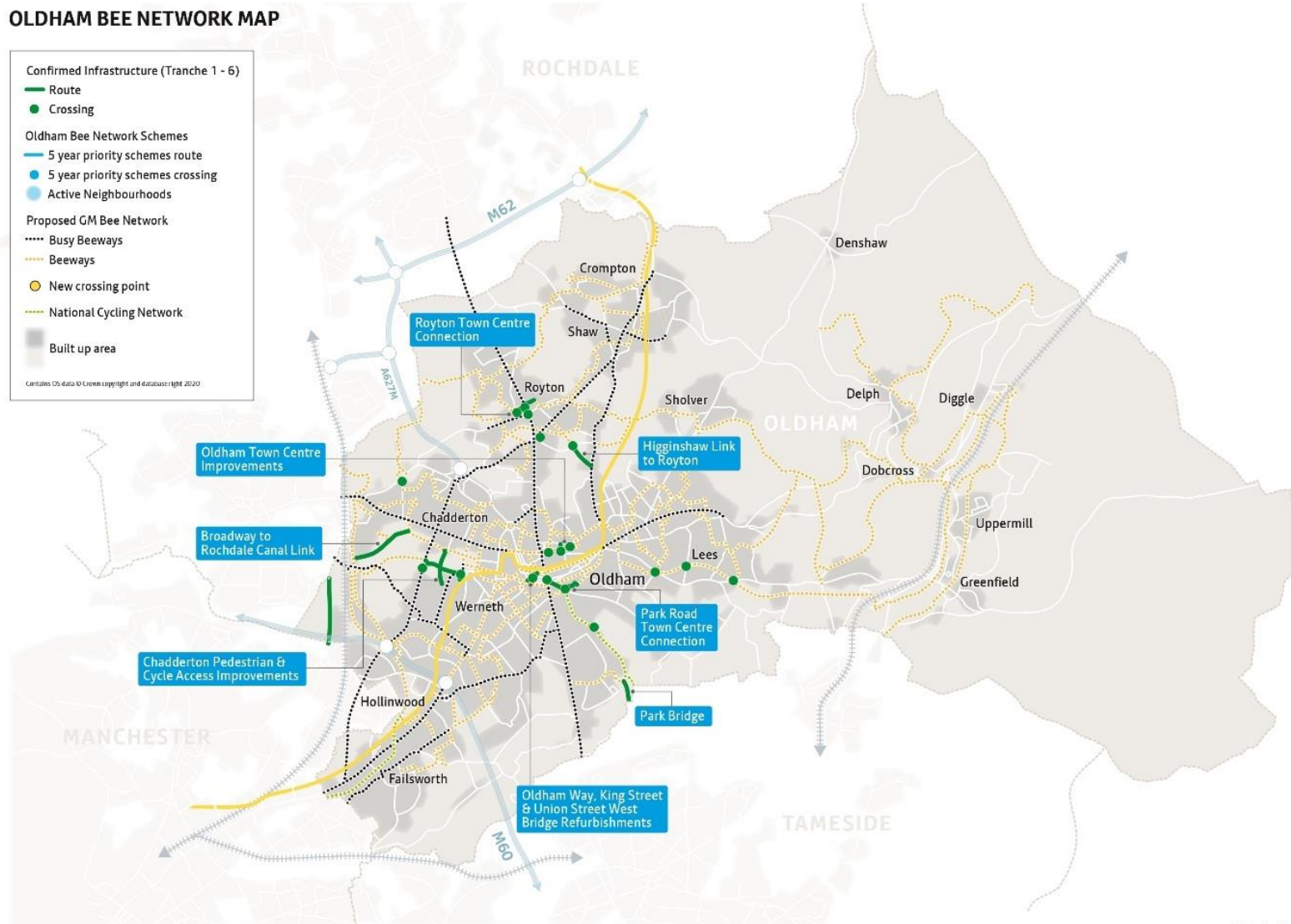
Figure 2. Oldham Delivery Plan

OLDHAM DELIVERY PLAN MAP 1, 2 AND 3



19 October 2020

Figure 3. Oldham Bee Network



9 October 2020

5. Implications of the changes

5.1 Impact of the changes

- 5.1.1 Based on the removal of three allocation sites from Oldham (GMA21 Thornham Old Road, GMA17 Hanging Chadder and GMA20 Spinners Way), as well as a general reduction in development quantum for those allocations remaining within the latest LA study as set out in **Table 2** above, it is considered unlikely that there will be significant changes or increased implications on both the local and strategic road networks within the district due to PfE related traffic.
- 5.1.2 Notwithstanding this, it is possible that between the fourth and fifth round of modelling, junctions could potentially see increases in traffic due to background growth, changes in the assignment of traffic or the increased quantum of allocations outside the Oldham district which could have cumulative effects at specific locations.

6. GMA12 Beal Valley/GMA14 Broadbent Moss

6.1 Changes to the quantum of development

6.1.1 With the latest round of modelling, there have been moderate changes to the overall quantum of development for GMA12 Beal Valley and GMA14 Broadbent Moss allocations, as illustrated in **Table 3** and **Table 4** – due to the proximity of these sites to each other and their shared junction assessments/mitigation proposals, these allocations have been re-assessed together:

Table 3. GMA12 Beal Valley Development Quantum

Development Type	2025 Development Quantum	2040 Development Quantum
Houses	None (Previously 39)	482 (Previously 558)
Apartments	None	12 (Previously 62)
Employment	None	None
Total	None (Previously 39)	482 (Previously 620)

Table 4. GMA14 Broadbent Moss Development Quantum

Development Type	2025 Development Quantum	2040 Development Quantum
Houses	None (Previously 97)	951 (Previously 951)
Employment	21,720sqm	21,720sqm
Total	21,720sqm (Previously 97 Residential Units)	951 (Previously 951) 21,720sqm

6.1.2 For Beal Valley, this PfE allocation is for 482 residential units, while the Broadbent Moss allocation is to deliver 951 residential units and 21,720sqm of B2 Land Use

Employment floorspace by the end of the plan period in 2037. the total residential buildout for the Broadbent Moss allocation will be 1,450 units in the post-plan period beyond 2037 – 500 of the residential units at the Broadbent Moss allocation will be delivered at a rate of approximately 62 units per year after 2037.

- 6.1.3 For the purposes of testing the impact of the allocation through the strategic model, a total of 482/874 residential units and 21,720sqm of employment floorspace has been assumed to be built out by 2040. From an allocation-specific perspective, there aren't expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and now.

6.2 Transport infrastructure changes

- 6.2.1 A number of interventions were identified in the previous round of work to support the GMA12 and GMA14 allocations. The interventions identified and their indicative timescales are outlined below.

Allocation access

- 6.2.2 The site access arrangements for these allocations have been developed to illustrate that there is a practical option for site access in this location and to develop indicative cost estimations. It is assumed that a detailed design consistent with Greater Manchester's best practice Streets for all highway design principles will be required at the more detailed planning application stage.
- 6.2.3 Based on the indicative concept plan provided as part of the previous LA process, access to the GMA12 Beal Valley allocation comprises a dedicated three-arm signalised junction onto Heyside to the west of the site, and a shared southern access with the GMA14 allocation onto Bullcote Lane, which would allow both access onto Bullcote Lane (eastbound only) and form part of a spine road connecting the two allocations. Bullcote Lane to the west would be severed due to the width of the carriageway being unsuitable for large-scale development traffic, and will instead be repurposed for use as an emergency access and pedestrian/cycle access. This will be delivered by 2040.

6.2.4 Based on the indicative concept plan provided as part of the previous LA process, access to the GMA14 Broadbent Moss allocation, aside from the aforementioned shared access at Bullcote Lane with GMA12, comprises connections directly onto Moss Lane and Meek Street to the west to access Higginshaw Lane, south onto Vulcan Street on a new arm at the existing junction with Whetstone Hill Road, and east onto Green Park View to access the A672 Ripponden Road – Broadbent Road will also be used for both emergency and pedestrian/cycle access. Accesses relevant to aspects of the allocation which are to be delivered by 2025 will be done so upon the first occupation of these elements of the site – specific access points which are to come forward in 2025 will be outlined at the more detailed planning application stage.

Necessary strategic mitigations

- Between 2020 and 2025:
 - Key Highway spine road network with through route function
 - Metrolink Overbridge
- Between 2025 and 2030:
 - New Metrolink Stop and P&R facility to be delivered as part of the Broadbent Moss allocation – this will also serve the Beal Valley allocation.

Necessary local mitigations

- Between 2025 and 2030:
 - Improvement of A663 Crompton Way / Rochdale Road / Beal Lane
 - Improvement of A663 Shaw Road / A671 Oldham Road junction
 - Improvement of B6194 Heyside / Water Street / Bullcote Lane junction
 - Provision of bus services within the allocation
 - Permeable network for pedestrian and cyclist priority within the development



- Improvement of walking/cycling facilities on Heyside including a new Toucan Crossing Facility and at Cop Road including via new Metrolink overbridge bridge

Supporting Strategic Interventions

- Between 2025 and 2030:
 - Improvement of A6193 Sir Isaac Newton Way / A640 Elizabethan Way / A640 Newhey Road roundabout interchange
 - Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange
 - A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane
 - Permeable network for pedestrian and cyclist priority within the development

6.2.5 There have been no changes to the proposed infrastructure since the publication of the Locality Assessment.

6.3 Updated trip generation and distribution

6.3.1 As the development quantum outlined in **Table 3** and **Table 4** has seen alterations from the previous LA process, the revised vehicular trips generated by the proposed development are set out in **Table 5** and **Table 6**:

Table 5. GMA12 Beal Valley vehicular trip generation (high scenario)

YEAR	AM PEAK DEPARTURES	AM PEAK ARRIVALS	PM PEAK DEPARTURES	PM PEAK ARRIVALS
2025	0	0	0	0
2040	165	65	100	161



Table 6. GMA14 Broadbent Moss vehicular trip generation (high scenario)

Year	AM Peak DEPARTURES	AM Peak ARRIVALS	PM Peak DEPARTURES	PM Peak ARRIVALS
2025	50	84	67	27
2040	342	198	232	325

6.3.2 The distribution of allocation trips onto the surrounding highway network is also unchanged from the previous LA process, as presented in **Table 7** and **Table 8**:

Table 7. GMA12 Beal Valley vehicular trip distribution (high scenario)

Route	AM Peak Hour	PM Peak Hour
Heyside	21%	5%
Water Street	10%	6%
A663 Shaw Road	0%	6%
Church Road	5%	10%
A663 Milnrow Road	38%	42%
B6197 Buckstones Road	1%	0%
Cop Road	6%	5%
Allocation 14 Southern Allocation Access	18%	27%

Table 8. GMA14 Broadbent Moss vehicular trip distribution (high scenario)

Route	AM Peak Hour	PM Peak Hour
B6194 Shaw Road	4%	8%
Salmon Fields	15%	24%

Route	AM Peak Hour	PM Peak Hour
Turf Lane	8%	12%
Water Street	3%	2%
Church Road	4%	8%
A663 Milnrow Road	23%	30%
Hillside Avenue	2%	0%
B6197 Buckstones Road	7%	0%
A672 Ripponden road (North)	12%	3%
A672 Ripponden road (South)	6%	5%
Southern Allocation Access	14%	8%

6.4 Impact of Allocation before mitigation on the local road network

6.4.1 The expected changes in traffic routings and volumes in the vicinity of the allocations as a result of changes to other allocations necessitate the reassessment of 7 of the previously assessed junctions. These are:

- A663 Shaw Road / A671 Oldham Rd
- B6194 Heyside/Water Street
- A663 Manchester Rd/B6194 Oldham Rd Roundabout
- A663 Crompton Way / Rochdale Road
- A671 Rochdale Road / B6195 High Barn Road / B6195 Middleton Road
- B6194 Rochdale Road / Thornham Road
- A672 / Grains Road / Oldham Road / Buckstones Road

6.4.2 For the other junctions previously assessed, the results presented in the previous Locality Assessment are considered to remain valid.

6.4.3 As in the previous assessment, the table below shows a comparison between the ratio of flow to capacity on the worst-case arm at each junction as well as the total development flows through the junction.

6.4.4 The assessment below is based on outputs from Greater Manchester’s Variable Demand Model (GMVDM). While every effort has been made to accurately reflect the existing and planned road networks, it remains a strategic model. It may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.

Table 9. Results of 2040 Local Junction Capacity Analysis Before Mitigation

Junction	Ref Case AM	Ref Case PM	PfE High AM	PfE High PM	GMA12 Flows AM	GMA1 2 Flows PM	GMA1 4 Flows AM	GMA14 Flows PM
A663 Shaw Road / A671 Oldham Rd	100%	90%	104%	105%	85	49	198	164
B6194 Heyside/Water Street	99%	85%	N/A	N/A	95	59	13	17
A663 Shaw Road / B6194 Oldham Road / Church Road	75%	62%	78%	70%	99	152	198	246
A663 Crompton Way / Rochdale Road / Beal Lane	74%	100%	96%	108%	83	100	164	167
A671 Rochdale Road / B6195 High Barn Road /	104%	117%	107%	118%	5	15	12	19

Junction	Ref Case AM	Ref Case PM	PfE High AM	PfE High PM	GMA12 Flows AM	GMA1 2 Flows PM	GMA1 4 Flows AM	GMA14 Flows PM
B6195 Middleton Road								
B6194 Rochdale Road / Thornham Road	56%	62%	68%	75%	15	29	33	45
A672 / Grains Road / Oldham Road / Buckstones Road	74%	85%	95%	87%	6	6	14	12

6.4.5 The table above shows that generally the impact of the traffic generated by the allocations results in only a small increase in congestion across the network.

6.4.6 In the previous LA the following mitigation schemes were identified to accommodate PfE traffic from these sites:

- **A663 Crompton Way / Rochdale Road / Beal Lane:** Provision of extra lanes onto the A663 Crompton Way (South) arm and the B6194 Rochdale Road (West) arm in order to increase capacity;
- **A663 Shaw Road / A671 Oldham Road:** Provision of a free-flow arm between the A663 Broadway and the A671 Rochdale Road in order to remove west to north movements from the main junction flow, while also providing an additional lane for ahead movements onto the A663 Shaw Road; and
- **B6194 Heyside / Water Street / Bullcote Lane:** A mitigation scheme has been proposed to close through access on Bullcote Lane between Shaw and Sholver, thereby removing through traffic and development trips from the



Beal Valley and Broadbent Moss allocations – the Bullcote Lane arm would remain in situ so as to access the adjacent bowling green. This mitigation option has been considered with regard to matters of safety for traffic exiting this arm due to the below standard width of Bullcote Lane.

Table 10. Local Junction Capacity Analysis After Mitigation

Junction	PfE High AM	PfE High PM	GMA12 Flows AM	GMA12 Flows PM	GMA14 Flows AM	GMA14 Flows PM
A663 Shaw Road / A671 Oldham Rd	105%	86%	85	49	198	164
B6194 Heyside/Water Street	55%	46%	95	59	13	17
A663 Crompton Way / Rochdale Road / Beal Lane	91%	87%	83	100	164	167

6.4.7 While the above series of mitigation schemes have been considered deliverable by SYSTRA, the necessity of them to deliver the allocation is shown to have reduced. However, there may still be benefits in delivering these scheme as they provide safety improvements and improvements to the general operation of the highway network. Further work will be needed through the planning process and the production of a Transport Assessment to confirm these findings.

6.4.8 As determined during the previous round of Locality Assessments undertaken in 2020, based on the proximity of the allocation to multiple sustainable transport alternatives, including the proposed creation of a dedicated Metrolink stop to serve both the Beal Valley and Broadbent Moss allocations, as well as several interurban bus routes and off-road PROWs, the Beal Valley and Broadbent Moss allocations have placed priority in the investment of encouraging and promoting the use of non-car travel, with several sustainable interventions considered within the previous Locality Assessment process:



- **New Metrolink Stop and P&R facility adjacent to Beal Valley and Broadbent Moss allocations:** Proposed by TfGM for direct Metrolink access to both allocations (though it is to be delivered as part of the Broadbent Moss allocation) and is to be created alongside supporting developments, including a sizeable Park & Ride facility;
- **Provision of bus services within the allocation:** Extension of existing bus service (Route 82/83) into the centre of the allocation at earliest possible opportunity to provide competitive sustainable transport alternative;
- **Permeable network for pedestrian and cyclist priority within the development:** Assumed full permeability of cycle and pedestrian access, as well as direct connections to PRowS either bounding or near the development. All pedestrian and cycle networks internal to the site, as well as connecting PRowS, should be built or upgraded to the standards outlined in the Bee Network, as well as providing connections to the nearest section of the Bee Network; and
- **Improvement of walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge bridge:** Heyside footway improvements and new footway / cycleway to join missing 250m section of Cop Road (either on or adjacent alternative off road provision) linking to new / replacement metro overbridge.

6.4.9 Based on the preferences outlined by the local council in the previous Locality Assessment process, mitigation of traffic impacts on the LRN should be made through the promotion and encouragement of sustainable transport alternatives including walking, cycling and public transport access.

6.5 Impact of the allocation on the strategic road network

6.5.1 Based on the proposed buildout of the Beal Valley and Broadbent Moss allocations, the cumulative impact of these sites has been considered likely to result in material implications on the operation of the SRN that will require mitigation measures.



6.5.2 The same caveats regarding the use of GMVDM model outputs, as set out in **Section 6.4**, also apply here. That is, it may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.

6.5.3 The assessed results for the following component parts of this network are summarised in **Table 11** below:

Table 11. Strategic Junction Capacity Analysis Before Mitigation

Junction	Ref Case AM	Ref Case PM	PfE High AM	PfE High PM	GMA12 Flows AM	GMA12 Flows PM	GMA14 Flows AM	GMA14 Flows PM
A627(M)/ Chadderton Way interchange	120%	112%	123%	114%	80	43	176	145
A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane	98%	102%	121%	116%	104	105	217	141
A640 Elizabethan Way / A6193 Sir Isaac Newton Way	121%	120%	121%	129%	101	101	209	135

6.5.4 As with potential mitigation measures on the LRN, the constrained nature of the strategic junctions listed above means that large-scale interventions are currently beyond the scope of this PfE study, and will require further review at the Transport Assessment stage. However, as set out in the previous LA report small-scale interventions were created to provide moderate improvements and mitigate the impacts of the PfE allocations:



- **A627(M)/Chadderton Way interchange:** Addition of a third lane on the southbound access from the A627 (M) north, thereby reducing the amount of queuing that is experienced on the slip road that could potentially extend onto the A627 (M) carriageway;
- **A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane:** Due to the limited opportunity to introduce physical capacity enhancing mitigation at this location due to the presence of adjacent properties, proposals have been made to update the signal controller to MOVA control - it is understood TfGM already have plans to introduce MOVA at this junction, and that the effectiveness of this scheme, if implemented, will be reviewed as part of any future planning application; and,
- **A640 Elizabethan Way / A6193 Sir Isaac Newton Way:** Provision of a second lane to the roundabout circulatory, and changes to the lane designations that favour movements accessing the M62, as well as a two-lane merge section of approximately 80m on the A640 (S) to allow for the safe merging of vehicles turning right from the A6193 were tested.

Table 12. Strategic Junction Capacity Analysis After Mitigation

Junction	PFE HIGH AM	PFE HIGH PM	GMA12 FLOWS AM	GMA12 FLOWS PM	GMA14 FLOWS AM	GMA14 FLOWS PM
A627(M)/Chadderton Way interchange	107%	102%	80	43	176	145
A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane	86%	95%	104	105	217	141
A640 Elizabethan Way / A6193 Sir Isaac Newton Way	113%	98%	101	101	209	135

6.6 Impact of the changes

- 6.6.1 Based on flows derived from the latest round of modelling, the previously identified issues which required the introduction of mitigation schemes remains largely robust, therefore, interventions outlined for the LRN and SRN are to be delivered as part of the Beal Valley and Broadbent Moss allocations. However the necessity of the LRN interventions is shown to have reduced. Therefore further work is needed through the planning process to confirm if all LRN interventions are needed to allow the allocations to come forward.
- 6.6.2 The changes to the quantum of development set out above does not affect need for the active mode interventions previously proposed. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by Greater Manchester Combined Authority and Transport for Greater Manchester. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation should follow this Design Guide.
- 6.6.3 Proposals for the Bee Network that will support all allocations in Oldham is shown in **Figure 3** on Pg13 of this report.
- 6.6.4 The overall 2040 5 year delivery plan of strategic transport interventions that will support all allocations in Oldham is shown in **Figure 2** on Pg12 of this report.
- 6.6.5 As illustrated above, multiple elements of the Oldham Delivery Plan are centred around the GMA12 and GMA14 allocations in order to provide sustainable transport alternatives that complement the large-scale residential development – these had been discussed in detail previously in **Section 6.4**.

6.7 GMA12 and GMA14 Concluding Remarks

- 6.7.1 Based on the latest information provided within the fifth round of the GMSF Strategic Model, it is considered that the findings of the previous Locality Assessment remain robust.

- 6.7.2 In consideration of the strategic and local interventions illustrated, strategic mitigation proposals that had been developed without being directly related to the delivery of the PfE allocations are likely to be completed by the first occupation of the Broadbent Moss allocation in 2025. Necessary local mitigation, comprising solely the provision of enhanced sustainable transport alternatives, are anticipated to be required by 2025.
- 6.7.3 With changes to the ultimate quantum of development seeing only a moderate change by the end of the current PfE plan, no additional forms of intervention are considered necessary to support the allocation.



7. GMA13 Bottom Field Farm (Woodhouses)

7.1 Changes to the quantum of development

7.1.1 As of September 1st, 2020, the original development quantum for the GMA13 allocation was reduced from three land parcels comprising 130 dwellings to one land parcel comprising 30 dwellings.

7.1.2 **Table 13** below indicates the quantum of development assessed:

Table 13. GMA13 Bottom Field Farm (Woodhouses) Development Quantum

Development Type	2025 Development Quantum	2040 Development Quantum
Houses	None	30 (Previously 130)
Apartments	None	None
Employment	None	None
Total	None	30 (Previously 130)

7.1.3 This PfE allocation is for 30 residential units to be delivered by the end of the plan period in 2040. For the purposes of testing the impact of the allocation through the strategic model, a total of 30 residential units has been assumed to be built out by 2040.

7.1.4 From an allocation-specific perspective, there aren't expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and now.

7.2 Transport infrastructure changes

7.2.1 A number of interventions were identified in the previous round of work to support the GMA13 Bottom Field Farm (Woodhouses) allocation. The interventions identified and their indicative timescales are outlined below.

Allocation access

7.2.2 Based on the indicative concept plan provided as part of the previous LA process access arrangements for the GMA13 Bottom Field Farm (Woodhouses) allocation comprise access onto Hartshead Crescent. This will be delivered by 2040.

Necessary local mitigations

- Between 2020 and 2025:
 - Permeable network for pedestrian and cyclist priority within the development
 - Minor Traffic Management Improvements

7.2.3 There have been no changes to the proposed infrastructure since the publication of the Locality Assessment.

7.3 Updated trip generation and distribution

7.3.1 As the development quantum outlined in **Table 13** has reduced significantly from the previous LA process, the vehicular trips generated by the proposed development are set out in **Table 14**:

Table 14. GMA13 Bottom Field Farm (Woodhouses) vehicular trip generation (high scenario)

Year	AM Peak Departures	AM Peak Arrivals	PM Peak Departures	PM Peak Arrivals
2025	0	0	0	0

Year	AM Peak Departures	AM Peak Arrivals	PM Peak Departures	PM Peak Arrivals
2040	4	11	10	5

7.3.2 Furthermore, the distribution of allocation trips onto the surrounding highway network is also unchanged from the previous LA process, as presented in **Table 15**:

Table 15. GMA13 Bottom Field Farm (Woodhouses) vehicular trip distribution (high scenario)

Route	AM Peak Hour	PM Peak Hour
Medlock Road	23%	41%
Ashton Road East	24%	14%
Westminster Road	39%	32%
Coal Pit Lane	14%	13%

7.4 Impact of Allocation before mitigation on the local road network

7.4.1 For completeness, the re-assessment of the impact of trip generation on the surrounding local road junctions has been undertaken using updated traffic flows.

7.4.2 As in the previous assessment, the table below shows a comparison between the ratio of flow to capacity on the worst-case arm at each junction as well as the total development flows through the junction.

7.4.3 The assessment below is based on outputs from Greater Manchester’s Variable Demand Model (GMVDM). While every effort has been made to accurately reflect the existing and planned road networks, it remains a strategic model. It may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.



Table 16. Results of 2040 Local Junction Capacity Analysis Before Mitigation

Junction	Ref Case AM	Ref Case PM	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
1.Failsworth Road / Medlock Road (mini-rbt)	40%	45%	43%	51%	12	7
2.Failsworth Road / Westminster Road (double-mini rbt)	108%	105%	109%	120%	4	3
3.Cutler Hill Road/Coal Pit Lane	108%	105%	132%	125%	8	4

7.4.4 As illustrated in **Table 16**, there are predicted increases in congestion at Failsworth Road / Westminster Road and Cutler Hill Road/Coal Pit Lane with the allocations in place. However, the low number of development trips routed via these LRN junctions is not considered substantial enough to warrant contributions from the developer of this allocation.

7.4.5 Previously, a mitigation scheme was developed for Cutler Hill Road/Coal Pit Lane to address the cumulative impact from all allocations. This has not been re-run as the previous LA discontinued the mitigation due to the low volume of traffic generated by GMA13 which is still relevant now. However, should Oldham wish to explore mitigation of this junction separately, the scheme is set out the previous LA report.

7.4.6 As previously highlighted in the Locality Assessment report, one concern arising from the location of the GMA13 site is its comparative remoteness from sustainable transport alternatives. There are a variety of off-street walking and cycling routes in the vicinity. However, public transport alternatives, including buses, trains and Metrolink, are either low frequency or too far from the allocation to make them competitive against car travel. Based on these factors, only the following investment



in the encouragement and promotion of non-car travel could be considered within the previous Locality Assessment process:

- **Walking and cycling measures:** Assumed full permeability of cycle and pedestrian access, as well as direct connections to PRow either bounding or near the allocation and improvement of walking/cycling facilities on Failsworth Road. All pedestrian and cycle networks internal to the allocation, as well as connecting PRow, should be built or upgraded to the standards outlined in the Bee Network, as well as providing connections to the nearest section of the Bee Network.

7.4.7 Based on the preferences outlined by the local council in the previous Locality Assessment process, mitigation of traffic impacts on the LRN should be made through the promotion and encouragement of sustainable transport alternatives including walking, cycling and public transport access.

7.5 Impact of the allocation on the strategic road network

7.5.1 Based on the quantum of development and the distance of the site from the nearest junction with the SRN, the Bottom Field Farm (Woodhouses) allocation is not expected to have any material implications on the safe and efficient operation of the SRN.

7.6 Impact of the changes

7.6.1 The changes to the quantum of development set out above does not affect need for the active mode interventions previously proposed. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by Greater Manchester Combined Authority and Transport for Greater Manchester. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation should follow this Design Guide.

7.6.2 Proposals for the Bee Network that will support all allocations in Oldham is shown in **Figure 3** on Pg13 of this report.

7.6.3 The overall 2040 5 year delivery plan of strategic transport interventions that will support all allocations in Oldham is shown in **Figure 2** on Pg12 of this report.

7.6.4 Given the changes to development quantum and estimated vehicular trip generation noted above, it is considered that the scale and phasing of interventions remains appropriate.

7.7 GMA13 Bottom Field Farm (Woodhouses) Concluding Remarks

7.7.1 Based on the latest information provided within the fifth round of the GMSF Strategic Model, it is considered that the findings of the previous Locality Assessment remain robust.

7.7.2 It is anticipated that any interventions will be required post 2025, however, by 2025, the necessary local mitigation is anticipated to be required. With a significant decrease in the ultimate quantum of development, no additional forms of intervention are considered necessary to support the allocation.



8. GMA15 – Chew Brook Vale (Robert Fletchers)

8.1 Changes to the quantum of development

8.1.1 With the latest round of modelling, there have been moderate changes to the overall quantum of development for GMA15 Chew Brook Vale (Robert Fletchers) allocation, as illustrated in **Table 17**:

Table 17. GMA15 Chew Brook Vale (Robert Fletchers) Development Quantum

Development Type	2025 Development Quantum	2040 Development Quantum
Residential units	19	171 (Previously 171)
Employment/Leisure	6,000sqm	6,000sqm (Previously 8,500sqm)
Total	19 Residential Units 6,000sqm Leisure/ Employment	171 Residential Units 6,000sqm Leisure/ Employment

8.1.2 This PfE allocation is for 171 residential units and 6,000sqm of employment/leisure floorspace to be delivered by the end of the plan period. For the purposes of testing the impact of the allocation through the strategic model, a total of 171 residential units and 6,000sqm of employment/leisure floorspace has been assumed to be built out by 2040.

8.1.3 From an allocation-specific perspective, there aren't expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and now.

8.2 Transport infrastructure changes

8.2.1 A number of interventions were identified in the previous round of work to support the GMA15 allocation. The interventions identified and their indicative timescales are outlined below.

Allocation access

- 8.2.2 Due to the constrained nature of the allocation in the Chew Brook Vale, discussions are ongoing as to access arrangements for the site – the existing access onto Chew Valley Road via Waterside has been considered unsuitable for allocation traffic due to the width of the bridge across Chew Brook and the unsafe approach angle of the Waterside arm onto the junction.
- 8.2.3 At the end of the previous LA process, several proposals had been made regarding access arrangements onto the A635 Holmfirth Road, including the provision of a new bridge across Chew Brook and a three-arm priority junction adjacent to the existing Park Lane junction. While none of the options were agreed on, it is understood that a solution could be delivered here. However this will need to be developed through the planning process and the preferred solution presented in a Transport Assessment.

Necessary local mitigations

- Between 2025 and 2030:
 - Permeable network for pedestrian and cyclist priority within the development
 - Sustainable access package of off-site improvements to walking and cycling routes
- 8.2.4 There have been no changes to the proposed infrastructure since the publication of the Locality Assessment.

8.3 Updated trip generation and distribution

- 8.3.1 As the development quantum outlined in **Table 17** has seen only moderate changes from the previous LA process, the vehicular trips generated by the proposed development are set out in **Table 18**:

Table 18. GMA15 Chew Brook Vale (Robert Fletchers) vehicular trip generation (high scenario)

YEAR	AM PEAK DEPARTURES	AM PEAK ARRIVALS	PM PEAK DEPARTURES	PM PEAK ARRIVALS
2025	0	0	0	0
2040	68	44	48	65

8.3.2 Furthermore, the distribution of allocation trips onto the surrounding highway network is also unchanged from the previous LA process, as presented in **Table 19**:

Table 19. GMA15 Chew Brook Vale (Robert Fletchers) vehicular trip distribution (high scenario)

Route	AM Peak Hour	PM Peak Hour
A635 Manchester Road	69%	82%
A669 Chew Valley Road	30%	17%
A635 Holmfirth Road	2%	2%

8.4 Impact of Allocation before mitigation on the local road network

8.4.1 The expected changes in traffic routings and volumes in the vicinity of the allocation as a result of changes to other allocations necessitate the reassessment of 3 of the previously assessed junctions. These are:

- A635 Manchester Road / A669 Chew Valley Road
- A635 Manchester Road / B6175 Well-I-Hole Road
- A670 Oldham Road / A669 Shaw Hall Bank Road

8.4.2 For the other junctions previously assessed, the results presented in the previous Locality Assessment are considered to remain valid.



- 8.4.3 As in the previous assessment, the table below shows a comparison between the ratio of flow to capacity on the worst-case arm at each junction as well as the total development flows through the junction.
- 8.4.4 The assessment below is based on outputs from Greater Manchester's Variable Demand Model (GMVDM). While every effort has been made to accurately reflect the existing and planned road networks, it remains a strategic model. It may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.



Table 20. Results of 2040 Local Junction Capacity Analysis Before Mitigation

Junction	Reference Case AM	Reference Case PM	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
A635 Manchester Road / A669 Chew Valley Road	17%	30%	19%	31%	112	113
A635 Manchester Road / B6175 Well-I-Hole Road	90%	83%	98%	75%	83	90
A670 Oldham Road / A669 Shaw Hall Bank Road	95%	141%	100%	141%	18	11

8.4.5 As illustrated in **Table 20**, the Chew Brook Vale (Robert Fletchers) allocation is not expected to result in severe increases in congestion at Local Road Network (LRN) junctions assessed.

8.4.6 A670 Oldham Road / A669 Shaw Hall Bank Road is noted to be already above capacity in the PM Peak without the introduction of the GMA15. However with high scenario in place the junction remains over capacity. Also, based on the potential number of development trips routed via, A670 Oldham Road / A669 Shaw Hall Bank Road have been considered not substantial enough to warrant mitigation from the allocation.

8.4.7 One potential issue arising from the location of the GMA15 site is its comparative remoteness from sustainable transport alternatives, as while there are a variety of off-street walking and cycling routes, public transport alternatives, including buses



and trains are either low frequency or too far from the allocation to make them competitive against car travel. Based on this, the following investment in the encouragement and promotion of non-car travel could be considered within the previous Locality Assessment process:

- **Walking and cycling measures:** Assumed full permeability of cycle and pedestrian access, as well as direct connections to PRow either bounding or near the allocation and improvement of walking/cycling facilities on A635 Manchester Road. All pedestrian and cycle networks internal to the allocation, as well as connecting PRow, should be built or upgraded to the standards outlined in the Bee Network, as well as providing connections to the nearest section of the Bee Network.

8.5 Impact of the allocation on the strategic road network

- 8.5.1 Based on the quantum of development and the distance of the site from the nearest junction with the SRN, the Chew Brook Vale (Robert Fletchers) allocation is not expected to have any material implications on the safe and efficient operation of the SRN.

8.6 Impact of the changes

- 8.6.1 Based on flows derived from the latest round of modelling, any interventions outlined previously are to be delivered as part of the allocations as per the previous Locality Assessment.
- 8.6.2 The changes to the quantum of development set out above does not affect need for the active mode interventions previously proposed. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by Greater Manchester Combined Authority and Transport for Greater Manchester. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation should follow this Design Guide.

8.6.3 Proposals for the Bee Network that will support all allocations in Oldham is shown in **Figure 3** on Pg13 of this report.

8.6.4 The overall 2040 5 year delivery plan of strategic transport interventions that will support all allocations in Oldham is shown in **Figure 2** on Pg12 of this report.

8.6.5 Given the minimal changes to development quantum and estimated vehicular trip generation noted above, it is considered that the scale and phasing of these interventions remains appropriate.

8.7 GMA15 Chew Brook Vale (Robert Fletchers) Concluding Remarks

8.7.1 Based on the latest information provided within the fifth round of the GMSF Strategic Model, it is considered that the findings of the previous Locality Assessment remain robust.

8.7.2 It is anticipated that most of the interventions will be required post 2025, however, by 2025, the necessary local mitigation is anticipated to be required. With no changes to the ultimate quantum of development, no additional forms of intervention are considered necessary to support the allocation.

8.7.3 As was previously identified, questions remain as to the final layout of the vehicular access to the allocation from the A635, with further discussions required through the planning process.



9. GMA16 – Cowlishaw

9.1 Changes to the quantum of development

9.1.1 With the latest round of modelling, there have been moderate changes to the overall quantum of development for GMA16 Cowlishaw allocation, as illustrated in **Table 21**:

Table 21. GMA16 Cowlishaw Development Quantum

Development Type	2025 Development Quantum	2040 Development Quantum
Houses	113 (Previously 149)	424 (Previously 465)
Apartments	11 (Previously None)	41 (Previously None)
Employment/Leisure	None	None
Total	124	465

9.1.2 This PfE allocation is for 465 residential units to be delivered by the end of the plan period in 2040. For the purposes of testing the impact of the allocation through the strategic model, a total of 465 residential units has been assumed to be built out by 2040.

9.1.3 From an allocation-specific perspective, there aren't expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and now.

9.2 Transport infrastructure changes

Allocation access

9.2.1 Based on the indicative concept plan provided as part of the previous LA process for the Cowlishaw site, access into the allocation would comprise of primary vehicular access to each parcel onto Cocker Mill Lane, Kings Road/Moor Street and Denbigh

Drive, utilising existing carriageways that enter the proposed site boundary and therefore only requiring infrastructural changes to make the carriageways and junctions onto the wider road network suitable for increased development trips, as well as integrating suitable cycle and pedestrian crossing facilities

9.2.2 However, a concern that had previously been raised was the unsuitability of the Denbigh Drive access to the northern parcel, where it had been identified that the junction already present at this location fell below the 5.5m minimum width for two way traffic as outlined by Manual for Streets. It was however considered that given the low levels of traffic associated with the access, an alternative geometry solution could potentially be considered (subject to design standards) through the use of a shared space design to accommodate the proposed small quantum of development from this access.

Necessary local mitigations

- Between 2020 and 2025:
 - Permeable network for pedestrian and cyclist priority within the development
- Between 2025 and 2030:
 - Improvement of A663 Crompton Way / Rochdale Road / Beal Lane
 - Improvement of A663 Shaw Road / A671 Oldham Road
 - Upgrade of PRow to Low Crompton to Bee Route standard

Supporting Strategic Interventions

- Between 2025 and 2030:
 - Improvement of A671 Rochdale Road / B6195 High Barn Road / A671 Oldham Road
 - Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange



9.2.3 There have been no changes to the proposed infrastructure since the publication of the Locality Assessment.

9.3 Updated trip generation and distribution

9.3.1 As the development quantum outlined in **Table 21** has seen moderate changes from the previous LA process, the vehicular trips generated by the proposed development are set out in **Table 22**:

Table 22. GMA16 Cowlshaw vehicular trip generation (high scenario)

YEAR	AM Peak Departures	AM Peak Arrivals	PM Peak Departures	PM Peak Arrivals
2025	44	17	26	48
2040	160	64	98	159

9.3.2 Furthermore, the distribution of allocation trips onto the surrounding highway network is also unchanged from the previous LA process, as presented in **Table 23**:

Table 23. GMA16 Cowlshaw vehicular trip distribution (high scenario)

Route	AM Peak Hour	PM Peak Hour
Thornham Road	4%	1%
B6194 Rochdale Rd	9%	24%
A663 Crompton Way (North)	39%	22%
Beal Lane	6%	3%
B6194 Oldham Road	4%	2%
Cornish Way	1%	4%
A663 Shaw Road	37%	35%

Route	AM Peak Hour	PM Peak Hour
High Barn Street	<1%	8%

9.4 Impact of Allocation before mitigation on the local road network

9.4.1 The expected changes in traffic routings and volumes in the vicinity of the allocation as a result of changes to other allocations necessitate the reassessment of 5 of the previously assessed LRN junctions. These are:

- A663 Crompton Way / Rochdale Road
- A663 Shaw Rd/B6194 Oldham / Church Road
- A663 Shaw Road /High Barn Street
- A671 Rochdale Road / High Barn Street
- A663 Shaw Road / A671 Oldham Road

9.4.2 For the other junctions previously assessed, the results presented in the previous Locality Assessment are considered to remain valid.

9.4.3 As in the previous assessment, the table below shows a comparison between the ratio of flow to capacity on the worst-case arm at each junction as well as the total development flows through the junction.

9.4.4 The assessment below is based on outputs from Greater Manchester’s Variable Demand Model (GMVDM). While every effort has been made to accurately reflect the existing and planned road networks, it remains a strategic model. It may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.



Table 24. Results of 2040 Local Junction Capacity Analysis Before Mitigation

Junction	Reference Case AM	Reference Case PM	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
A663 Crompton Way / Rochdale Road / Beal Lane	74%	100%	96%	108%	70	44
A663 Shaw Rd/B6194 Oldham Rd / Church Road	75%	62%	78%	70%	82	57
A663 Shaw Road /High Barn Street/ Blackshaw Lane	128%	127%	134%	124%	118	115
A671 Rochdale Road / High Barn Street / Middleton Road	104%	117%	107%	118%	7	28
A663 Shaw Road / A671 Oldham Road	100%	90%	104%	105%	109	79

9.4.5 As illustrated in **Table 24**, the cumulative impact the Cowlshaw allocation and the Beal Valley and Broadbent Moss allocations is expected to result in notable impacts at three LRN junctions. As per the previous LA, the following mitigation schemes were identified to accommodate PfE traffic from these sites:



- **A663 Crompton Way / Rochdale Road / Beal Lane:** Provision of extra lanes onto the A663 Crompton Way (South) arm and the B6194 Rochdale Road (West) arm in order to increase capacity;
- **A671 Rochdale Road / B6195 High Barn Road / A671 Oldham Road / B6195 Middleton Road:** Revision to the existing signal staging in order to allow extra time for traffic making right-turn movements out of the Middleton Road arm – this additional stage would include ahead movements and a right-turn indicative arrow in order to improve the turning movements of this arm; and
- **A663 Shaw Road / A671 Oldham Road:** Provision of a free-flow arm between the A663 Broadway and the A671 Rochdale Road in order to remove west to north movements from the main junction flow, while also providing an additional lane for ahead movements onto the A663 Shaw Road.

Table 25. Local Junction Capacity Analysis After Mitigation

Junction	Reference Case AM	Reference Case PM	Pfe High AM	Pfe High PM	Allocation Flows AM	Allocation Flows PM
A663 Crompton Way / Rochdale Road/ Beal Lane	78%	70%	91%	87%	70	44
A671 Rochdale Road / High Barn Street	98%	104%	95%	97%	8	28
A663 Shaw Road / A671 Oldham Rd	100%	75%	104%	86%	109	79

9.4.6 While the above series of mitigation schemes have been considered deliverable by SYSTRA, the necessity of them to deliver the allocation is shown to have reduced. However there may still be benefits in delivering these schemes as they provide safety



improvements and improvements to the general operation of the highway network. Further work will be needed through the planning process and the production of a Transport Assessment to confirm these findings.

9.4.7 While the above series of mitigation schemes have been considered deliverable by SYSTRA. The A663 Shaw Road /High Barn Street/ Blackshaw Lane is shown to be significantly over capacity in both the reference case and with the allocations in place. The impact of the allocations is shown to be minimal however, given the capacity issues highlighted further assessment at the Transport Assessment stage is recommended.

9.4.8 Due to the proximity of the allocation to multiple sustainable transport alternatives, including a major bus corridor between Oldham and Shaw and off-road PROWs, the Cowlshaw allocation has placed priority in the investment of encouraging and promoting the use of non-car travel, with several sustainable interventions considered within the previous Locality Assessment process:

- **Permeable network for pedestrian and cyclist priority within the development:** Assumed full permeability of cycle and pedestrian access. All pedestrian and cycle networks internal to the site, should be built or upgraded to the standards outlined in the Bee Network; and
- **Upgrade of PRow to Low Crompton to Bee Route standard:** Improved connections along PRow at Low Crompton (400m) to provide onward connections to the nearest sections of the Bee Network.

9.4.9 Based on the preferences outlined by the local council in the previous Locality Assessment process, mitigation of traffic impacts on the LRN should be made through the promotion and encouragement of sustainable transport alternatives including walking, cycling and public transport access.



9.5 Impact of the allocation on the strategic road network

9.5.1 Based on the proposed buildout of the GMA16 allocation, and its proximity to the SRN, Cowlshaw has been considered unlikely to result in material implications on the operation of the SRN in isolation.

9.5.2 However, consideration has been made as to the potential cumulative impact of this allocation alongside the nearby Beal Valley and Broadbent Moss allocations, the assessed results for the following component parts of this network being summarised in **Table 26** below.

9.5.3 The same caveats regarding the use of GMVDM model outputs, as set out in **Section 9.4**, also apply here. That is, it may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.

Table 26. Strategic Junction Capacity Analysis Before Mitigation

Junction	Reference Case AM	Reference Case PM	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
A640 Elizabethan Way / A6193 Sir Isaac Newton Way	121%	120%	121%	129%	67	46
A627(M)/Chadderton Way interchange	120%	112%	123%	114%	91	58

9.5.4 As with potential mitigation measures on the LRN, the constrained nature of the Chadderton Way Interchange means that large-scale interventions are currently beyond the scope of this PfE study, and will require further review at the Transport Assessment stage. However, a minor intervention was created to provide marginal improvements:



- **A640 Elizabethan Way / A6193 Sir Isaac Newton Way:** Provision of a second lane to the roundabout circulatory, and changes to the lane designations that favour movements accessing the M62, as well as a two-lane merge section of approximately 80m on the A640 (S) to allow for the safe merging of vehicles turning right from the A6193 were tested;
- **A627(M)/Chadderton Way interchange:** Addition of a third lane on the southbound access from the A627 (M) north, thereby reducing the amount of queuing that is experienced on the slip road that could potentially extend onto the A627 (M) carriageway.

Table 27. Strategic Junction Capacity Analysis After Mitigation

Junction	Reference Case AM	Reference Case PM	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
A6193 Sir Isaac Newton Way / A640 Elizabethan Way	85%	98%	113%	98%	67	46
A627(M)/Chadderton Way interchange	106%	108%	107%	102%	91	58

9.6 Impact of the changes

- 9.6.1 Based on flows derived from the latest round of modelling, any interventions outlined previously are to be delivered as part of the allocations as per the previous Locality Assessment.
- 9.6.2 The changes to the quantum of development set out above does not affect need for the active mode interventions previously proposed. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by Greater Manchester Combined Authority and Transport for Greater Manchester. This Design Guide identifies design principles for the Bee Network that

should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation should follow this Design Guide.

9.6.3 Proposals for the Bee Network that will support all allocations in Oldham is shown in **Figure 3** on Pg13 of this report.

9.6.4 The overall 2040 5 year delivery plan of strategic transport interventions that will support all allocations in Oldham is shown in **Figure 2** on Pg12 of this report.

9.6.5 As illustrated above, multiple elements of the Oldham Delivery Plan are centred around the GMA16 allocation in order to provide sustainable transport alternatives that complement the large-scale residential development – these had been discussed in detail previously in **Section 9.4**.

9.7 GMA16 Cowlshaw Concluding Remarks

9.7.1 Based on the latest information provided within the fifth round of the GMSF Strategic Model, it is considered that the findings of the previous Locality Assessment remain robust.

9.7.2 It is anticipated that most of the interventions will be required post 2025, however, by 2025, the necessary local mitigation is anticipated to be required. With no changes to the ultimate quantum of development since the finalised buildout of the allocation was confirmed in September 2020, no additional forms of intervention are considered necessary to support the allocation.



10. GMA18 – Land South of Coal Pit Lane (Ashton Road)

10.1 Changes to the quantum of development

10.1.1 With the latest round of modelling, there have been moderate changes to the overall quantum of development for GMA18 Land South of Coal Pit Lane (Ashton Road) allocation, as illustrated in **Table 28**:

Table 28. GMA18 Land South of Coal Pit Lane (Ashton Road) Development Quantum

Development Type	2025 Development Quantum	2040 Development Quantum
Residential Units	None (Previously 60)	255 (Previously 264)
Employment/Leisure	None	None
Total	None	255 (Previously 264)

10.1.2 This PfE allocation is for 175 homes (excluding the saved Unitary Development Plan (UDP) allocation for 18 homes at Danisher Lane which is already in the baseline land supply) to be delivered by the end of the plan period. For the purpose of testing the impact of the allocation through the strategic model, a total of 255 residential units has been assumed to be built out by 2040.

10.1.3 From an allocation-specific perspective, there aren't expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and now.

10.2 Transport infrastructure changes

10.2.1 A number of interventions were identified in the previous round of work to support the GMA18 Land South of Coal Pit Lane (Ashton Road) allocation. The interventions identified and their indicative timescales are outlined below.

Allocation access



10.2.2 Based on the indicative concept plan provided as part of the previous LA process for the Cowlshaw site, the access arrangements tested for the GMA18 Land South of Coal Pit Lane (Ashton Road) allocation comprise access north onto Coal Pit Lane, and east directly on the A627 Ashton Road. Access onto Coal Pit Lane would be complimented by widening of the road between the access junction and the A627 Ashton Road junction in order to make it suitable for the use of both two-way traffic and pedestrian/cycle users. This will be delivered by 2040.

10.2.3 Furthermore, a long-term aspiration exists for a possible through link road from east to west within the allocation that would connect the A627 to Coal Pit Lane at its existing junction with White Bank Road to the west of the site – this would allow for Coal Pit Lane between the new northern site access and the White Bank Road junction to be closed to through traffic and possibly repurposed for pedestrian/cycle use. Confirmation as to the possibility of delivering this spine road is still subject to discussion.

Necessary local mitigations

- Between 2020 and 2025:
 - Improvement of Coal Pit Lane/A627 Ashton Road junction
 - Beeline standard route along Coal Pit Lane between Access Junction and White Bank Road (260m)
 - Permeable network for pedestrian and cyclist priority within the development

Supporting Strategic Mitigations

- Between 2025 and 2030:
 - Ashton-Oldham Quality bus transit corridor contribution

10.2.4 There have been no changes to the proposed infrastructure since the publication of the Locality Assessment.



10.3 Updated trip generation and distribution

10.3.1 As the development quantum outlined in **Table 28** has seen moderate changes from the previous LA process, the vehicular trips generated by the proposed development are set out in **Table 29**:

Table 29. GMA18 Land South of Coal Pit Lane (Ashton Road) vehicular trip generation (high scenario)

Year	AM Peak Arrivals	PM Peak Departures	PM Peak Arrivals	AM Peak Departures
2025	0	0	0	0
2040	81	32	50	84

10.3.2 Furthermore, the distribution of allocation trips onto the surrounding highway network is also unchanged from the previous LA process, as presented in **Table 30**:

Table 30. GMA18 Land South of Coal Pit Lane (Ashton Road) vehicular trip distribution (high scenario)

Route	AM Peak Hour	PM Peak Hour
A6104 Hollins Road	9%	5%
A627 Ashton Road (N)	18%	23%
Park Bridge Road	5%	5%
A627 Oldham Road (S)	31%	13%
Medlock Rd	4%	4%
Ashton Road East	8%	15%
Westminster Rd	25%	36%



10.4 Impact of Allocation before mitigation on the local road network

10.4.1 Due to the size and location of the GMA18 allocation, the measurement of trip generations on surrounding local road junctions has been undertaken to confirm their impact, highlighted in the following table.

10.4.2 The assessment below is based on outputs from Greater Manchester’s Variable Demand Model (GMVDM). While every effort has been made to accurately reflect the existing and planned road networks, it remains a strategic model. It may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.

Table 31. Results of 2040 Local Junction Capacity Analysis Before Mitigation

Junction	Reference Case AM	Reference Case PM	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
A627 Ashton Road / Fir Tree Avenue	66%	66%	69%	76%	35	39
A627 Ashton Road / A6104 Hathershaw Lane	81%	83%	82%	84%	34	35
A627 Ashton Rd/Coal Pit Lane	137%	180%	173%	241%	40	46
Cutler Hill Road/Coal Pit Lane	87%	79%	112%	106%	58	83

10.4.3 As illustrated in **Table 31**, the impact the GMA18 allocation is expected to result in notable impacts at A627 Ashton Rd/Coal Pit Lane and Cutler Hill Road/Coal Pit Lane



junctions. As per the previous LA, the following mitigation schemes identified to accommodate PfE traffic from these sites:

- **Coal Pit Lane/A627 Ashton Road:** Provision of a mitigation scheme has been proposed to provide an additional lane approach for the Coal Pit Lane arm of the junction, as well as straightening the approach for improve suitability for turning movements; and
- **Cutler Hill Road / Coal Pit Lane:** Provision of an additional lane approach for the Coal Pit Lane arm of the junction.

Table 32. Local Junction Capacity Analysis After Mitigation

Junction	Reference Case AM	Reference Case PM	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
A627 Ashton Rd/Coal Pit Lane	98%	164%	115%	174%	40	46
Cutler Hill Road/Coal Pit Lane	94%	95%	100%	114%	58	83

10.4.4 Due to the proximity of the allocation to multiple sustainable transport alternatives, including a major bus corridor between Oldham and Ashton-under-Lyne and off-road PROWs, the GMA18 allocation has placed priority in the investment of encouraging and promoting the use of non-car travel, with several sustainable interventions considered within the previous Locality Assessment process:

- **Ashton-Oldham Quality bus transit corridor:** Proposed by TfGM for frequent bus services between Ashton, Oldham and Rochdale; and
- **Permeable network for pedestrian and cyclist priority within the development:** Assumed full permeability of cycle and pedestrian access, as well as direct connections to PROWs either bounding or near the development and improvement of walking/cycling facilities on Coal Pit Lane. All pedestrian and cycle networks internal to the site, as well as connecting

PRoWs, should be built or upgraded to the standards outlined in the Bee Network, as well as providing connections to the nearest section of the Bee Network.

- 10.4.5 Based on the preferences outlined by the local council in the previous Locality Assessment process, mitigation of traffic impacts on the LRN should be made through the promotion and encouragement of sustainable transport alternatives including walking, cycling and public transport access.

10.5 Impact of the allocation on the strategic road network

- 10.5.1 Based on the quantum of development and the distance of the site from the nearest junction with the SRN, the GMA18 allocation is not expected to have any material implications on the safe and efficient operation of the SRN.

10.6 Impact of the changes

- 10.6.1 Based on flows derived from the latest round of modelling, any interventions outlined previously are to be delivered as part of the allocations as per the previous Locality Assessment.
- 10.6.2 The changes to the quantum of development set out above does not affect need for the active mode interventions previously proposed. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by Greater Manchester Combined Authority and Transport for Greater Manchester. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation should follow this Design Guide.
- 10.6.3 Proposals for the Bee Network that will support all allocations in Oldham is shown in **Figure 3** on Pg13 of this report.
- 10.6.4 The overall 2040 5 year delivery plan of strategic transport interventions that will support all allocations in Oldham is shown in **Figure 2** on Pg12 of this report.

10.6.5 As illustrated above, multiple elements of the Oldham Delivery Plan are centred around the GMA18 allocation in order to provide sustainable transport alternatives that complement the large-scale residential development – these had been discussed in detail previously in **Section 10.4**.

10.7 GMA18 Land South of Coal Pit Lane (Ashton Road) Concluding Remarks

10.7.1 Based on the latest information provided within the fifth round of the GMSF Strategic Model, it is considered that the findings of the previous Locality Assessment remain robust.

10.7.2 It is anticipated that most of the interventions will be required post 2025, however, by 2025, the necessary local mitigation is anticipated to be required. With slight changes to the ultimate quantum of development, no additional forms of intervention are considered necessary to support the allocation.



11. GMA19 South of Rosary Road

11.1 Changes to the quantum of development

11.1.1 As of September 1st, 2020, the original development quantum for the GMA19 allocation remains as it was in the previous LA study, comprising 60 dwellings.

11.1.2 **Table 33** below indicates the quantum of development assessed:

Table 33. GMA19 South of Rosary Road Development Quantum

Development Type	2025 Development Quantum	2040 Development Quantum
Houses	None	60
Apartments	None	None
Employment/Leisure	None	None
Total	None	60

11.1.3 This PfE allocation is for 60 residential units to be delivered by the end of the plan period in 2040. For the purposes of testing the impact of the allocation through the strategic model, a total of 60 residential units has been assumed to be built out by 2040.

11.1.4 From an allocation-specific perspective, there aren't expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and now.

11.2 Transport infrastructure changes

11.2.1 A number of interventions were identified in the previous round of work to support the GMA19 South of Rosary Road allocation. The interventions identified and their indicative timescales are outlined below.

Allocation access

11.2.2 The access arrangements for the GMA19 South of Rosary Road allocation will comprise access onto Rosary Road. This will be delivered by 2040.

Necessary local mitigations

- Between 2020 and 2025:
 - Minor Traffic Management Improvements
- Between 2025 and 2030:
 - Permeable network for pedestrian and cyclist priority within the development & PRow improvements

Supporting Strategic Mitigations

- Between 2025 and 2030:
 - Ashton-Oldham Quality bus transit corridor contribution

11.2.3 There have been no changes to the proposed infrastructure since the publication of the Locality Assessment.

11.3 Updated trip generation and distribution

11.3.1 As the development quantum outlined in **Table 33** has not changed from the previous LA process, the vehicular trips generated by the proposed development are set out in

Table 34:

Table 34. GMA19 South of Rosary Road vehicular trip generation (high scenario)

YEAR	AM PEAK DEPARTURES	AM PEAK ARRIVALS	PM PEAK DEPARTURES	PM PEAK ARRIVALS
2025	0	0	0	0
2040	21	8	13	21

11.3.2 Furthermore, the distribution of allocation trips onto the surrounding highway network is also unchanged from the previous LA process, as presented in **Table 35**:



Table 35. GMA19 South of Rosary Road vehicular trip distribution (high scenario)

Route	AM Peak Hour	PM Peak Hour
A6104 Hollins Road	29%	43%
A627 Ashton Road (N)	18%	13%
Kings Road	14%	20%
A627 Ashton Road (S)	29%	10%
Coal Pit Lane	10%	14%

11.4 Impact of Allocation before mitigation on the local road network

11.4.1 Due to the size and location of the GMA19 allocation, the measurement of trip generations on surrounding local road junctions has been undertaken to confirm their impact, highlighted in the following table.

11.4.2 The assessment below is based on outputs from Greater Manchester’s Variable Demand Model (GMVDM). While every effort has been made to accurately reflect the existing and planned road networks, it remains a strategic model. It may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.

Table 36. Results of 2040 Local Junction Capacity Analysis Before Mitigation

Junction	Reference Case AM	Reference Case PM	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
A627 Ashton Road / Fir Tree Avenue	66%	66%	69%	76%	17	16



Junction	Reference Case AM	Reference Case PM	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
A627 Ashton Road / A6104 Hathershaw Lane	81%	83%	82%	84%	12	10
A627 Ashton Rd/Coal Pit Lane	137%	180%	173%	241%	5	6

11.4.3 As illustrated in **Table 36**, the GMA19 allocation is not expected to result in severe increases in congestion at Local Road Network (LRN) junctions across the surrounding area. Additionally, the potential number of development trips routed via certain LRN junctions in cumulation with other allocations may not be substantial enough to warrant contributions from the developer of the South of Rosary Road allocation. However as set out in the

11.4.4 Due to the proximity of the allocation to multiple sustainable transport alternatives, including bus routes and off-road PROWs, the South of Rosary Road allocation has placed priority in the investment of encouraging and promoting the use of non-car travel, with several sustainable interventions considered within the previous Locality Assessment process:

- **Ashton-Oldham Quality bus transit corridor:** Proposed by TfGM for frequent bus services between Ashton, Oldham and Rochdale; and
- **Permeable network for pedestrian and cyclist priority within the development and upgrade of PRoW connections to Bardsey Bridleway:** Assumed full permeability of cycle and pedestrian access, as well as provision if improvements to PRoWs near to the development (125m). All pedestrian and cycle networks internal to the site, as well as connecting PRoWs, should be built or upgraded to the standards outlined in the Bee Network, as well as providing connections to the nearest section of the Bee Network.



11.4.5 Based on the preferences outlined by the local council in the previous Locality Assessment process, mitigation of traffic impacts on the LRN should be made through the promotion and encouragement of sustainable transport alternatives including walking, cycling and public transport access.

11.5 Impact of the changes

11.5.1 Based on flows derived from the latest round of modelling, any interventions outlined previously are to be delivered as part of the allocations as per the previous Locality Assessment.

11.5.2 The changes to the quantum of development set out above does not affect need for the active mode interventions previously proposed. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by Greater Manchester Combined Authority and Transport for Greater Manchester. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation should follow this Design Guide.

11.5.3 Proposals for the Bee Network that will support all allocations in Oldham is shown in **Figure 3** on Pg13 of this report.

11.5.4 The overall 2040 5 year delivery plan of strategic transport interventions that will support all allocations in Oldham is shown in **Figure 2** on Pg12 of this report.

11.5.5 As illustrated above, multiple elements of the Oldham Delivery Plan are centred around the GMA19 allocation in order to provide sustainable transport alternatives that complement the large-scale residential development – these had been discussed in detail previously in **Section 11.4**.



11.6 GMA19 South of Rosary Road Concluding Remarks

- 11.6.1 Based on the latest information provided within the fifth round of the GMSF Strategic Model, it is considered that the findings of the previous Locality Assessment remain robust.
- 11.6.2 It is anticipated that most of the interventions will be required post 2025, however, by 2025, the necessary local mitigation is anticipated to be required. With no changes to the ultimate quantum of development, no additional forms of intervention are considered necessary to support the allocation.

12. Overall Conclusion

- 12.1.1 To conclude, the findings of the previous locality assessment process regarding allocations within the Oldham District remain robust. Points to note are the necessity of mitigation schemes for the larger Beal Valley, Broadbent Moss and Cowlshaw allocations in order to accommodate development trips. Also site access arrangements for Chew Brook Vale (Robert Fletchers) require further work.



APPROVAL

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	Checked by	A Hogg	Principal Consultant	24/06/2021	
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2	Author	R MacVeigh	Consultant	05/07/2021	Final version incorporating changes
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