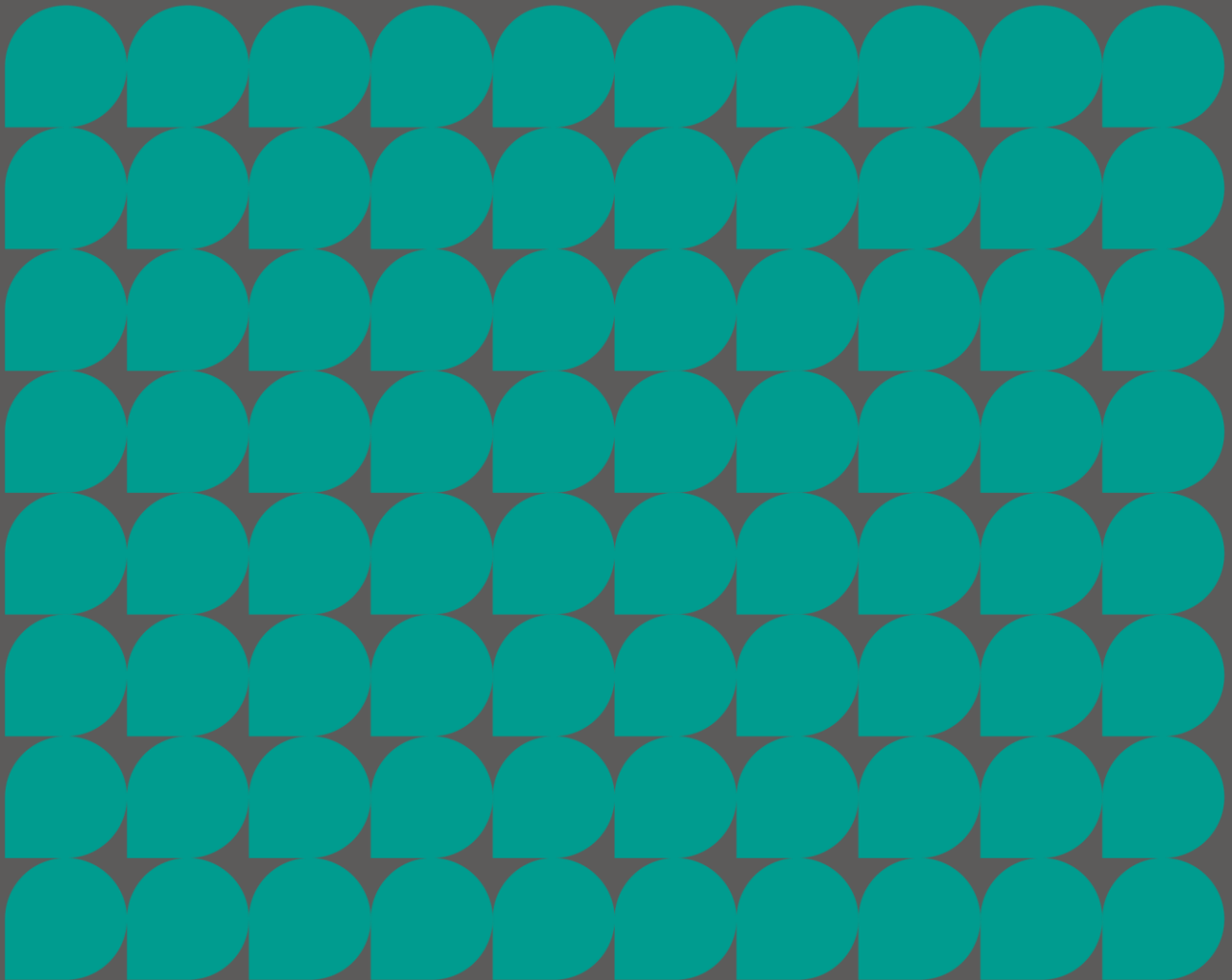


Transport Locality Assessments Addendum

Rochdale

Places for Everyone – July 2021



Review Note

PLACES FOR EVERYONE

Rochdale Locality Assessment Update Note

Identification table	
Client/project owner	Rochdale Borough Council
Project	Places for Everyone
Title of document	Rochdale Locality Assessment Update Note
Type of document	Review Note
Date	24/06/2021
Reference number	GB01T20D99
Number of pages	78

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1. Executive Summary

- 1.1.1 The conclusions of each of the Rochdale 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 However, further work and a full Transport Assessment will be necessary to ensure that potential mitigation measures 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

2.1. Background

2.1.1. 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.

2.1.2. 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.

2.1.3. The “Transport Locality Assessment – Rochdale – 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 Rochdale 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 the “Transport Locality Assessment – Rochdale – GMSF 2020” document made available in October 2020.

2.1.4. 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).

2.1.5. 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 Rochdale. 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 Rochdale on the operation of the transport network, and where necessary reviews and revises the transport infrastructure necessary to mitigate the impacts of the site.



2.2. Approach to the production of the Locality Assessment Addendum

2.2.1. 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.

2.2.2. 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.

2.2.3. 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.

2.2.4. 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.

2.2.5. 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

2.2.6. 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.

2.2.7. 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.

2.2.8. 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.

2.2.9. 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.

2.2.10. 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.

2.2.11. 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.

2.2.12. Whilst this analysis considered primarily the local highway network, SYSTRA 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.



2.3. Conclusion

2.3.1. 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:

ALLOCATION	GMSF 2020 REFERENCE	PFE 2021 REFERENCE
Bamford / Norden	GMA20	JPA19
Castleton Sidings	GMA21	JPA20
Crimble Mill	GMA22	JPA21
Land north of Smithy Bridge	GMA23	JPA22
Newhey Quarry	GMA24	JPA23
Roch Valley	GMA25	JPA24
Trows Farm	GMA26	JPA25



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 all Stockport allocations from the plan. Whilst the removal of the Stockport allocations is not considered to be insignificant, the location of Rochdale at the opposite side of Greater Manchester to Stockport is considered to be far enough away to have a negligible impact on the Rochdale allocations.

3.1.2 GMA23 Land North of Smithy Bridge and GMA25 Roch Valley are within close proximity to each other with no other impacting site allocations nearby. GMA21 Castleton Sidings is located west of GMA26 Trows Farm and GMA2 Stakehill. Both allocations have slight changes to the number of houses proposed but it is a reduction; therefore, neither allocation is changing significantly in demand terms from the quanta assessed previously.

3.1.3 GMA20 Bamford and Norden and GMA22 Crimble Mill are north of GMA21 Castleton Sidings with slight changes in quantum at both allocations. GMA24 Newhey Quarry is situated to the east and is potentially impacted by the withdrawal of GMA3 Kingsway South as an allocation in the plan.

3.2 Allocation specific changes

3.2.1 The changes to the Rochdale allocations summarised above are outlined in Table 1.



Table 1. Allocation specific changes

Allocation	Change	Notes
GMA20 Bamford and Norden	<p>Quantum: Reduction in houses (-15) and apartments (-3) in 2025. Increase in houses (+45) and reduction in apartments (-45) in 2040, but overall quantum at 2040 is unchanged.</p> <p>Infrastructure: No changes.</p> <p>Other: Changes to GMA2 Stakehill allocation.</p>	<p>Some increase in trips expected in 2040.</p> <p>No impact</p> <p>Potential impact – more detailed review of changes required.</p>
GMA21 Castleton Sidings	<p>Quantum: Reduction in houses (-68) and apartments (-17) in 2025 but unchanged in 2040 and continues as previously modelled.</p> <p>Infrastructure: No changes.</p>	<p>Minimal impact – no further review required.</p> <p>No impact – no further review required.</p>



Allocation	Change	Notes
GMA22 Crimble Mill	<p>Quantum: Reduction in houses (-114) and apartments (-6) in 2025. Increase in houses (+15) and reduction in apartments (-15) in 2040, but overall quantum at 2040 is unchanged.</p> <p>Infrastructure: No changes.</p> <p>Other: Changes to GMA2 Stakehill allocation.</p>	<p>Some reduction in trips expected in 2025, marginal increase at 2040.</p> <p>No change.</p> <p>Potential impact – more detailed review of changes required.</p>
GMA23 Land north of Smithy Bridge	<p>Quantum: Increase to 50 homes in 2025 (+32) in previous modelling. Unchanged at 2040.</p> <p>Infrastructure: No changes.</p>	<p>Minimal impact – no further review required.</p> <p>No impact – no further review required.</p>



Allocation	Change	Notes
<p>GMA24 Newhey Quarry</p>	<p>Quantum: Increase in houses (+4) and reduction in apartments (-4) in 2025. Increase in houses (+25) and reduction in apartments (-25) in 2040, but overall quantum is unchanged.</p> <p>Infrastructure: No changes.</p> <p>Other: Removal of GMA3 Kingsway South allocation.</p>	<p>Some increase in trips expected at 2040.</p> <p>No impact.</p> <p>Potential impact – more detailed review of changes required.</p>
<p>GMA25 Roch Valley</p>	<p>Quantum: Reduction in houses in 2025 (-120) and 2040 (-10).</p> <p>Infrastructure: No changes.</p>	<p>Minimal impact – no further review required.</p> <p>No impact – no further review required.</p>



Allocation	Change	Notes
GMA26 Trows Farm	<p>Quantum: Reduction in houses at 2025 (-7) and 2040 (-50).</p> <p>Infrastructure: No changes.</p> <p>Other: Changes to nearby allocations including GM1.1 Northern Gateway, GMA2 Stakehill and GMA3 Kingsway South (deleted).</p>	<p>Some reduction in trips expected in 2025 and 2040.</p> <p>No impact.</p> <p>Potential impact – more detailed review of changes required.</p>

3.3 Supporting interventions in Rochdale

3.3.1 Rochdale Council and TfGM have planned a number of improvements across Rochdale 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 Rochdale is shown in Figure 1, and detail of the Bee Network in Rochdale is shown in Figure 2.



Figure 1. Rochdale Delivery Plan

ROCHDALE DELIVERY PLAN MAP 1, 2 AND 3

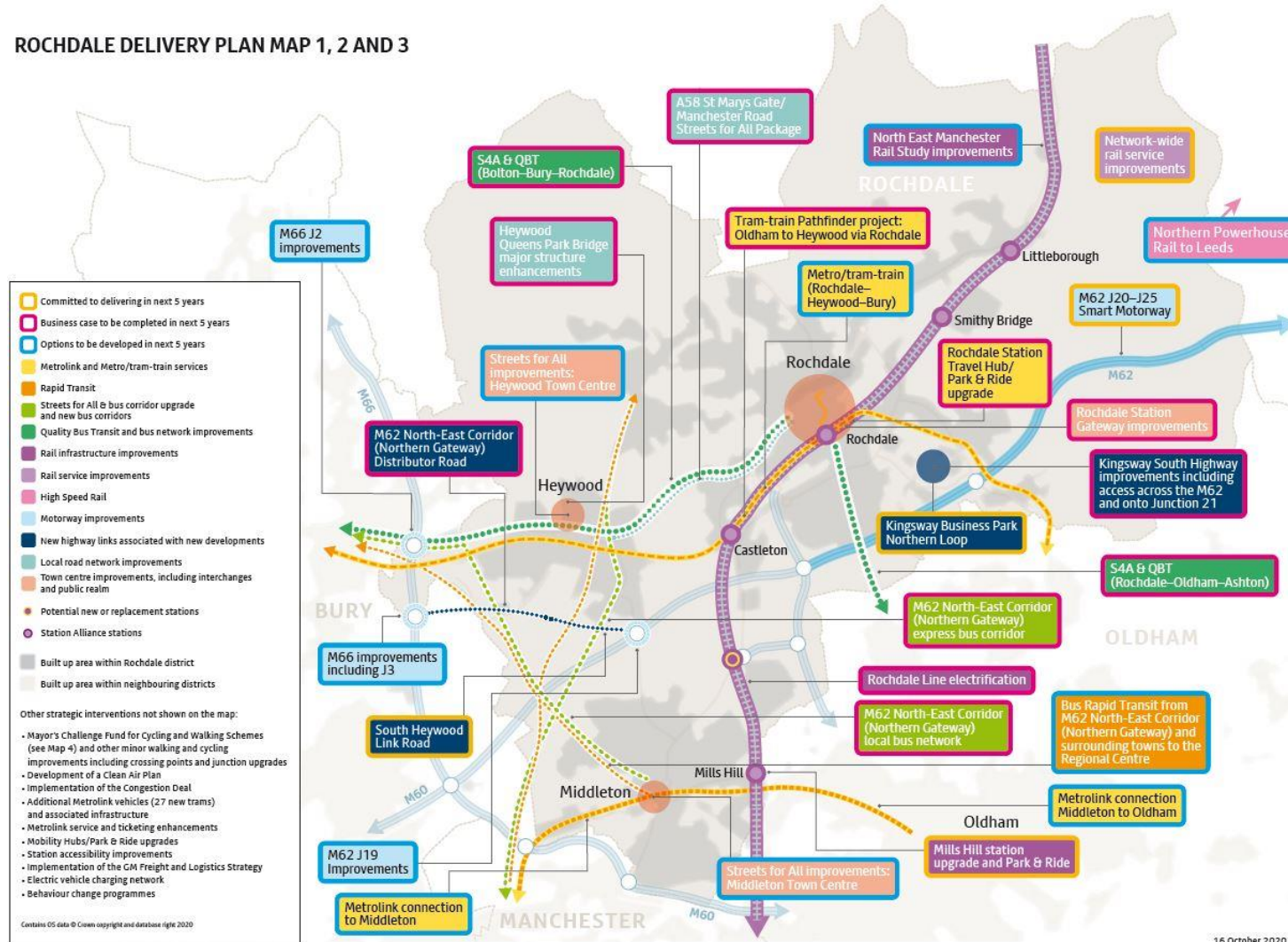
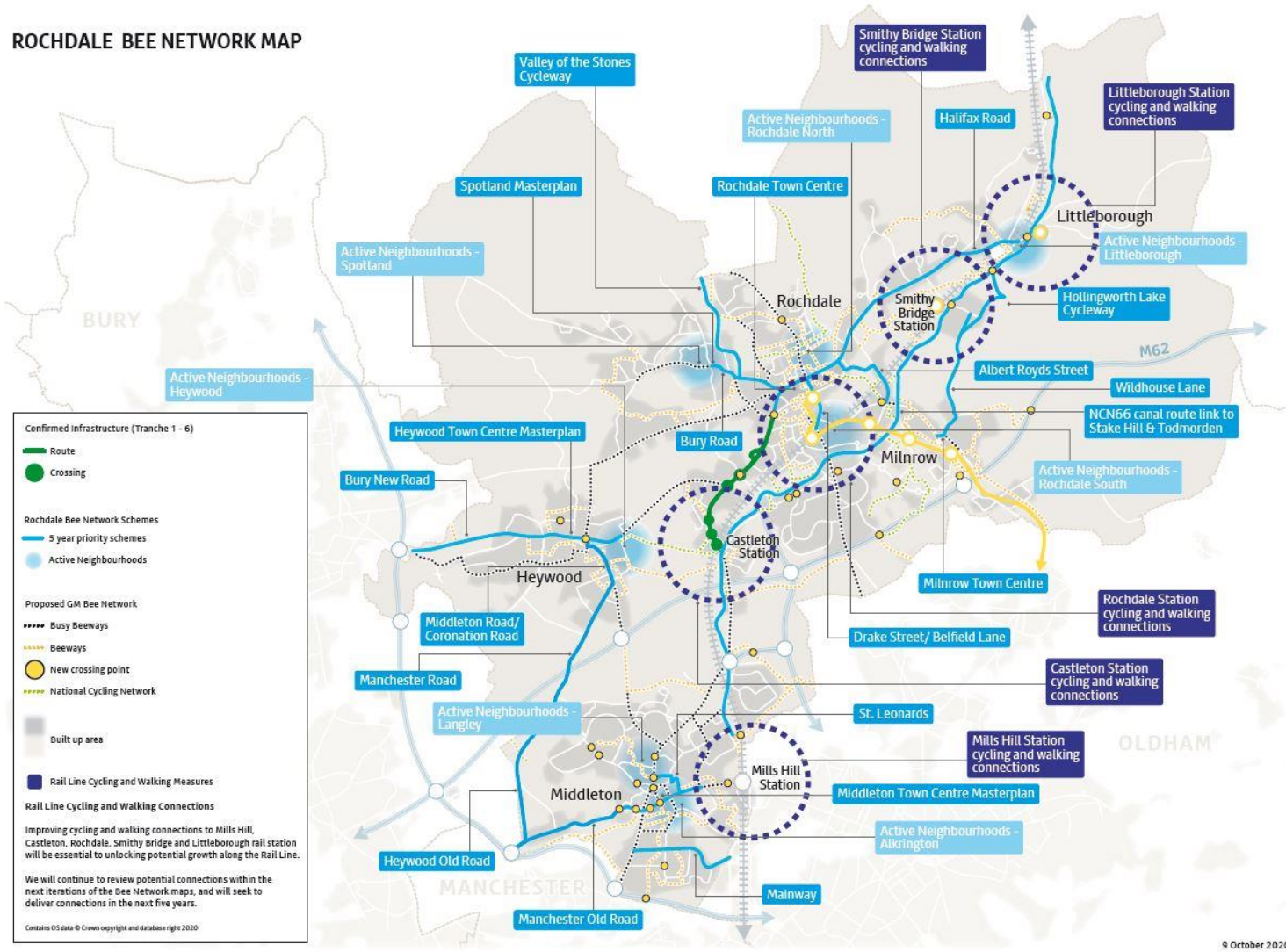


Figure 2. Bee Network for Rochdale



4. GMA20 Bamford and Norden

4.1 Changes to the quantum of development

4.1.1 Since the Locality Assessment was published, there have been no changes to the total quantum of development by 2040 for GMA20 Bamford and Norden. There has been a slight adjustment to the phasing for development, with a slightly reduced quantum of development expected to be delivered by 2025. The reduction at 2025 represents 4% of the overall quantum expected by 2040.

4.1.2 There has also been a change to the mix of development, with the 45 apartments originally proposed now removed and replaced with the same number of houses.

4.1.3 Table 2 summarises the changes to the quantum of development for this allocation.

Table 2. GMA20 Bamford and Norden development quantum

Development type	2025 development quantum	2040 development quantum
Houses	12 (previously 27)	450 (previously 405)
Apartments	0 (previously 3)	0 (previously 45)
Total	12 (previously 30)	450

4.1.4 The impact associated with the reduction in quantum at 2025 is likely to have a minimal impact on traffic patterns on the local road network, and is likely to be less severe at 2025 than the impact previously forecast.

4.2 Transport infrastructure changes

4.2.1 A number of interventions were identified in the previous round of work to support the GMA20 Bamford and Norden allocation. The interventions identified and their indicative timescales are outlined below.

Allocation access

4.2.2 The allocation will benefit from at least one priority access junction on Norden Road, with the potential of a second access junction on Norden Road if required. This will be delivered between 2020 and 2025.

Necessary local mitigations

4.2.3 The local area will benefit from the following necessary mitigations to support the allocation:

- Norden Road pedestrian crossing, south of the War Office Road junction. This will be delivered between 2020 and 2025.
- Improvements to Furbarn Road, to be delivered between 2025 and 2030, including:
 - A secondary access point to the development for pedestrians, cycles and emergency vehicles.
 - Potential surface improvements between the secondary access and the A680 Edenfield Road
- Upgrades of the two bus stops at the Norden Road/War Office Road junction to be delivered between 2020 and 2025.
- The creation of a north-south greenway route alongside Jowkin Lane to be delivered between 2025 and 2030
- An improvement scheme at the Norden Road/War Office Road junction to be delivered between 2025 and 2030, including a one way system on Norden Road, additional traffic signals and advanced stop lines for cyclists.

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

4.3 Updated trip generation and distribution

4.3.1 Using the revised development quantum outlined in Table 2, the vehicular trips generated by the proposed development are set out in Table 3.

Table 3. GMA20 Bamford and Norden vehicular trip generation (high scenario)

	AM peak hour	AM peak hour	PM peak hour	PM peak hour
Year	Departures	Arrivals	Departures	Arrivals
2025	4	2	3	5
2040	155	62	95	161

4.3.2 The vehicular trips above represent a reduction in 2025 of eight two-way trips in each peak period. In 2040, there is an increase of nine two-way trips in the morning peak period and 21 two-way trips in the evening peak period.

4.3.3 The reduction of trips in 2025 represents the reduction in quantum of dwellings in this scenario. In 2040, the increase in vehicular trips represents the change in development mix, with an increase in houses and a decrease in apartments generating greater vehicular trips than previously.

4.3.4 The distribution of allocation trips onto the surrounding highway network is presented in Table 4.

Table 4. GMA20 Bamford and Norden vehicular trip distribution (high scenario)

Route	AM peak hour	PM peak hour
A680 Edenfield Road	26%	18%
A680 Spotland Road	6%	4%
B6222 Bury Road	18%	19%
Queens Park Road	22%	26%
Bamford Road	15%	10%
B6222 Bury and Rochdale Old Road	14%	22%



4.3.5 The distribution presented above shows that there is marginally more traffic using A680 Edenfield Road compared to what was assumed in the Locality Assessment, and slightly less traffic using Queens Park Road. For B6222 Bury Road, the updated distribution is higher in the morning peak and the same in the evening peak. The updated distribution for B6222 Bury and Rochdale Old Road is lower than in the Locality Assessment.

4.3.6 In line with the distribution methodology used during the previous work, the distribution in the GMVDM was adjusted slightly to remove traffic from Ashworth Road, which is a narrow minor road and unsuitable for large volumes of traffic. This traffic has been redistributed between A680 Edenfield Road and B6222 Bury and Rochdale Old Road.

4.4 Impact of allocation on the local road network

4.4.1 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.

4.4.2 The expected changes in traffic routings and volumes in the vicinity of the GMA20 allocation as a result of changes to other allocations necessitate the reassessment of all previously assessed junctions.

4.4.3 Table 5 presents the updated junction capacity assessments using flows from the latest high scenario run of the GMVDM, which accounts for the updated quantum of development. These results are before the impact of proposed mitigation schemes.

4.4.4 It should be noted that local junction models have been built and utilised for the A680 Edenfield Road/Moorland Avenue, A680 Edenfield Road/Ings Lane/B6452 Sandy Lane and B6222 Bury Road/B6452 Sandy Lane/B6452 Roch Valley Way junctions. This differs from the previous methodology applied for these junctions in the Locality Assessment and is to ensure confidence in the results presented here. Therefore, the



results for these three junctions are not necessarily comparable between the Locality Assessment and this Review Note.

**Table 5. GMA20 Bamford and Norden junction capacity assessments (June 2021)
(before mitigation)**

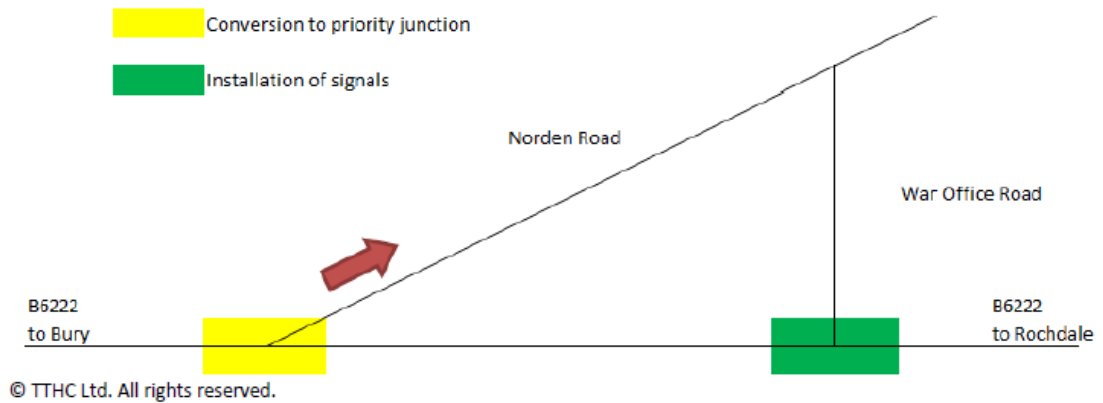
JUNCTION	2040 reference case AM PEAK HOUR	2040 reference case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR	Allocation flows AM PEAK HOUR	Allocation flows PM PEAK HOUR
B6222 Bury and Rochdale Old Road/Norden Road/Queen's Park Road	83%	93%	82%	107%	135	168
A680 Edenfield Road/Moorland Avenue	60%	57%	97%	67%	39	15
A680 Edenfield Road/Ings Lane/B6452 Sandy Lane	130%	105%	133%	103%	11	10
B6222 Bury Road/B6452 Sandy Lane/B6452 Roch Valley Way	101%	92%	110%	98%	31	46



- 4.4.12 Table 5 shows that most of the allocation traffic routes via the B6222 Bury and Rochdale Old Road/Norden Road/Queen’s Park Road junction, with lower flows using the A680 corridor to the north and the B6222 Bury Road corridor the east.
- 4.4.13 The A680 Edenfield Road/Ings Lane/B6452 Sandy Lane and B6222 Bury Road/B6452 Sandy Lane/B6452 Roch Valley Way junctions both reach their capacity in the reference case scenario. The A680 Edenfield Road/Ings Lane/B6452 Sandy Lane shows only marginal changes in operational performance with the addition of the allocation flows. The B6222 Bury Road/B6452 Sandy Lane/B6452 Roch Valley Way junction remains over 100% in the morning peak and below 100% in the evening peak. Therefore, it is considered that the impact on both junctions is not significant.
- 4.4.14 Furthermore, the impact of the allocation at these junctions would be less than one vehicle per minute, and therefore they have not been assessed further.
- 4.4.15 The Locality Assessment tested a mitigation scheme on the B6222 Bury and Rochdale Old Road corridor, which incorporated the following junctions:
- B6222 Bury and Rochdale Old Road/Queen’s Park Road signalised junction
 - B6222 Bury and Rochdale Old Road/Norden Road signalised junction
 - B6222 Bury and Rochdale Old Road/War Office Road priority junction
- 4.4.16 Given the results in Table 5 and the impact of the allocation at this location, particularly in the evening peak period, the mitigation scheme has been reassessed. The proposed scheme is presented in Figure 3.



Figure 3. Proposed mitigation scheme at B6222 Bury and Rochdale Old Road/Norden Road/War Office Road interchange



4.4.17 The results of the assessment of the mitigation are presented in Table 6. In accordance with the methodology in the Locality Assessment, one-way traffic flows on Norden Road have been provided from the GMVDM to reflect the diversions that would take place.

Table 6. GMA20 Bamford and Norden junction capacity assessments (June 2021) (after mitigation)

JUNCTION	2040 reference case AM PEAK HOUR	2040 reference case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR
B6222 Bury and Rochdale Old Road/Queen's Park Road	81%	106%	83%	108%
B6222 Bury and Rochdale Old Road/War Office Road	60%	52%	80%	67%

4.4.23 The results demonstrate that the operational performance of each junction is very similar with and without the addition of the allocation flows. Therefore, it can be

considered that the impact of the allocation can be successfully accommodated on the highway network compared to the reference case.

4.5 Impact of the allocation on the strategic road network

4.5.1 The previous Locality Assessment found that the GMA20 Bamford and Norden allocation would not have a material impact on the operation of the SRN. The allocation is not in close proximity to the SRN, with the majority of trips generated by the allocation likely to disseminate through the local road network before accessing an SRN junction.

4.5.2 Given the small scale of the changes to the quantum of development for the allocation, and the negligible impact at the local road network junctions outlined above, it is likely that the changes will not result in a material impact on the SRN and that the conclusions of the previous Locality Assessment remain valid.

4.6 Review of interventions

4.6.1 As outlined above, a mitigation scheme identified and tested in the previous round of work to support the GMA20 Bamford and Norden allocation incorporated the following junctions:

- B6222 Bury and Rochdale Old Road/Queen's Park Road signalised junction
- B6222 Bury and Rochdale Old Road/Norden Road signalised junction
- B6222 Bury and Rochdale Old Road/War Office Road priority junction:

4.6.2 In terms of the allocation access junction, and the improvements proposed for walking, cycling and public transport modes, the changes to the quantum of development do not affect the requirement for these interventions or the indicative timescales proposed in the previous Locality Assessment.

4.6.3 Given the results presented in Section 4.4, it is considered that the mitigation scheme noted above is still required and, with it in place, the allocation can be successfully accommodated on the highway network compared to the reference case.



4.7 Impact of the changes

- 4.7.1 As noted above, the improvement scheme on the B6222 Bury and Rochdale Old Road, incorporating a one-way arrangement on Norden Road, is still required and allows the allocation to be accommodated on the highway network compared to the reference case.
- 4.7.2 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.
- 4.7.3 There are no changes required to the phasing of interventions previously proposed, and the table of interventions presented in the Locality Assessment remains appropriate.

4.8 GMA20 Bamford and Norden concluding remarks

- 4.8.1 The overall conclusions of the Locality Assessment remain robust. The previous assessment gave an indication that the traffic impacts of the allocation are less than severe, and that the allocation is deliverable with the proposed mitigation measures in place.
- 4.8.2 The changes to the development quantum and subsequent vehicular trip generation do not necessitate additional forms of intervention. Furthermore, no changes to the phasing of interventions is considered necessary.



5. GMA21 Castleton Sidings

5.1 Changes to the quantum of development

5.1.1 There have been changes to the quantum of development for the GMA21 Castleton Sidings allocation, with a revision in the phasing assumptions whereby a reduced quantum is expected to be delivered by 2025. However, the quantum is unchanged in 2040. Table 7 indicates the quantum of development for the allocation.

Table 7. GMA21 Castleton Sidings development quantum

Development type	2025 development quantum	2040 development quantum
Houses	32 (<i>previously 100</i>)	100
Apartments	8 (<i>previously 25</i>)	25
Total	40 (<i>previously 125</i>)	125

5.1.2 As presented in Table 7, 32 houses and 8 apartments are expected to be delivered by 2025, with an increase to 100 houses and 25 apartments by 2040. Previously, 100 houses and 25 apartments were expected to be delivered by 2025.

5.1.3 This is unlikely to have significant impacts on traffic patterns or implications to the existing transport network, and would be likely to be less severe than previously estimated.

5.2 Transport infrastructure changes

5.2.1 The following interventions and indicative timescales for their implementation were identified previously.



Necessary local mitigations

5.2.2 The local area will benefit from the following necessary mitigations between 2020 and 2025 to support the allocation:

- Alterations to signal staging at the A664 Manchester Road/Queensway junction.
- Enhancements and improvements to active travel routes beyond the allocation boundary.

5.2.3 Analysis previously demonstrated that there is adequate capacity to accommodate the limited road traffic from the GMA21 Castleton Sidings allocation.

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

5.3 Updated trip generation and distribution

5.3.1 Table 8 shows the updated traffic generation for the GMA21 Castleton Sidings allocation.

Table 8. GMA21 Castleton Sidings vehicular trip generation (high scenario)

YEAR	AM peak hour DEPARTURES	AM peak hour ARRIVALS	PM peak hour DEPARTURES	PM peak hour ARRIVALS
2025 high scenario	13	5	8	14
2040 high scenario	40	15	24	42

5.3.2 The development quantum changes result in a slight reduction in trips in 2025 and a slight increase in 2040. The changes in vehicle trip generation are expected to have a minimal impact on the surrounding road network.



5.4 Review of interventions

- 5.4.1 It was previously considered that alterations to the staging of the signals at the A664 Manchester Road/Queensway junction to allow additional time for left turning traffic from Queensway will improve the performance of the junction. Previous modelling of this junction after mitigation indicated that the junction will operate satisfactorily with the development in place and that the junction performance was comparable to the reference case.
- 5.4.2 Enhancements and improvements to active travel routes in the vicinity of the allocation were also previously proposed. As part of the TfGM Bee Network, the Locality Assessment identified proposals to provide 136 new or upgraded pedestrian and cycle crossings and six miles of Beeway routes in Rochdale, including the Castleton-Rochdale Walking and Cycling Corridor scheme on Manchester Road, providing an active mode link between Rochdale and Castleton.
- 5.4.3 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 will follow this Design Guide.
- 5.4.4 Given the minimal changes to vehicular trip generation noted above, it is considered that the scale and phasing of these interventions remains appropriate.
- 5.4.5 Notwithstanding the above, the A664 Manchester Road/Queensway junction has been reassessed as part of assessments for the GMA2 Stakehill allocation, and the results for this assessment are presented in the Review Note for GMA2 Stakehill.



5.5 GMA21 Castleton Sidings concluding remarks

- 5.5.1 The conclusions of the previous Locality Assessment remain robust. The previous assessment gave an initial indication that the traffic impacts of the allocation are less than severe, and that the allocation is deliverable. The development quantum changes are minimal, and are likely to result in a slightly reduced impact on the surrounding highway network in 2025.
- 5.5.2 However, further review may be necessary as the allocation moves through the planning process should the allocation be approved. The allocation would need to be supported by continuing wider transport investment across Greater Manchester.



6. GMA22 Crimble Mill

6.1 Changes to the quantum of development

6.1.1 Since the Locality Assessment was published, there have been no changes to the total quantum of development by 2040 for GMA22 Crimble Mill. There has been an adjustment to the phasing for development, with a reduced quantum of development expected to be delivered by 2025. The reduction at 2025 represents 48% of the overall quantum expected by 2040.

6.1.2 There has also been a change to the mix of development, with the number of apartments originally proposed reduced from 25 to 10, and the number of houses increased by the same amount.

6.1.3 The table below summarises the changes to the quantum of development for this allocation.

Table 9. GMA22 Crimble Mill development quantum

Development type	2025 development quantum	2040 development quantum
Houses	30 (<i>previously 144</i>)	240 (<i>previously 225</i>)
Apartments	10 (<i>previously 16</i>)	10 (<i>previously 25</i>)
Total	40 (<i>previously 160</i>)	250

6.1.4 The impact associated with the reduction in quantum at 2025 is likely to be less severe than the impact previously forecast.

6.2 Transport infrastructure changes

6.2.1 A number of interventions were identified in the previous round of work to support the GMA22 Crimble Mill allocation. The interventions identified and are outlined below. All interventions are proposed to be delivered between 2020 and 2025.

Allocation access

6.2.2 The allocation will benefit from two potential options for access:

- Access from a widened Crimble Lane, off A58 Rochdale Road East. Emergency access from Harold Lees Road and/or Mutual Street.
- Access from a widened Crimble Lane, off A58 Rochdale Road East, plus secondary access from Mutual Street. Emergency access from Harold Lees Road and Mutual Street.

Necessary local mitigations

6.2.3 The local area will benefit from the following necessary mitigations to support the allocation:

- Improvements to Crimble Lane and its junction with A58 Rochdale Road East.
- Two bus stops on A58 Rochdale Road East to be upgraded.
- A contribution towards the provision of further sustainable off-allocation transport measures, such as improvements to the Bee Network.

6.2.4 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 Using the revised development quantum outlined in Table 9, the vehicular trips generated by the proposed development are set out below.

Table 10. GMA22 Crimble Mill vehicular trip generation (high scenario)

YEAR	AM peak hour DEPARTURES	AM peak hour ARRIVALS	PM peak hour DEPARTURES	PM peak hour ARRIVALS
2025	13	5	8	14
2040	85	34	52	88

6.3.2 Compared to the Locality Assessment, the vehicular trips above represent a reduction in 2025 of 56 two-way trips in the morning peak period and 68 two-way trips in the evening peak period. In 2040, there is an increase of four two-way trips in the morning peak period and nine two-way trips in the evening peak period.

6.3.3 The reduction of trips in 2025 represents the reduction in quantum of dwellings in this scenario. In 2040, the increase in vehicular trips represents the change in development mix, with an increase in houses and a decrease in apartments generating marginally greater vehicular trips than previously.

6.3.4 The distribution of allocation trips onto the surrounding highway network is presented in Table 11.

Table 11. GMA22 Crimble Mill vehicular trip distribution (high scenario)

Route	AM peak hour	PM peak hour
A58 Rochdale Road East	18%	22%
A6046 Manchester Road	35%	36%
A58 Bury Street	12%	15%
Queen's Park Road	34%	27%

6.3.5 The updated distribution presented above shows that slightly less traffic using A58 Bury Street compared to what was assumed in the Locality Assessment. For A58 Rochdale Road East and Queen’s Park Road, the updated distribution is higher in the morning peak and lower in the evening peak. Approximately two thirds of trips are estimated to use either A6046 Manchester Road or Queen’s Park Road.

6.4 Impact of allocation before mitigation on the local road network

6.4.1 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.

6.4.2 The expected changes in traffic routings and volumes in the vicinity of the GMA22 allocation as a result of changes to other allocations necessitate the reassessment of six of the previously assessed junctions. These are:

- A58 Rochdale Road East/Barley Hall Street
- A58 Rochdale Road East/Orchard Street
- A58 Rochdale Road East/Green Lane
- A58 Rochdale Road East/Aspinall Street/A6047 Rochdale Road
- Green Lane/A6046 Manchester Road/A6046 Middleton Road
- A58 York Street/Queens Park Road

6.4.3 A reassessment of the A58 Bolton Road/Manchester Road/Silk Street junction was also required. The results of this assessment are presented and discussed in the Review Note for the GMA2 Stakehill allocation.

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

6.4.5 Table 12 presents the updated junction capacity assessments using flows from the latest high scenario run of the GMVDM, which accounts for the updated quantum of development.

6.4.6 It should be noted that local junction models have been built and utilised for the A58 Rochdale Road East/Green Lane, Green Lane/A6046 Manchester Road/A6046 Middleton Road and A58 York Street/Queens Park Road junctions. This differs from the methodology applied for these junctions in the previous Locality Assessment and is to ensure confidence in the results presented. Therefore, the results for these three junctions are not necessarily comparable between the Locality Assessment and this Review Note.

6.4.7 It should also be noted that the assessment of the Green Lane/A6046 Manchester Road/A6046 Middleton Road interchange was undertaken in two separate junction

models due to the Green Lane and A6046 Middleton Road arms both being on the eastern side of A6046 Manchester Road. Therefore, these results are presented in Table 12 on two separate rows.

**Table 12. GMA22 Crimble Mill junction capacity assessments (June 2021)
(before mitigation)**

JUNCTION	2040 reference case AM PEAK HOUR	2040 reference case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR	Allocation flows AM PEAK HOUR	Allocation flows PM PEAK HOUR
A58 Rochdale Road East/Barley Hall Street	106%	68%	196%	94%	47	51
A58 Rochdale Road East/Orchard Street	84%	60%	142%	79%	47	51
A58 Rochdale Road East/Green Lane	108%	96%	112%	100%	28	27
A58 Rochdale Road East/Aspinall Street/A6047 Rochdale Road	275%	999%	811%	999%	14	29

JUNCTION	2040 reference case AM PEAK HOUR	2040 reference case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR	Allocation flows AM PEAK HOUR	Allocation flows PM PEAK HOUR
Green Lane/A6046 Manchester Road	53%	71%	54%	91%	39	45
A6046 Middleton Road/ A6046 Manchester Road	36%	72%	42%	87%	39	45
A58 York Street/Queens Park Road	99%	112%	101%	122%	24	37

6.4.15 The results presented in Table 12 demonstrate that the Green Lane/A6046 Manchester Road/A6046 Middleton Road interchange continues to operate within capacity in the high scenario with no significant worsening in junction performance compared to the reference case.

6.4.16 In terms of the A58 Rochdale Road East/Green Lane and A58 York Street/Queens Park Road junctions, the reference case results indicate that these junctions were already over capacity, before the addition of allocation flows. The additional flows in the high scenario do not significantly affect the results. Even in the scenarios where the results are below 100% in the reference case, which are the evening peak period at the A58 Rochdale Road East/Green Lane junction and the morning peak period at the A58 York Street/Queens Park Road junction, the corresponding high scenario results only



marginally increase the RFCs. It is considered that the performance of both junctions does not significantly worsen in the high scenario, and therefore no mitigation is considered necessary.

- 6.4.17 The results for the A58 Rochdale Road East/Barley Hall Street, A58 Rochdale Road East/Orchard Street and A58 Rochdale Road East/Aspinall Street/A6047 Rochdale Road junctions all suggest that they operate significantly over capacity in the high scenario. There is also some significant worsening in results compared to the reference case. However, there are a number of factors to consider that provide greater context to these results.
- 6.4.18 It should be noted that these junctions would be accessed by allocation traffic via the Mutual Street allocation access which is proposed to be either an emergency or secondary access, with the primary access for the allocation via Crimble Lane. Therefore, the impact at these three junctions is likely to be less than estimated here, with the majority of allocation traffic using the primary Crimble Lane access and not impacting these junctions at all.
- 6.4.19 Furthermore, any allocation traffic using the Mutual Street access would be likely to distribute between a number of feeder streets off A58 Rochdale Road East dependent on traffic conditions at the time. Therefore, the impact of the allocation would be distributed between more junctions than the three modelled here, significantly lessening the impact at each.
- 6.4.20 It is also important to note that the results presented in Table 12 where RFCs have been estimated to be significantly greater than 100%, particularly at the A58 Rochdale Road East/Aspinall Street/A6047 Rochdale Road junction, are a result of queuing traffic on the minor arm unable to join A58 Rochdale Road East due to the volume of traffic on the major arm. The junction model software does not account for real world conditions and driver behaviour whereby slow moving traffic on A58 Rochdale Road East would be likely to employ an element of driver courtesy and allow queuing traffic on the minor arms to join the traffic flow at regular intervals.



6.4.21 Furthermore, the increase in traffic flows as a result of this allocation represent less than one vehicle per minute in each of the peak hours at all three of the junctions concerned. At the A58 Rochdale Road East/Aspinall Street/A6047 Rochdale Road junction, the increase is as low as one vehicle every four minutes in the morning peak hour and one vehicle every two minutes in the evening peak hour. It is considered that the level of increase estimated at all three junctions would be imperceptible in reality and would be significantly less than the daily fluctuation of traffic flows at these locations.

6.4.22 Therefore, given that the majority of allocation traffic is likely to use the primary Crimble Lane access, that any traffic using the Mutual Street access would be distributed across a greater number of junctions than modelled here, and that the junction modelling does not account for driver behaviour in congested situations, the RFCs estimated by the models at these locations would be highly unlikely to materialise. Furthermore, the level of increase in traffic flows as a result of this allocation estimated at all three junctions would be imperceptible in reality. The impact of the allocation is therefore not considered significant, and no mitigation is considered necessary.

6.5 Impact of the allocation on the strategic road network

6.5.1 The previous Locality Assessment found that the GMA22 Crimble Mill allocation would not have a material impact on the operation of the SRN. The allocation is not in close proximity to the SRN, with the majority of trips generated by the allocation likely to disseminate through the local road network before accessing an SRN junction.

6.5.2 Given the changes to the quantum of development for the allocation, and the negligible impact at the local road network junctions outlined above, it is likely that the changes will not result in a material impact on the SRN and that the conclusions of the previous Locality Assessment remain valid.



6.6 Review of interventions

6.6.1 As outlined above, the mitigation schemes identified in the previous round of work to support the GMA22 Bamford and Norden allocation were:

- Two proposed options for allocation access via Crimble Lane and/or Mutual Street.
- Improvements to Crimble Lane and its junction with A58 Rochdale Road East.

6.6.2 As outlined in Section 6.4, the assessment results for the new allocation access at the A58 Rochdale Road East/Crimble Lane junction presented in the Locality Assessment are considered to remain valid. Therefore, this mitigation scheme is still required and, with it in place, the allocation can be successfully accommodated on the highway network compared to the reference case.

6.6.3 The changes to the development quantum do necessitate additional forms of intervention.

6.7 Impact of the changes

6.7.1 As noted above, the improvement scheme for the new allocation access at the A58 Rochdale Road East/Crimble Lane junction is still required.

6.7.2 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.

6.7.3 There are no changes required to the phasing of interventions previously proposed. Although the quantum of development at 2025 has reduced, this does not affect the timetable for the requirement of the Crimble Lane access junction scheme or the



public transport and sustainable transport improvements proposed. Therefore, the table of interventions presented in the Locality Assessment remains appropriate.

6.8 GMA22 Crimble Mill concluding remarks

6.8.1 The overall conclusions of the Locality Assessment remain robust. The previous assessment gave an indication that the traffic impacts of the allocation are less than severe, and that the allocation is deliverable with the proposed mitigation measures in place.

6.8.2 The changes to the development quantum and subsequent vehicular trip generation do not necessitate additional forms of intervention. Furthermore, no changes to the phasing of interventions is considered necessary.



7. GMA23 Land North of Smithy Bridge

7.1 Changes to the quantum of development

7.1.1 There have been changes to the quantum of development for GMA23 Land North of Smithy Bridge, with a revision in the phasing assumptions whereby an increased quantum is expected to be delivered by 2025. However, the quantum is unchanged in 2040. Table 13 indicates the quantum of development for the allocation.

Table 13. GMA23 Land North of Smithy Bridge development quantum

Development type	2025 development quantum	2040 development quantum
Houses	50 (<i>previously 18</i>)	300

7.1.2 As presented in Table 13, 50 houses are expected to be delivered by 2025 and 300 houses by 2040. Previously, 18 houses were expected to be delivered by 2025.

7.1.3 These changes are unlikely to have significant impacts on the existing transport network.

7.2 Transport infrastructure changes

7.2.1 The following interventions and the indicative timescales for their implementation (where applicable) were identified in the previous Locality Assessment.

Site access

- A three-arm roundabout at the Hollingworth Road access junction

Supporting strategic interventions

- The A58 Residential Relief Road.

Supporting local interventions

- Local improvements to be developed along the A58 Halifax Road/New Road corridor.

Necessary local mitigations

- Between 2020 and 2025:
 - Hollingworth Lake 300 space visitor car park to replace existing car park lost to development.
 - Secure cycle parking at Littleborough Rail Station.
 - Bus stop upgrades on Hollingworth Road and Lake Bank.
- Between 2025 and 2030:
 - Co-ordinated traffic signals at the A58 Halifax Road/B6225 Canal Street and A58 Halifax Road/A6033 Todmorden Road junctions.
 - Signalisation of the A58 Halifax Road/Wardle Road junction.
 - Traffic calming and car park management measures to support the introduction of the site access on B6225 Hollingworth Road.

7.2.2 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 Table 14 shows the updated traffic generation for the GMA23 Land North of Smithy Bridge allocation.



Table 14. GMA23 Land North of Smithy Bridge vehicular trip generation

YEAR	AM peak hour DEPARTURES	AM peak hour ARRIVALS	PM peak hour DEPARTURES	PM peak hour ARRIVALS
2025 high scenario	17	7	11	19
2040 high scenario	103	41	63	102

7.3.2 The development quantum changes result in a slight increase in trips in 2025. The changes in vehicle trip generation are expected to have a minimal impact on the surrounding road network.

7.4 Review of interventions

7.4.1 The previous Locality Assessment undertook assessments at nine junctions in the vicinity of the allocation. In summary, mitigation tested in the GMVDM to support the GMA23 Land North of Smithy Bridge allocation was as follows:

- Signalisation at the A58 Halifax Road/A6033 Todmorden Road and A58 Halifax Road/B6225 Canal Street junctions.
- Signalisation of the A58 Halifax Road/Wardle Road junction, with free-flow east-west movement.

7.4.2 It is worth noting that Rochdale Borough Council has an aspiration to deliver the A58 Residential Relief Road (also known as Smithy Bridge Local Access Route) running to the south of the GMA25 Roch Valley allocation, between Smithy Bridge Road and Riverside Drive. This route may remove development traffic from the A58 and, potentially, negate the need for an improvement to the A58 Halifax Road/Wardle Road junction as well as providing potential benefits to the operation of the wider road network, including routes to and from Milnrow and the M62.

- 7.4.3 However, due to uncertainty regarding the delivery of the relief road, the scheme was not included in the previous strategic modelling exercise in order for the schemes required to mitigate GMSF impacts to be clearly identified. Nonetheless, Rochdale Borough Council considers the scheme to be a supporting measure, and in the interim will be examining options for a package of supporting measures on the A58 Halifax Road corridor.
- 7.4.4 The results of the previous assessments indicated that the coordinated signalisation of the A58 Halifax Road/A6033 Todmorden Road and A58 Halifax Road/B6225 Canal Street junctions results in a significant improvement in operation. Similarly, the introduction of the A58 Halifax Road/Wardle Road signalisation results in a significant improvement to junction operation.
- 7.4.5 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.
- 7.4.6 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.

7.5 GMA23 Land North of Smithy Bridge concluding remarks

- 7.5.1 The conclusions of the Locality Assessment remain robust. The previous assessment gave an indication that the traffic impacts of the allocation are less than severe, and that the allocation is deliverable with the proposed mitigation measures in place.



7.5.2 The changes to the development quantum and subsequent vehicular trip generation are minimal, and no additional forms of intervention or amendments to the phasing of interventions are considered necessary to support the allocation.



8. GMA24 Newhey Quarry

8.1 Changes to the quantum of development

8.1.1 Since the Locality Assessment was published, there have been no changes to the total quantum of development by 2025 or 2040 for GMA24 Newhey Quarry.

8.1.2 There has been a change to the mix of development, with the number of apartments originally proposed reduced from 50 to 25 by 2040, and the number of houses increased by the same amount.

8.1.3 Table 15 summarises the changes to the quantum of development for this allocation.

Table 15. GMA24 Newhey Quarry development quantum

Development type	2025 development quantum	2040 development quantum
Houses	36 (<i>previously 32</i>)	225 (<i>previously 200</i>)
Apartments	4 (<i>previously 8</i>)	25 (<i>previously 50</i>)
Total	40	250

8.1.4 The impact associated with the changes to the mix of development is likely to be marginal compared to the impact previously forecast.

8.2 Transport infrastructure changes

8.2.1 The following interventions and their indicative timescales (where applicable) were identified in the Locality Assessment.



Allocation access

8.2.2 The allocation will benefit from two potential options for access to be implemented between 2020 and 2025:

- A proposed access at the Bradley Street/A640 Huddersfield Road junction.
- Associated Travel Plan measures, including allocation design and promotion of sustainable travel.

Necessary local interventions

8.2.3 Between 2020 and 2025:

- A signalised pedestrian crossing on A640 Huddersfield Road.
- Residents car park within the allocation.
- Newhey Metrolink Park & Ride car park within the allocation.

8.2.4 Between 2025 and 2030:

- Implementation of MOVA at the A640 Huddersfield Road/A640 Newhey Road/A663 Shaw Road/Cedar Lane junction.
- An improvement scheme at the A640 Elizabethan Way/A640 Newhey Road/A6193 Sir Isaac Newton Way junction.

Supporting local interventions

- A review into local bus service amendments between 2020 and 2025.

8.2.5 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 Using the revised development quantum outlined in Table 15, the vehicular trips generated by the proposed development are set out in Table 16.



Table 16. GMA24 Newhey Quarry allocation vehicular trip generation (high scenario)

YEAR	AM peak hour DEPARTURES	AM peak hour ARRIVALS	PM peak hour DEPARTURES	PM peak hour ARRIVALS
2025	13	5	8	15
2040	83	33	51	83

8.3.2 Compared to the Locality Assessment, the vehicular trips above represent a reduction in 2025 of 10 two-way trips in the morning peak period and 11 two-way trips in the evening peak period. In 2040, there is an increase of four two-way trips in the morning peak period and nine two-way trips in the evening peak period.

8.3.3 The reduction of trips in 2025 represents the reduction in quantum of dwellings in this scenario. In 2040, the increase in vehicular trips represents the change in development mix, with an increase in houses and a decrease in apartments generating marginally greater vehicular trips than previously.

8.3.4 The distribution of allocation trips onto the surrounding highway network is presented in Table 17.

Table 17. GMA24 Newhey Quarry vehicular trip distribution (high scenario)

Route	AM peak hour	PM peak hour
A640 Elizabethan Way	75%	80%
Newhey Road	3%	6%
A640 Huddersfield Road	16%	4%
A663 Milnrow Road	7%	9%



8.3.5 The updated distribution presented above shows that the majority of traffic uses A640 Elizabethan Way. This is a greater proportion than assumed in the Locality Assessment, where previously more traffic was distributed along A640 Huddersfield Road.

8.4 Impact of allocation on the local road network

8.4.1 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.

8.4.2 The expected changes in traffic routings and volumes in the vicinity of the GMA24 allocation as a result of changes to other allocations necessitate the reassessment of the three previously assessed junctions. These are:

- A640 Huddersfield Road/A640 Newhey Road/A663 Shaw Road/Cedar Lane
- Newhey Road/A640 Newhey Road
- A640 Elizabethan Way/A640 Newhey Road/A6193 Sir Isaac Newton Way

8.4.3 Table 18 presents the updated junction capacity assessments using flows from the latest high scenario run of the GMVDM, which accounts for the updated quantum of development.



**Table 18. GMA24 Newhey Quarry junction capacity assessments (June 2021)
(before mitigation)**

JUNCTION	2040 reference case AM PEAK HOUR	2040 reference case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR	Allocation flows AM PEAK HOUR	Allocation flows PM PEAK HOUR
A640 Huddersfield Road/A640 Newhey Road /A663 Shaw Road/Cedar Lane	86%	89%	86%	95%	94	124
Newhey Road/A640 Newhey Road	61%	67%	49%	70%	90	115
A640 Elizabethan Way/A640 Newhey Road/A6103 Sir Isaac Newton Way	99%	108%	103%	113%	87	110

8.4.11 Table 18 shows that the A640 Huddersfield Road/A640 Newhey Road/A663 Shaw Road/Cedar Lane and Newhey Road/A640 Newhey Road junctions continue to operate within capacity with the addition of all allocation flows. Both junctions continue to operate 95% ratio of flow to capacity or lower in all scenarios.



8.4.12 The Locality Assessment tested a mitigation scheme at the A640 Huddersfield Road/A640 Newhey Road/A663 Shaw Road/Cedar Lane junction, which involved the updating of the signal controller at this junction to MOVA. However, given the updated results presented in Table 18 it is considered that this scheme is not required in order to deliver the GMA24 Newhey Quarry allocation.

8.4.13 In terms of the A640 Elizabethan Way/A640 Newhey Road/A6103 Sir Isaac Newton Way junction, the results in Table 18 indicate that the allocation flows have an impact at this location. The degrees of saturation are predicted to increase in both peak periods compared to the reference case, with the morning peak period result increasing to over 100%. However, it should be noted that the junction operated over 100% in the evening peak period in the reference case, and therefore it was likely that any additional allocation trips would result in the junction operation worsening.

8.4.14 Given these results, a mitigation scheme at this junction has been assessed. This scheme was assessed previously in the Locality Assessment and the scheme consists of:

- The provision of two lanes turning left at the A640 Newhey Road approach towards A6193 Sir Isaac Newton Way
- The provision of two right turn lanes facilitating the movement between A6193 Sir Isaac Newton Way and A640 Newhey Road

8.4.15 The results of this assessment are presented in Table 19.



**Table 19. GMA24 Newhey Quarry junction capacity assessments (June 2021)
(after mitigation)**

JUNCTION	2040 high scenario (without mitigation) AM PEAK HOUR	2040 high scenario (without mitigation) PM PEAK HOUR	2040 high scenario (with mitigation) AM PEAK HOUR	2040 high scenario (with mitigation) PM PEAK HOUR
A640 Elizabethan Way/A640 Newhey Road/A6103 Sir Isaac Newton Way	103%	113%	75%	84%

8.4.21 The results above demonstrate that the mitigation scheme allows the junction to operate well within capacity compared to the high scenario without the mitigation.

8.5 Impact of the allocation on the strategic road network

8.5.1 The Locality Assessment found that the GMA24 Newhey Quarry allocation would not have a material impact on the operation of the SRN. The Locality Assessment stated that initial forecasting work suggested that approximately 20 PCUs in the morning peak period and 10 PCUs in the evening peak period were estimated to use M62 junction 21. These trips would be distributed across various links and slip roads.

8.5.2 Given the changes to the quantum of development for the allocation, and the negligible impact at the local road network junctions outlined above, it is likely that the changes will not result in a material impact on the SRN and that the conclusions of the Locality Assessment remain valid.



8.6 Review of interventions

8.6.1 As outlined above, the mitigation schemes identified in the previous round of work to support the GMA24 Newhey Quarry allocation were:

- Implementation of MOVA at the A640 Huddersfield Road/A640 Newhey Road/A663 Shaw Road/Cedar Lane junction.
- An improvement scheme at the A640 Elizabethan Way/A640 Newhey Road/A6193 Sir Isaac Newton Way junction.

8.6.2 Given the results presented in Section 8.4, it is considered that the mitigation scheme at the A640 Huddersfield Road/A640 Newhey Road/A663 Shaw Road/Cedar Lane junction is no longer required to accommodate the GMA24 Newhey Quarry allocation. The existing junction arrangement continues to operate satisfactorily in the high scenario.

8.7 Impact of the changes

8.7.1 As noted above, the changes in quantum of development result in the previously assessed improvement scheme at the A640 Huddersfield Road/A640 Newhey Road/A663 Shaw Road/Cedar Lane junction no longer being required.

8.7.2 The results also demonstrate that the improvement scheme at the A640 Elizabethan Way/A640 Newhey Road/A6193 Sir Isaac Newton Way junction is still required, and allows the junction to operate within capacity with the addition of the allocation flows.

8.7.3 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.

8.7.4 The updated table of interventions is provided in Table 20.

Table 20. GMA24 Newhey Quarry updated table of interventions

Mitigation	Description
Allocation access	
Proposed allocation access	<p>The proposed access is at the Bradley Street/A640 Huddersfield Road junction. The existing widths of the Bradley Street and A640 Huddersfield Road arms, together with visibility splays of the existing simple priority access, already complies with standards.</p>
Travel Plan measures	<p>Allocation design – street hierarchy and high-quality pedestrian and cycle facilities, including review of local bus stop facilities;</p> <p>On allocation promotional events – Dr Bike, cycle groups and walking groups;</p> <p>On allocation steering group;</p> <p>Sustainable travel guide;</p> <p>Website, newsletter and personal travel planning; and</p> <p>Taster tickets – for public transport or cycling equipment.</p>



Mitigation	Description
Necessary strategic interventions	
Not required	
Supporting strategic interventions	
Not required	
Necessary local interventions	
A640 Elizabethan Way/A640 Newhey Road/A6193 Sir Isaac Newton Way junction	<p>The provision of two lanes turning left at the A640 Newhey Road approach towards A6193 Sir Isaac Newton Way.</p> <p>The provision of two right turn lanes facilitating the movement between A6193 Sir Isaac Newton Way and A640 Newhey Road.</p>
Pedestrian crossing on A640 Huddersfield Road	<p>A signalised pedestrian crossing will be provided across A640 Huddersfield Road in the vicinity of the site. The exact location will be determined through the planning application for the site.</p>
Existing residents car park	<p>The existing car parking spaces within the allocation accessed from Bradley Street, for use by existing A640</p>



Mitigation	Description
	Huddersfield Road residents will remove cars which are currently parked half on the carriageway and half on the footway in the vicinity of the Bradley Street access.
Metrolink Park & Ride car park	The proposed 24 space car park will be provided at the south-west corner of the allocation in a convenient location near to Church Street. It will be used as a Park & Ride for Newhey Metrolink stop. Such a facility will meet the aspirations of the Council as set out in the Rochdale Council Car Park Strategy (2017).
Supporting local interventions	
Changes to existing bus services	A review will take place into the potential enhancement to the existing R5 bus service by improving the service to hourly, and replacing service R4 with Local Link.
SRN interventions	
Not required	

8.7.5 The updated indicative intervention delivery timetable is provided in Table 21.



Table 21. GMA24 Newhey Quarry updated intervention delivery timetable

Mitigation	2020-2025	2025-2030	2030-2037	2037+
Allocation access				
Proposed allocation access	✓			
Travel Plan measures	✓			
Necessary strategic interventions				
None				
Supporting strategic interventions				
None				
Necessary local interventions				
A640 Elizabethan Way/A640 Newhey Road/A6193 Sir Isaac Newton Way junction		✓		



Mitigation	2020-2025	2025-2030	2030-2037	2037+
Pedestrian crossing on A640 Huddersfield Road	✓			
Existing residents car park	✓			
Metrolink Park & Ride car park	✓			
Supporting local interventions				
Changes to existing bus services	✓			
SRN interventions				
None				

8.8 GMA24 Newhey Quarry concluding remarks

8.8.1 The overall conclusions of the Locality Assessment remain robust. The previous assessment gave an indication that the traffic impacts of the allocation are less than severe, and that the allocation is deliverable with the proposed mitigation measures in place.

8.8.2 The changes to the development quantum and subsequent vehicular trip generation do not necessitate additional forms of intervention. The reduced impact at one of the junctions concerned indicates that the previously proposed mitigation is no longer

required to support the allocation. Apart from the removal of this scheme from the timetable, no changes to the phasing of interventions is considered necessary.



9. GMA25 Roch Valley

9.1 Changes to the quantum of development

9.1.1 There have been changes to the quantum of development for the GMA25 Roch Valley allocation, with a revision in the phasing assumptions whereby a reduced quantum is expected to be delivered in both 2025 and 2040. Table 22 indicates the quantum of development for the allocation.

Table 22. GMA25 Roch Valley development quantum

Development type	2025 development quantum	2040 development quantum
Houses	90 (<i>previously 210</i>)	200 (<i>previously 210</i>)

9.1.2 As presented in Table 22, 90 houses are expected to be delivered by 2025 and 200 houses by 2040. Previously, the full quantum of 210 houses was expected to be delivered by 2025.

9.1.3 These changes are likely to result in a less severe impact at 2025 and a marginally less severe impact at 2040 than previously estimated.

9.2 Transport infrastructure changes

9.2.1 The following interventions and their indicative timescales (where applicable) were identified in the Locality Assessment.

Site access

- Priority junction on Smithy Bridge Road.

Supporting strategic interventions

- The A58 Residential Relief Road.
- Cycle improvements towards Smithy Bridge Railway Station.

- Upgrade of the level crossing on Smithy Bridge Road, being progressed through the Station Alliance.

Supporting local interventions

- Local improvements to be developed along the A58 Halifax Road/New Road corridor.
- Footway/cycleway to the south of the proposed access road.

Necessary local mitigations

- Between 2020 and 2025:
 - Two TOUCAN crossings on Smithy Bridge Road at allocation entrance and to allow crossing to the station.
 - Bus stop upgrades on Smithy Bridge Road and Halifax Road.
 - Secure cycle parking at Smithy Bridge Rail Station.
- Between 2025 and 2030:
 - Co-ordinated traffic signals at the A58 Halifax Road/B6225 Canal Street and A58 Halifax Road/A6033 Todmorden Road junctions
 - Signalisation of the A58 Halifax Road/Wardle Road junction.

9.2.2 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 Table 23 shows the updated vehicular trip generation for the GMA25 Roch Valley allocation.



Table 23. GMA25 Roch Valley vehicular trip generation

YEAR	AM peak hour DEPARTURES	AM peak hour ARRIVALS	PM peak hour DEPARTURES	PM peak hour ARRIVALS
2025 high scenario	31	12	19	35
2040 high scenario	69	27	42	71

9.3.2 The development quantum changes result in a decrease in trips in 2025, and a very marginal decrease in 2040. The changes in vehicle trip generation are expected to have a minimal impact on the surrounding road network, and would likely to be less severe than previously estimated.

9.4 Review of interventions

9.4.1 The previous Locality Assessment undertook assessments at nine junctions in the vicinity of the allocation. In summary, mitigation tested in the GMVDM to support the GMA25 Roch Valley allocation was as follows:

- Signalisation at the A58 Halifax Road/A6033 Todmorden Road and A58 Halifax Road/B6225 Canal Street junctions.
- Signalisation of the A58 Halifax Road/Wardle Road junction, with free-flow east-west movement.

9.4.2 It is worth noting that Rochdale Borough Council has an aspiration to deliver the A58 Residential Relief Road (also known as Smithy Bridge Local Access Route) running to the south of the GMA25 Roch Valley allocation, between Smithy Bridge Road and Riverside Drive. This route may remove development traffic from the A58 and, potentially, negate the need for an improvement to the A58 Halifax Road/Wardle Road junction as well as providing potential benefits to the operation of the wider road network, including routes to and from Milnrow and the M62.

- 9.4.3 However, due to uncertainty regarding the delivery of the relief road, the scheme was not included in the previous strategic modelling exercise in order for the schemes required to mitigate GMSF impacts to be clearly identified. Nonetheless, Rochdale Borough Council considers the scheme to be a supporting measure, and in the interim will be examining options for a package of supporting measures on the A58 Halifax Road corridor.
- 9.4.4 The results of the previous assessments indicated that the coordinated signalisation of the A58 Halifax Road/A6033 Todmorden Road and A58 Halifax Road/B6225 Canal Street junctions results in a significant improvement to operation. Similarly, the introduction of the A58 Halifax Road/Wardle Road signalisation results in a significant improvement to junction operation.
- 9.4.5 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.
- 9.4.6 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.

9.5 GMA25 Roch Valley concluding remarks

- 9.5.1 The conclusions of the Locality Assessment remain robust. The previous assessment gave an indication that the traffic impacts of the allocation are less than severe, and that the allocation is deliverable with the proposed mitigation measures in place.
- 9.5.2 The changes to the development quantum and subsequent vehicular trip generation are minimal, and would potentially have a less severe impact than previously, and no

additional forms of intervention or amendments to the phasing of interventions are considered necessary to support the allocation.



10. GMA26 Trows Farm

10.1 Changes to the quantum of development

10.1.1 Since the Locality Assessment was published, there has been a reduction in the quantum of development expected at 2025 and 2040. Table 24 indicates the quantum of development for the allocation.

Table 24. GMA26 Trows Farm development quantum

Development type	2025 development quantum	2040 development quantum
Houses	60 (<i>previously 67</i>)	550 (<i>previously 600</i>)

10.1.2 As presented in Table 24, 60 houses are expected to be delivered by 2025 and 550 houses by 2040. This represents a reduction of 7 houses in 2025 and 50 houses in 2040.

10.1.3 These changes are likely to result in a marginally less severe impact in both 2025 and 2040 than previously estimated.

10.2 Transport infrastructure changes

10.2.1 The following interventions and their indicative timescales (where applicable) were identified in the Locality Assessment.

Site access (2020-2025)

- An extension to Cowm Top Lane
- Traffic calming on the existing section of Cowm Top Lane
- Drainage improvements on the existing section of Cowm Top Lane
- Allocation emergency access

Necessary local mitigations (2020-2025)

- Signalisation of the A664 Queensway/Cowm Top Lane junction

- Amendments to the signals at the A664 Queensway/A664 Manchester Road junction
- Widening at the A664 Queensway/A664 Edinburgh Way junction
- Amendments to the signals at the A664 Rochdale Bypass/A627(M)/Sandbrook Way junction
- Improvement to conditions for pedestrians and cyclists on Hillcrest Road and Cripple Gate Lane

SRN interventions (2025-2030)

- Improvements at M62 junction 20 (primarily required in relation to the GMA2 Stakehill allocation)

10.2.2 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 Table 25 shows the updated vehicular trip generation for the GMA26 Trows Farm allocation.

Table 25. GMA26 Trows Farm vehicular trip generation (high scenario)

YEAR	AM peak hour DEPARTURES	AM peak hour ARRIVALS	PM peak hour DEPARTURES	PM peak hour ARRIVALS
2025	21	8	13	23
2040	189	75	116	196

10.3.2 Compared to the Locality Assessment, the vehicular trips above represent a reduction in 2025 of three two-way trips in the morning peak period and two two-way trips in the evening peak period. In 2040, there is a reduction of 25 two-way trips in the morning peak period and eight two-way trips in the evening peak period.



10.3.3 The development quantum changes result in a slight decrease in trips in both 2025 and 2040. The changes in vehicle trip generation are expected to have a minimal impact on the surrounding road network, and would likely to be less severe than previously estimated.

10.3.4 The distribution of allocation trips onto the surrounding highway network is presented in Table 26.

Table 26. GMA26 Trows Farm vehicular trip distribution (high scenario)

Route	AM peak hour	PM peak hour
A627(M) (South)	12%	5%
A664 Edinburgh Way	3%	15%
M62 (West)	58%	45%
A58 Bolton Road (West)	4%	6%
B6452 Roch Valley Road	6%	6%
A58 Manchester Road (East)	3%	2%
A664 Rochdale Bypass (East)	7%	14%
M62 (East)	7%	7%

10.3.5 The distribution presented above shows that the majority of traffic is distributed to the M62 (West). This is a slightly greater proportion of trips than in the previous round of modelling. The other routes have relatively low distribution rates that are broadly comparable to the previous round of modelling.

10.4 Impact of the allocation on the local road network

10.4.1 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.

10.4.2 The expected changes in traffic routings and volumes in the vicinity of the GMA26 Trows Farm allocation as a result of changes to other allocations necessitate the reassessment of two of the previously assessed junctions. These are:

- A664 Queensway/A664 Edinburgh Way
- A664 Rochdale Bypass/A627(M)/Sandbrook Way

10.4.3 A reassessment of the following junctions were also required, and the results of these assessments are presented and discussed in the Review Note for the GMA2 Stakehill allocation:

- A664 Queensway/A664 Manchester Road
- A58 Manchester Road/A58 Bolton Road
- A627(M)/M62 junction 20

10.4.4 Table 27 presents the updated junction capacity assessments using flows from the latest high scenario run of the GMVDM, which accounts for the updated quantum of development.



Table 27. GMA26 Trows Farm junction capacity assessments (June 2021) (before mitigation)

JUNCTION	2040 reference case AM PEAK HOUR	2040 reference case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR	Allocation flows AM PEAK HOUR	Allocation flows PM PEAK HOUR
A664 Queensway /A664 Edinburgh Way	84%	82%	91%	81%	248	219
A664 Rochdale Bypass/A627(M)/ Sandbrook Way	86%	79%	87%	90%	227	166

10.4.12 The results in Table 27 indicate that both junctions are forecast to operate within 100% ratio of flow to capacity with the addition of the allocation flows. The highest ratio of flow to capacity result is at the A664 Queensway/A664 Edinburgh Way junction, which operates at 91% in the morning peak period with the addition of allocation flows.

10.4.13 The Locality Assessment previously tested potential improvement schemes at these junctions to mitigate the impact of all allocation sites. However, given the results in Table 27 indicate that the junctions will continue to operate within capacity with all the Places for Everyone allocations in place, it is considered that these improvement schemes are no longer required and that the existing arrangements can safely accommodate the allocation flows.

10.5 Impact of the allocation on the strategic road network

10.5.1 The Locality Assessment undertook a capacity assessment at the A627(M)/M62 junction 20 on the strategic road network. Given the expected changes in traffic

routings and volumes in the vicinity of the GMA26 Trows Farm allocation as a result of changes to other allocations, a reassessment at this junction is required.

10.5.2 The result of this assessment is presented and discussed in the Review Note for the GMA2 Stakehill allocation.

10.6 Review of interventions

10.6.1 As outlined above, the mitigation schemes identified and tested in the previous round of work to support the GMA26 Trows Farm allocation were:

- Signalisation of the A664 Queensway/Cowm Top Lane junction
- Amendments to the signals at the A664 Queensway/A664 Manchester Road junction
- Widening at the A664 Queensway/A664 Edinburgh Way junction
- Amendments to the signals at the A664 Queensway/A664 Edinburgh Way/A627(M)/Sandbrook Way junction
- Improvements at M62 junction 20 (primarily required in relation to the GMA2 Stakehill allocation)

10.6.2 Given the results presented in Section 10.4, it is considered that the mitigation schemes at the A664 Queensway/A664 Edinburgh Way and A664 Queensway/A664 Edinburgh Way/A627(M)/Sandbrook Way junctions are no longer required to accommodate the GMA26 Trows Farm allocation. The existing junction arrangements continue to operate satisfactorily in the high scenario.

10.7 Impact of the changes

10.7.1 As noted above, the changes in quantum of development result in the previously assessed improvement schemes at the A664 Queensway/A664 Edinburgh Way and A664 Queensway/A664 Edinburgh Way/A627(M)/Sandbrook Way junctions no longer being required.



10.7.2 Reassessment of the following junctions was also required:

- A664 Queensway/A664 Manchester Road
- A58 Manchester Road/A58 Bolton Road
- A627(M)/M62 junction 20

10.7.3 The results and implications for interventions at these locations are discussed in the GMA2 Stakehill Review Note.

10.7.4 Regarding the intervention at the A664 Queensway/Cowm Top Lane junction, given the expected changes in traffic routings and volumes in the vicinity of the GMA26 Trows Farm allocation as a result of changes to other allocations, it is considered that the conclusions of the Locality Assessment remain valid and that this improvement scheme is still required in order to deliver this allocation.

10.7.5 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.

10.7.6 The updated table of interventions is provided in Table 28.



Table 28. GMA26 Trows Farm updated table of interventions

Mitigation	Description
Allocation access	
Extension to Cowm Top Lane	<p>6.7m wide carriageway and 2m wide footways on both sides of the road.</p> <p>Dropped kerbs and tactile paving will be provided cross the existing Public Right of Way.</p>
Traffic calming	<p>Traffic calming improvements will be provided to the existing section of Cowm Top Lane.</p>
Drainage	<p>Drainage improvements will be provided to the existing section of Cowm Top Lane.</p>
Emergency access	<p>A shared footway/cycleway off with a minimum width of 3.7m in order to accommodate a fire appliance and the access will be controlled with retractable bollards.</p>
Necessary strategic interventions	
Not required	

Mitigation	Description
Supporting strategic interventions	
Not required	
Necessary local interventions	
A664 Queensway/Cowm Top Lane junction	Signalisation of the junction, with signal controlled crossings on all arms.
A664 Queensway/A664 Manchester Road junction	Requirement for intervention discussed in GMA2 Stakehill Review Note.
Pedestrian and cycle improvements	Contribution towards the improvements to the surface of Hillcrest Road/Cripple Gate Lane to promote walking and cycling trips to/from the allocation and to help facilitate the delivery of the Bee Network.
Supporting local interventions	
Not required	
SRN interventions	
A627(M)/M62 junction 20	Requirement for intervention discussed in GMA2 Stakehill Review Note.

10.7.7 The updated indicative intervention delivery timetable is provided in Table 29.



Table 29. GMA26 Trows Farm updated intervention delivery timetable

Mitigation	2020-2025	2025-2030	2030-2037	2037+
Allocation access				
Extension to Cowm Top Lane	✓			
Traffic calming	✓			
Drainage	✓			
Emergency access	✓			
Necessary strategic interventions				
None				
Supporting strategic interventions				
None				
Necessary local interventions				
A664 Queensway/Cowm Top Lane junction	✓			



Mitigation	2020-2025	2025-2030	2030-2037	2037+
A664 Queensway/A664 Manchester Road junction – Phasing for intervention (if required) discussed in GMA2 Stakehill Review Note				
Pedestrian and cycle improvements	✓			
Supporting local interventions				
None				
SRN interventions				
A627(M)/M62 junction 20 - Phasing for intervention (if required) discussed in GMA2 Stakehill Review Note				



10.8 GMA26 Trows Farm concluding remarks

10.8.1 The overall conclusions of the Locality Assessment remain robust. The previous assessment gave an indication that the traffic impacts of the allocation are less than severe, and that the allocation is deliverable with the proposed mitigation measures in place.

10.8.2 The changes to the development quantum and subsequent vehicular trip generation do not necessitate additional forms of intervention. The reduced impact at two of the junctions concerned indicates that the previously proposed mitigation is no longer required to support the allocation. Apart from the removal of these schemes from the timetable, no changes to the phasing of interventions is considered necessary.



12. Overall Conclusion

- 12.1.1 The overall conclusions of the Locality Assessments for Rochdale remain robust. The changes to the development quantum and subsequent vehicle trip generation do not necessitate additional forms of intervention at any of the allocations. Assessment results at three junctions in support of GM24 Newhey Quarry and GMA26 Trows Farm indicate that the previously proposed mitigation schemes are no longer required to support these allocations.
- 12.1.2 Apart from the removal of these schemes from the overall timetable, no changes to the phasing of interventions at any of the allocations in Rochdale is considered necessary.



Approval

Version	Name		Position	Date	Modifications
1	Author	Laurence Venables	Principal Consultant	16/06/2021	Draft issued for comment
	Checked by	Darren Kirkman	Associate	17/06/2021	
	Approved by	Darren Kirkman	Associate	17/06/2021	
2	Author	Laurence Venables	Principal Consultant	24/06/2021	Response to comments and completion of review of GMA22 Crimble Mill.
	Checked by	Darren Kirkman	Associate	07/07/2021	
	Approved by	Darren Kirkman	Associate	07/07/2021	

