TRANSPORT AND WORKS ACT 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

THE NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER

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1. INTRODUCTION

1.1 Overview

1.1.1 This document forms Appendix 10B Transport Statement of Volume 3 of the Environmental Report [**NR14**] for the 'Stalybridge to Diggle (Saddleworth) Enhancements' Order. The purpose of this Transport Statement (TS) is to provide an independent, comprehensive and systematic review of the transport implications for works which require either temporary or permanent traffic management. The report identifies the anticipated transport impacts of the Order Scheme and outlines whether any necessary mitigation measures for all modes of travel are required.

1.2 Scheme Overview

1.2.1 The Transpennine Route Upgrade (TRU) is a major, multi-billion pound programme of rail improvements to bring more frequent, faster, and greener trains across the Pennines between Manchester, Huddersfield, Leeds and York on a better, cleaner, more reliable railway.

1.2.2 TRU is a phased programme of works to address the existing overcrowding and congestion on the route attributable to the existing limited capacity and dated infrastructure. The project supports economic growth and "levelling up" opportunities across the north of England. The existing route carries a mix of fast express trains, local stopping services, and freight trains but has not seen significant investment for many years.

1.2.3 The TRU programme involves a variety of works including the electrification of the railway (installation of overhead line equipment (OLE) and associated infrastructure), removal, remodelling, and replacement of bridges and structures to accommodate OLE, track and signalling upgrades, and structural strengthening works. Where level crossings are affected by the improved services proposed, TRU also involves level crossing closures and, where necessary, their replacement by safer alternatives

1.2.4 Further information on the Order Scheme' is provided within section 2 of this Report with additional detail provided within Volume 1, Chapters 1-4 of this Report [**NR14**]. The Order Scheme's boundary is illustrated in Figures 1.1.1 and 1.1.6 Volume 2 of this Report [**NR14**].

1.2.5 This TS has been prepared in support of a Transport and Works Act Order (TWAO), which seeks to authorise a series of infrastructure improvements and associated works. The purpose of this statement is to assess the potential transport impacts arising from the Order Scheme, with particular focus on traffic movements during both the construction and operational phases.

1.3 Scope Methodology

1.3.1 The assessment has been undertaken in accordance with relevant national guidance, including the National Planning Policy Framework (NPPF)[1], which emphasises the importance of promoting sustainable transport and ensuring that development proposals do not result in unacceptable impacts on highway safety or severe residual cumulative impacts on the road network.

1.3.2 Additionally, the approach aligns with the Institute of Environmental Management and Assessment (IEMA) guidelines on the Environmental Assessment of Traffic and Movement[2], which provide a framework for identifying, assessing, and mitigating transport-related environmental effects in a proportionate and transparent manner.

1.3.3 The majority of traffic impacts are anticipated to occur during the construction phase, which will be carefully phased and managed to minimise disruption. These impacts are temporary in nature and will be subject to mitigation measures to ensure safe and efficient movement for all road users.

1.3.4 During the operational phase, changes in traffic volumes are expected to be negligible. However, consideration has been given to a number of permanent changes associated with the Order Scheme. These include modifications to existing bridges, enhancements at Mossley and Greenfield Stations, and alterations to three public rights of ways (PRoW) (further detail provided in Volume 1, Chapter 1, Table 1-1 of this Report [**NR14**]). The implications of these changes have been assessed in terms of accessibility, connectivity, and integration with the wider transport network.

1.3.5 This statement outlines the methodology used to assess transport impacts, summarises the findings, and sets out proposed mitigation measures where appropriate.

1.3.6 The assessment has been structured to consider both the construction and operational phases of the proposed scheme. Key components of the methodology include:

- Baseline Conditions
    - Review of existing transport infrastructure and traffic conditions within the Study Area, including specific consideration of conditions in the vicinity of permanent changes resulting from the Order Scheme

[1] National Planning Policy Framework - GOV.UK

[2] iema-report-environmental-assessment-of-traffic-and-movement-rev07-july-2023.pdf

- Collection of traffic count data and relevant transport studies, where available.

- Trip Generations
  - Construction Phase
    - Estimation of traffic movements associated with construction activities, including workforce travel, delivery of materials, and removal of waste.
    - Consideration of phasing and duration of works to understand peak impacts.
    - Assessment of potential disruption to existing transport networks and users.
  - Operational Phase Assessment
    - Consideration of permanent infrastructure changes, including:
      - Modifications to bridges.
      - Enhancements at Mossley and Greenfield Stations.
      - Alterations to two public rights of way.
      - Assessment of impacts on accessibility, connectivity, and integration with the wider transport network.

- Transport Impacts and Mitigation
  - Quantify transport impacts within the Study Area as a result of the Construction and Operational Phases
  - Identification of appropriate mitigation measures to reduce or eliminate effects.
  - Consideration of cumulative impacts in conjunction with other planned developments.

1.4 Study Area

Physical Study Area

1.4.1 The Study Area is show in Figure 1-1 below and was defined through an iterative process which took into account construction compound locations, interaction between compound relevant work locations, core construction routes (the main HGV delivery and LGV / small van routes to and from the compounds and work locations) , diversionary routes, PRoW affected by the Order Scheme and permanent changes such as at bridges, stations, roads, PRoW.

1.4.2 Any interventions that do not impact the road network have not been considered for further assessment.

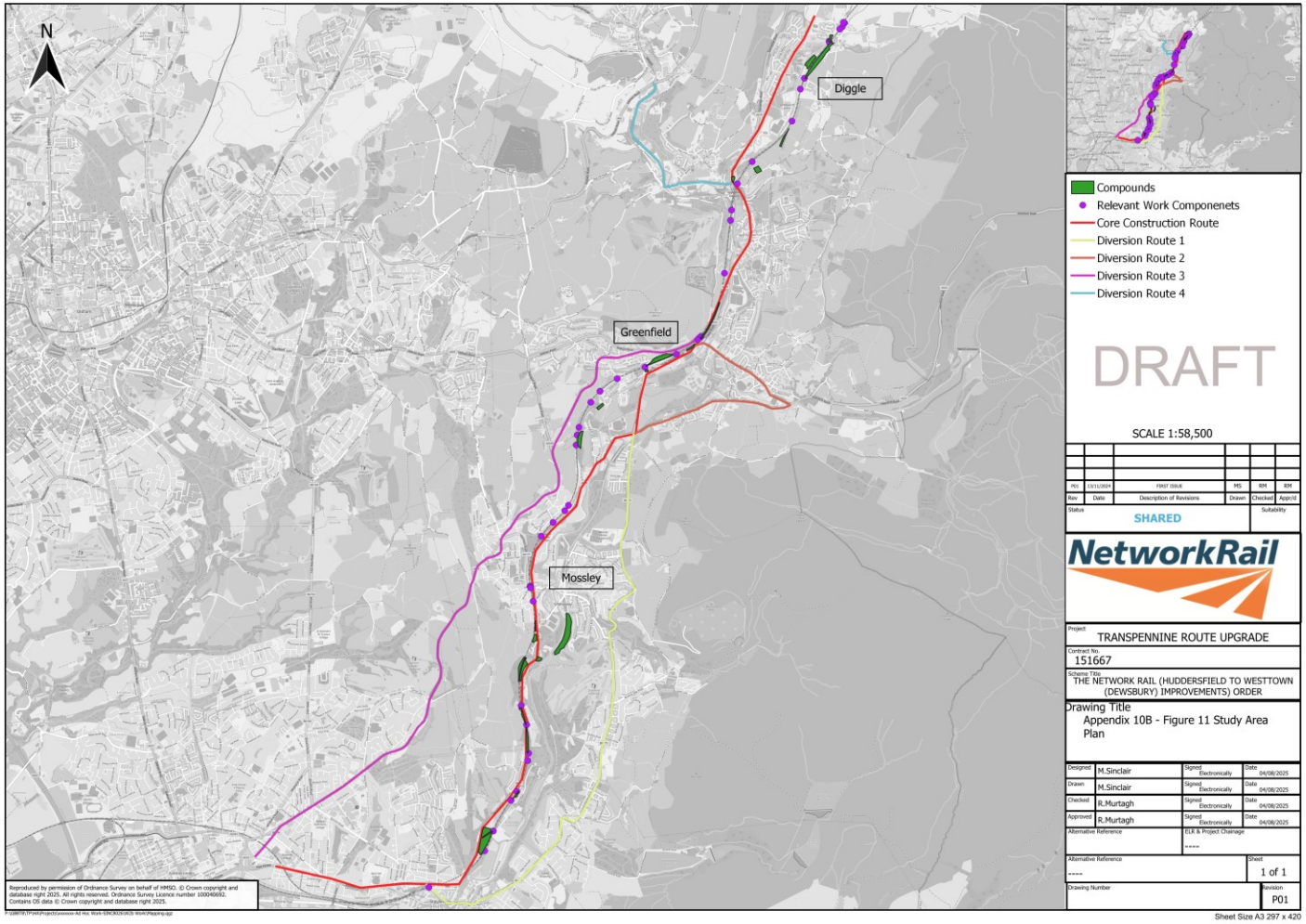


Figure 1-1 Study Area Plan

Temporal Study Area

1.4.3 The following assessment scenarios are considered within the subsequent assessment:

- Base Year (2024/25) – which is when the traffic/ transport surveys were undertaken;
- Construction Phase (2027-2032).
- Operational Phase at Scheme Opening (2033).

2. POLICY

2.1.1 As part of this TS, a review has been undertaken of relevant transport and land use planning policies. This review has been undertaken to ensure that the Order Scheme proposals are in line with, and support, the objectives of relevant policies.

2.2 National

National Policy Framework (NPPF) [Dec 2024 Update]

2.2.1 The National Planning Policy Framework (NPPF)[1]was updated in December 2024 and sets out the Government's wider planning policies. The presumption in favour of sustainable development remains at its core.

2.2.2 Sections 1 to 4 of the NPPF[1] establish the foundation for sustainable development, emphasising the integration of transport considerations into both plan-making and decision-making. Transport is recognised as essential to achieving economic, social, and environmental goals. Local plans must account for infrastructure needs, and developments should ensure safe, suitable access for all users. Tools like Transport Assessments and Travel Plans are encouraged to support informed decisions and mitigate impacts.

2.2.3 Sections 5 to 8 of the NPPF focus on aligning housing, economic growth, town centre vitality, and community health with transport planning. New housing should be located where transport infrastructure can support it. Economic development is linked to improved connectivity, while town centres should be accessible by sustainable modes. Active travel is promoted through walkable neighbourhoods and well-designed streets, reinforcing the importance of transport in shaping healthy, inclusive communities

2.2.4 Paragraph 105 of the NPPF states that planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails

2.2.5 Section 9 (Promoting Sustainable Transport) of the NPPF[1] outlines the Government's approach to integrating transport considerations into planning decisions to support sustainable development. It emphasises the importance of reducing the need to travel, especially by private car, and promoting walking, cycling, and public transport.

- **Paragraph 105** encourages planning policies to support a mix of uses, reduce travel demand, and promote sustainable transport modes.
- **Paragraph 106** highlights the need for transport issues to be considered early in the plan-making and development process.

- **Paragraph 107** supports the use of tools such as Transport Assessments and Travel Plans to inform development proposals.
- **Paragraphs 108–109** stress the importance of ensuring safe and suitable access for all users and preventing unacceptable impacts on highway safety or traffic flow.
- **Paragraph 110** sets out criteria for developments to promote sustainable transport, including prioritising pedestrian and cycle movements, providing access to public transport, and incorporating facilities for charging electric vehicles.
- **Paragraph 111** states that development should only be refused on transport grounds if the residual cumulative impacts are severe.

2.2.6 Section 10 to 14 of the NPPF[1] address infrastructure, land use, design, environmental protection, and climate change. Section 10 supports high-quality digital infrastructure, indirectly reducing travel demand through improved connectivity. Section 11 promotes efficient land use, encouraging development in accessible locations to support sustainable transport. Section 12 emphasises well-designed places that integrate walking, cycling, and public transport. Section 13 protects Green Belt land, allowing transport infrastructure only in exceptional cases. Section 14 focuses on climate change mitigation, advocating for low-carbon transport options, electric vehicle infrastructure, and development patterns that reduce reliance on private cars.

Planning Practice Guidance (PPF) [2014][3]

2.2.7 PPG 2014 stipulates that the scope and level of detail within a TA or Statement will vary from site to site, the following should be considered when looking at the scope of the proposed assessment:

- Information about the proposed development, site layout;
- Information about neighbouring uses, amenity and character, existing functional classification of the road network;
- Data for existing public transport provision;
- A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from a development;
- An assessment of trips from relevant committed developments within the area;
- Data about the current traffic flows on links and at junctions within the Study Area and identification of critical links and junctions of the highway network;

[3] Planning practice guidance - GOV.UK

- An analysis of the injury collision record on the public highway within the vicinity of the site access for the most recent three-year period, or five years if it has been identified as being within a high collision area;
- An assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to sensitive area;
- Measures to improve the accessibility of the location, where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of development.

National Design Guidance

2.2.8 The National Design Guide[4] (2021) serves as a key resource for promoting high-quality design in new developments, guiding local authorities, developers, and communities in creating well-designed places that are functional, attractive, and sustainable.

2.2.9 The National Design Guide outlines ten characteristics of well-designed places, with “Movement” being a core component. It promotes transport strategies that support sustainable, inclusive, and efficient mobility.

- Connected Networks (M1)
    - Places should have a well-connected network of routes for all modes of transport, including walking, cycling, public transport, and vehicles. This supports accessibility, legibility, and ease of movement for all users.
- Active Travel (M2)
    - Design should prioritise walking and cycling through safe, direct, and attractive routes. Streets and paths should encourage physical activity and reduce reliance on private cars.
- Integrated Infrastructure (M3)
    - Parking, servicing, and utilities should be well-considered and integrated into the design without dominating the public realm. This includes provision for electric vehicle charging and cycle storage.

[4] National design guide - GOV.UK

- Design for All Users
    - Movement networks should be inclusive, catering to people of all ages and abilities. This includes accessible public transport stops, safe crossings, and clear wayfinding.
- Sustainable Transport Principles
    - The guide supports reducing car dependency and promoting low-carbon transport options. It aligns with broader planning goals to reduce emissions and improve public health.

The UK climate Change Act[5]

2.2.10 The UK Climate Change Act (2008) established a target to reduce emissions by 80% from 1990 levels by 2050, with interim carbon budgets set up to 2032. In June 2019, in line with the Paris agreement, the Act was amended to aim for net zero carbon emissions by 2050.

Railway High-Level Output Specification (HLOS-CP7) [1993][6]

2.2.11 This document, prepared in accordance with schedule 4A of the Railways Act 1993 (as amended by schedule 4 of the Railways Act 2005), outlines the objectives set by the Secretary of State for the upcoming review period CP7. Covering the period from 1 April 2024 to 31 March 2029, the statement provides guidance for the office of rail and road on the expected outcomes for the operations, maintenance, and renewal of railway infrastructure.

2.2.12 Network Rail's long-term strategy focuses on economic growth, connectivity, environmental sustainability, user needs, and financial sustainability. They aim to improve safety at level crossings and engage with local transport authorities for feedback on planned works. The strategy also includes enhancing rail infrastructure resilience to climate change and extreme weather, following recommendations to ensure a safe railway.

2.2.13 These are set out within paragraph 7, 15, 24 and 28 of the document.

Network North: Transforming British Transport

2.2.14 The Network North Strategy (2023), offers an approach to enhancing connectivity and transport infrastructure across the North of England,

[5] Climate Change Act 2008

[6] https://assets.publishing.service.gov.uk/media/638783d28fa8f5370714e94d/railways-act-2005-statement-high-level-output-specification-2022-web-version.pdf

within the context of the evolving plans for HS2. It confirms the full delivery of NPR as a key strategic rail objective.

2.2.15 Overall, its relevant core aims and priorities are:

- Improve everyday local journeys by investing in the transport modes people use most, especially in towns, suburbs, and cities.
- Enhance regional connectivity between towns and cities to reduce journey times and increase capacity and frequency.
- Refocus transport investment away from long-distance schemes like HS2 and toward infrastructure that delivers immediate benefits to communities.
- Rail Improvements: Investment in regional rail hubs and potential tram extensions (e.g., Manchester Metrolink and Nottingham Tram) to improve urban mobility.
- Active Travel and Accessibility: Support for walking and cycling infrastructure, particularly in urban areas, to promote sustainable travel options.

2.2.16 The delivery approach to achieve this is:

- Localised Investment: Prioritising transport schemes that reflect the needs of local communities rather than centralised, long-term megaprojects.
- Levelling Up: Targeting investment in under-served regions outside London to address disparities in transport access and performance.
- Union-Wide Commitment: Ensuring transport improvements benefit all parts of the UK, including Scotland and Wales.

2.3 Regional

The Greater Manchester Transport Strategy 2040

2.3.1 The Greater Manchester Transport Strategy 2040 (2017, updated Jan 2021[7]) sets out a long-term vision for a world-class, integrated transport network that supports sustainable economic growth, improves quality of life, and helps the region become carbon neutral by 2038. Central to the strategy is the “Right Mix” vision, which aims for 50% of all journeys to be made by walking, cycling, or public transport by 2040—equating to one million more sustainable journeys each day. The strategy is built around seven customer principles (including integration, inclusivity, and environmental responsibility) and five spatial themes, from local neighbourhood travel to global connectivity. It is supported by detailed delivery plans and complementary strategies such as Streets for All, City

[7] Greater Manchester Transport Strategy 2040 | Bee Network | Powered by TfGM

Centre Transport Strategy, and the Electric Vehicle Charging Infrastructure Strategy.

Places for Everyone (PfE)[8]

2.3.2 The Greater Manchester Combined Authority (GMCA) adopted the Places for Everyone Joint Development Plan for 2022-2039 (2024), covering nine of its boroughs (including Oldham and Tameside Councils). It focuses on sustainable movement and enhancing the transport network.

2.3.3 An overall summary of PfE is set below:

- Integrated Transport and Development:
    - The PfE plan ensures that new housing, employment, and commercial developments are sustainably integrated into Greater Manchester's transport network.
    - It aligns with Transport for Greater Manchester's Five-Year Transport Delivery Plan, promoting coordinated infrastructure investment 1.
- Sustainable and Active Travel:
    - A core aim is to reduce car dependency by encouraging walking, cycling, and public transport.
    - New developments must be designed to support active travel networks, with safe, accessible routes and connections to public transport hubs.
- Transport Infrastructure Investment:
    - The plan supports the delivery of key transport infrastructure, including improvements to roads, public transport, and active travel facilities.
    - It prioritises brownfield development in areas with existing or planned transport capacity, helping to reduce pressure on the Green Belt.
- Accessibility and Connectivity:
    - PfE promotes inclusive access to transport, ensuring that all communities—especially those in more deprived or disconnected areas—benefit from improved mobility.
    - It supports strategic transport corridors that link neighbourhoods to employment centres and regional destinations.

[8] Places For Everyone - Greater Manchester Combined Authority

2.3.4 Both OMBC and TMBC are among the nine boroughs covered by PfE, and the plan forms part of their statutory development framework since its adoption in March 2024. Local implementation will focus on:

- Enhancing transport links to town centres and employment zones
- Supporting regeneration through improved connectivity
- Delivering infrastructure that aligns with local priorities and TfGM's regional strategy
- The plan also informs site allocations and transport assessments for future developments in both boroughs.

Transport for North (TfN) [March 2024][9]

2.3.5 TfN is a statutory regional transport body that includes northern city regions, Local Enterprise Partnerships, Highways England, Network Rail, and HS2 Ltd. By 2050, the vision is for the North of England to become a vibrant, socially inclusive region. Major programs like the TransPennine Route Upgrade aim to provide faster, greener, and more reliable journeys, improve passenger experience and capacity, and enhance freight efficiency across the Pennines

2.3.6 It sets out a long-term vision to transform connectivity across the North of England by 2050, built around three core ambitions:

- Transforming Economic Performance
    - Improve strategic transport links between towns, cities, and employment hubs
    - Support inclusive growth by connecting people to jobs, education, and services
    - Enhance freight movement and logistics efficiency
- Rapid Decarbonisation of Surface Transport
    - Promote modal shift to walking, cycling, and public transport
    - Invest in electrification and low-emission technologies
    - Align transport with climate goals and environmental sustainability
- Enhancing Social Inclusion and Health
    - Ensure transport systems are accessible, affordable, and inclusive

[9] Strategic Transport Plan - Transforming the North | Transport for the North, 2024 - Transport for the North - Transport for the North

- Improve local connectivity to reduce isolation and support healthier lifestyles
- Design transport networks that serve diverse communities and reduce inequalities

2.4 Local

Oldham Metropolitan Borough Council

2.4.1 The Development Plan for Oldham includes several key documents and policies:

- Joint Core Strategy and Development Management Policies DPD (2011)[10]
- Places for Everyone Joint Development Plan (Greater Manchester Local Authorities)
- Saved policies of the Unitary Development Plan (2006)

Joint Core Strategy and Development Management Policies Development Plan Documents (DPDs) [2006][11]

2.4.2 The Joint Core Strategy and Development Management Policies DPD[9] sets out the long-term spatial vision and planning framework for Oldham, guiding development up to 2026. It replaces most of the policies in the 2006 Unitary Development Plan (UDP)[12] and aligns with national planning policy.

2.4.3 Key Traffic and Transport Objectives:

- Promote sustainable transport by encouraging walking, cycling, and public transport use.
- Reduce car dependency and manage travel demand through land use planning and transport integration.
- Support accessibility to jobs, services, and facilities, particularly in regeneration areas and town centres.
- Improve transport infrastructure to support economic growth and housing delivery.
- Protect and enhance the environment by reducing transport-related emissions and promoting low-carbon travel.

[10] Joint Core Strategy and Development Management Policies Development Plan Documents (DPDs) | Joint Core Strategy and Development Management Policies Development Plan Documents (DPDs) | Oldham Council

[11] Joint Core Strategy and Development Management Policies Development Plan Documents (DPDs) | Joint Core Strategy and Development Management Policies Development Plan Documents (DPDs) | Oldham Council

[12] About the Unitary Development Plan | Unitary Development Plan (UDP) | Manchester City Council

2.4.4 Strategic Approach:

- Focus development in accessible locations, particularly near public transport corridors.
- Require Transport Assessments and Travel Plans for major developments.
- Safeguard land for future transport infrastructure improvements.

2.4.5 This DPD[10] forms part of the statutory development plan for Oldham and is used to assess planning applications. It complements regional strategies like the Greater Manchester Transport Strategy 2040 and aligns with the Places for Everyone joint plan.

Saved UDP Polices [2026][12]

2.4.6 Oldham Council adopted the UDP[12] in July 2006, and certain policies were “saved” under the Planning and Compulsory Purchase Act 2004 to remain in force until replaced by newer planning documents. While many have since been superseded by the Joint Core Strategy and Development Management Policies DPD (2011)[11], a limited number of policies still apply.

2.4.7 Although most transport-related policies have been replaced, the saved policies still provide guidance in areas such as:

- Protection of transport corridors and infrastructure for future development
- Access and highway safety considerations in development proposals
- Parking standards and layout to ensure safe and efficient use of land
- Integration of transport with land use planning, particularly in regeneration areas
- Support for public transport and non-car modes, where applicable

2.4.8 These policies continue to inform planning decisions where newer policies do not yet apply or where site-specific allocations are still governed by the UDP[12].

<u>Tameside Metropolitan Borough Council</u>

2.4.9 Tameside Council is preparing a new plan called Homes, Spaces, Places – Shaping Tameside for tomorrow (HSP), which will align with national policy and the strategic planning context of the 'Places for Everyone plan Joint Development Plan' (PfE)[8] until 2037. The council currently uses its Unitary Development Plan (UDP)[12] as a framework for development and conservation in Tameside, guiding land use decisions and planning applications.

2.4.10 The UDP[12] is structured around several core themes:

- Economic Development: Supporting employment growth and regeneration
- Housing and Community Facilities: Providing a mix of housing types and improving access to services
- Town Centres and Retail: Strengthening town centres as hubs for commerce and community life
- Countryside and Recreation: Protecting open land and enhancing recreational opportunities
- Built and Natural Environment: Conserving heritage assets and promoting biodiversity
- Utilities and Infrastructure: Ensuring adequate provision of services and energy

2.4.11 The key Traffic and Transport Considerations are set out within the Transportation and Access section (Part 2, Chapter 6) which outlines the borough's transport policies, including:

- Promoting sustainable transport (walking, cycling, and public transport)
- Improving accessibility to jobs, services, and facilities
- Reducing congestion and environmental impacts of traffic
- Supporting strategic road and rail improvements
- Ensuring new developments include appropriate transport assessments and travel plans

2.4.12 The UDP[12] remains a key part of Tameside's Local Plan, although some policies have been superseded by more recent documents like the Greater Manchester Spatial Framework and Places for Everyone.

<u>Climate Change</u>

2.4.13 Both Oldham Metropolitan Borough Council (OMBC) and Tameside Metropolitan Borough Council (TMBC) have declared a climate emergency and are committed to taking significant actions to reduce carbon emissions and enhance climate resilience.

2.4.14 Following the declaration, a climate change strategy was produced to outline the actions needed to reach this target. One of eight 'Themes for action' within the strategy is 'Transport – carbon busting options for all'

2.4.15 This declaration includes setting targets for reducing greenhouse gas emissions, improving sustainability in local practices, and integrating climate considerations into all areas of council decision-making.

3. THE ORDER SCHEME

3.1 General Overview

3.1.1 The Order Scheme involves a range of infrastructure upgrades to support railway electrification and improve operational efficiency. These are detailed in section 1.3 of Chapter 1 of this Report [**NR14**] and are included in the Order Scheme boundary (Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans [**NR9**]).

3.1.2 In addition to works included in the Order Scheme, other works will be carried out using Permitted Development Rights. These are summarised in Table 1-2 of Chapter 1 of this Report [**NR14**]. .

3.2 Construction Phase

3.2.1 As part of the Order Scheme, multiple construction compounds will be established at various locations to support delivery.

3.2.2 Table 3-1 below provides an overview of the various work packages during the construction phase of the Order Scheme, which compounds are within those work packages and the relevant works which are served by the various compounds.

Table 3-1 Construction Compound Overview

Work Package	Compounds	Interventions/ Relevant Works at Structures
All	Whitelands	All
	Plevins	All
Alpha	Printworks Road Office	All
	Wakefield Road	MVL3/7, MVL3/8, MVL3/9, MVL3/10
	Bridge 10A/ Tunnel Laydown Area	MVL3/10a
Scout	Scout Spoil Point	MVL3/11
	Scout East Laydown	MVL3/11
Mossley	Manchester Road / Mossley New Compound	MVL3/12, MVL3/12a, MVL3/13, MVL3/14, MVL3/15

Work Package	Compounds	Interventions/ Relevant Works at Structures
Bravo	Heron Lane	MVL3/16, MVL3/17, MVL3/18, MVL3/19, MVL3/20
	Armit Road	MVL3/22
	Oaklands Road/ Satellite	MVL3/23, MVL3/24, MVL3/25, MVL3/26, MVL3/27a, MVL3/27b,
	Shaw Hall Bank Road	MVL3/28
Charlie	Oaklands Road/ Satellite	MVL3/29, MVL3/31, MVL3/31a, MVL3/32
	Brownhill Lane	MVL3/29
Diggle	Grandpa Green/ Grandpa Green 2	MVL3/35
	Diggle Rail Hub/ Welfare Office	MVL3/36
	Sam Road	MVL3/39, MVL3/39a, MVL3/39b

3.2.3 It should be noted that Table 3-1 presents the current understanding of the construction phase, although this may be subject to refinement and all such details will be confirmed in the Construction Traffic Management Plan (CTMP) which will be delivered by way of a condition included in the 'Request for deemed planning permission and statement of proposed conditions' [**NR11**]. The CTMP will be reviewed and agreed with both OMBC and TMBC.

3.2.4 It is expected that the majority of construction workers will utilise the main compounds of Whitelands Road, Wakefield Road, Plevins, Oaklands Road and Diggle welfare and office. It is also anticipated that a shuttle bus will move construction staff from these main construction compounds to the relevant work locations.

3.2.5 The selection and siting of these compounds has taken into consideration access, operational needs, and environmental constraints.

3.2.6 Figure 3-1 below illustrates the location of the compounds and relevant work locations.

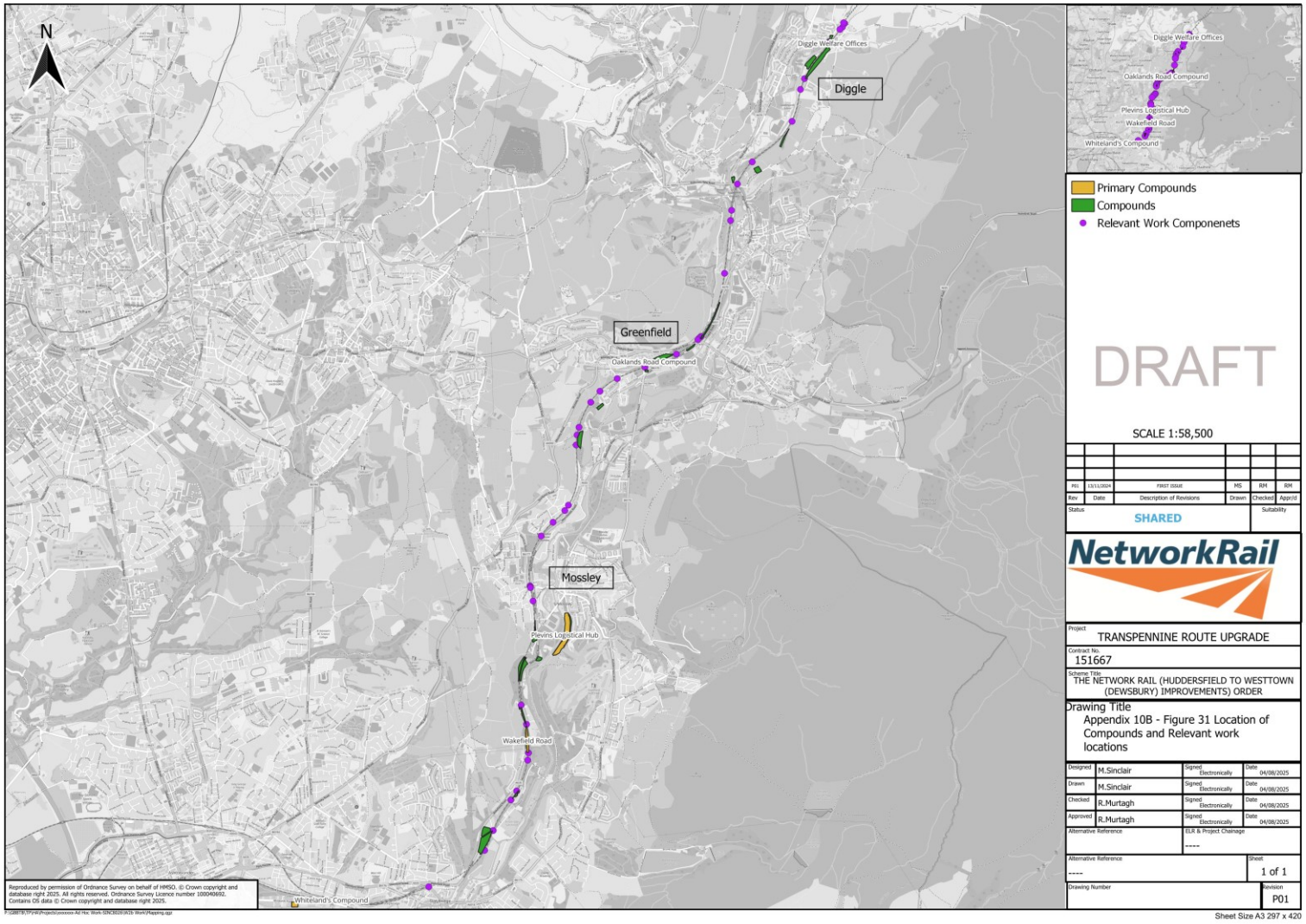


Figure 3-1 Location of Compounds and Relevant work locations

3.2.7 Typical compound setup activities include:

- Site marking and fencing
- Vegetation clearance and earthworks
- Installation of surfaces, drainage, and access
- Erection of welfare and office facilities
- Storage for materials, plant, and fuel
- Lighting for safe operations, especially during night-time and during winter.

3.2.8 Compound layouts will be designed to minimise impacts (e.g., noise shielding) and a Code of Construction Practice (CoCP) will be prepared that governs environmental mitigation, with:

- Part A covering general measures (e.g., dust, noise, waste)
- Part B detailing site-specific plans (e.g., pollution control, CTMP)

3.2.9 The Construction Traffic Management Plan (CTMP) will be prepared for agreement with the local authorities to manage vehicle movements, signage, and road closures.

3.2.10 All construction related staff will be encouraged to use public transport or shuttle bus services between compounds, supported by Travel Plans. A Framework Construction Worker Travel Plan is included within Appendix 10C of this Report [**NR14**].

Working Hours

3.2.11 Standard working hours are defined as 08:00 to 18:00 Monday to Friday; 08:00 to 13:00 on Saturdays with 30 minutes either side for setting up and organising / cleaning the site. Standard working hours refer to all activities where construction does not interfere with or require a closure of the operating railway.

3.2.12 Network Rail reserves the right to conduct non-rail works outside the standard working hours should an extension of work hours be required to meet an “entry into service” deadline. This is most normally required when works must be completed in advance of other planned works under extended “possession” of the railway (possessions are normally closure of the railway such as - at night-time, weekends or bank holidays). In these circumstances, Network Rail would inform the relevant local authority(s) and residents as applicable, a minimum of 14 days in advance of the start of the extension of working hours.

3.2.13 Non-standard working hours will also be utilised in connection with any construction works that would interfere with the operation of the railway. This means when the operating railway is closed so that construction works can progress (this is known as “possessions”).

3.2.14 In addition, Network Rail and contractors will need to access the track in quick possessions known as Rules of the Route (RotR) that occur at night during midweek, normally between 10pm and 4am whenever required.

Construction Phase Activities and Vehicle Movements

3.2.15 Due to the early stage of the development of the Order Scheme precise construction vehicle figures are subject to finalisation. However, in order to provide a robust assessment of the traffic impacts, a model has been developed, in liaison with the Principal Contractor, for construction traffic estimation process using the latest information available.

3.2.16 A number of internal construction planning reports and other details were prepared to develop and understand construction requirements. That construction data was reviewed and interrogated to understand construction staff requirements, HGV movements and traffic management proposals.

3.2.17 This information has been used along with a number of traffic assumptions to develop daily construction vehicle and staff movement forecasts to each of the compounds and work interventions through the construction duration of the project. This analysis developed daily and peak construction traffic figures from the enabling and construction. A high-level summary of key assumptions is set out below:

- Construction Timeframe: Consists of Enabling Works and 'Core' Construction Works (operational compounds and relevant work components. It is anticipated that the construction timeframe will run from mid-2027 to 2032 and will be phased, where possible, to limit overlaps in enabling works and when compounds/ relevant works components are operational.
- During Enabling works, the typical and daily HGV movements at Key compounds (Printworks Road, Plevins, Oaklands Road Compounds, Diggle Rail Hub) was estimated to be:
    - 30 two-way HGV movements during peak periods. This would last for approximately 33% of the total build days.
    - 5 two-way HGV movements during peak typical periods. This would last approximately 66% of the total build days
    - These numbers were then assessed against the number of build days to provide total and average HGV movements.
- During Enabling works, the Typical and daily HGV movements at all other compounds was estimated to be:
    - 10 two-way HGV movements during peak periods. This would last approximately 25% of the total build days
    - 2 two-way HGV movements during peak typical periods. This would last approximately 75% of the total build days

- These numbers were then assessed against the number of build days to provide total and average HGV movements.
- The level of personnel and deliveries required during the enabling works at each compound was assumed to be a third of that required when each compound is operational.
- For the 'core' construction period, construction planning reports were reviewed to understand the potential requirements of the Principal Contractor(s). Based on this information and discussions with the Principal Contractor, the daily number of two-way HGV deliveries were identified for each compound and relevant work component/ location. In addition, the number of required daily personnel at these locations was derived.
- Daily light good vehicles are based on number of personnel (assumed occupancy of 2 staff per vehicle) and likely number of light good deliveries daily.
- During the construction phase there would be periods of heightened activity associated with possessions and blockades (the planned and temporary closure of a section of railway). For possessions/ blockades it was assumed that increased working activity would occur every 3 months during the construction phase. Blockades are estimated to take place in March, June, September and December from 2028 to 2032.
- The derived daily vehicle numbers for each compound/ relevant work location were then applied to the to the programme periods for when works would be undertaken/ compounds would be in operation. This identified daily typical and peak activity across the Study Area. These daily movements were then assigned to the core construction routes.
- A number of key compounds (Whitelands Road, Wakefield Road, Plevins, Oaklands Road, Diggle Welfare & Office) will operate shuttle buses which will bus personnel from these compounds to relevant work locations. This will help limit the level of vehicle movements on the local road network. However, for robustness, no allowance/ discount has been applied to reflect this.

3.2.18 Based on this approach, discussions with the Principal Contractor and best information currently available, a summary of the typical construction activity at each compound is set out in Table 3-2 below along with the expected construction personnel and vehicle trip requirements. For drawings illustrating access arrangements to compounds, please refer to Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans [**NR9**].

Table 3-2 Construction Compound Overview and Trip Generation

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
Whitelands Road	The compound will be constructed on an existing brownfield site. The compound will be used as site offices with welfare facilities and parking.	**Access:** Existing access via Whitelands Road **Key Activity Routes:** Whitelands Road, Stamford Road Activity Routes: Printworks Road, Wakefield Road/ Manchester Road	**Typical Activity:**50 personnel **Peak Activity:** 75 personnel	**Typical Activity** Daily Cars/ LGVs: 30 Daily HGVs: 2 **Peak Activity** Daily Cars/ LGVs: 43 Daily HGVs: 7
Printworks Compound	There will be an office/ welfare complex, staff parking and storage areas. There will be safe walking routes, all vehicles will be able to turn on-site, and access will be via a new access onto Printworks Road.	Access: New priority Controlled Junction via Printworks Road. Key Activity Routes: Printworks Road, Wakefield Road/ Manchester Road	Typical Activity: 23 personnel Peak Activity: 75 personnel	Typical Activity Daily Cars/ LGVs: 46 Daily HGVs: 7 Peak Activity Daily Cars/ LGVs: 46 Daily HGVs: 7
Wakefield Road Plant Access and Compound	To be utilised for storage of plant and materials. On-site welfare and parking to be provided and it is expected that there will be sufficient space on-site for vehicles to turn. Access will be via a	Access: **New/improved access via Wakefield Road** Key Activity Routes: Wakefield Road/ Manchester Road, Springbank Lane.	Typical Activity: **46 personnel** Peak Activity: **75 personnel**	Typical Activity **Daily Cars/ LGVs:28 Daily HGVs: 3** Peak Activity **Daily Cars/ LGVs: 43** **Daily HGVs: 3**

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
	new/ modified access onto Wakefield Road.			
Scout Tunnel (includes Scout Spoil Point, Scout Laydown, and Manchester Road Compound)	Currently used as car parking and will be repurposed to allow for spoil to be removed from the tunnel and for stockpiling. Improvements to site access to be considered to limit impact on local highway network. Staff to be brought to site by minibus due to limited on-site parking. No welfare at this site.	**Access:** Improved access via Manchester Road **Key Activity Routes:** Manchester Road.	**Typical Activity:** 47 personnel **Peak Activity:** 47 personnel	**Typical Activity** Daily Cars/ LGVs: 24 Daily HGVs: 2 **Peak Activity** Daily Cars/ LGVs: 24 Daily HGVs: 2
Scout Tunnel Eastern Portal (includes Scout East Laydown, Ramp and Access)	Existing car parking area to be replaced by compound which will facilitate workable area for tunnel works. Welfare to be provided and staff to be brought to site by minibus due to limited on-site parking.	**Access:** Improved access via Manchester Road **Key Activity Routes:** Manchester Road. Stamford Road.	**Typical Activity:** 36 personnel **Peak Activity:** 36 personnel	**Typical Activity** Daily Cars/ LGVs: 18 Daily HGVs: 0 **Peak Activity** Daily Cars/ LGVs: 18 Daily HGVs: 0

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
Plevins Logistic Hub	This will be the main logistics hub supporting scheme wide interventions. Access via Manchester Road	**Access:** Cheshire Street/ Egmont Street. Improvements to Manchester Road/ Egmont Street Junction **Key Activity Routes:** Manchester Road. Egmont Street. Cheshire Street. Stamford Road.	**Typical Activity:** 235 personnel **Peak Activity:** 300 personnel	**Typical Activity** Daily Cars/ LGVs: 126 Daily HGVs: 8 **Peak Activity** Daily Cars/ LGVs: 158 Daily HGVs: 8
Mossley Station Compound	Required to support works at Mossley Station. To be utilised for storage of plant and materials. On-site welfare and parking to be provided and it is expected that there will be sufficient space on-site for vehicles to turn. Access will be via a new/ modified access onto Manchester Road.	**Access:** Existing access to be modified/ improved. **Key Activity Routes:** Manchester Road, Stamford Road.	**Typical Activity:** 36 personnel **Peak Activity:** 107 personnel	**Typical Activity** Daily Cars/ LGVs: 21 Daily HGVs: 4 **Peak Activity** Daily Cars/ LGVs: 57 Daily HGVs: 4
Heron Lane Compound	Greenfield site which will be constructed to contain site welfare, stores, material storage, security hub and parking. Provides direct access	**Access:** Existing access to be modified/ improved. Traffic management maybe required. **Key Activity Routes:** Manchester Road, Heron Lane	**Typical Activity:** 20 personnel **Peak Activity:** 20 personnel	**Typical Activity** Daily Cars/ LGVs: 10 Daily HGVs: 2 **Peak Activity** Daily Cars/ LGVs: 10 Daily HGVs:

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
	to track.			2
Armit Road Compound	Greenfield site that will be used for the surrounding interventions with access via Armit Road.	**Access:** Existing access to be modified/ improved. **Key Activity Routes:** Manchester Road, Church Road, Armit Road	**Typical Activity:** 15 personnel **Peak Activity:** 15 personnel	**Typical Activity** Daily Cars/ LGVs: 8 Daily HGVs: 2 **Peak Activity** Daily Cars/ LGVs: 8 Daily HGVs: 2
Oaklands Road Compound	To be utilised for storage of plant and materials. On-site offices, welfare and parking to be provided and it is expected that there will be sufficient space on-site for vehicles to turn. Access will be via a new/ modified access onto Oaklands Road.	**Access:** Modified access via Oaklands Road. **Key Activity Routes:** Manchester Road, Oaklands Road, Well-I-Hole Road/ Shaw Hall Bank Road, Church Road, Armit Road, High Grove Lane, Oldham Road.	**Typical Activity:** 30 personnel **Peak Activity:** 75 personnel	**Typical Activity** Daily Cars/ LGVs: 20 Daily HGVs: 10 **Peak Activity** Daily Cars/ LGVs: 43 Daily HGVs: 10
Greenfield Compound (Shaw Hall Bank Road)	This compound is to support construction at the Greenfield Station. Provide car parking for staff.	**Access:** existing access via Shaw Hall Bank Road. **Key Activity Routes:** Manchester Road, Oaklands Road, Well-I-Hole Road/ Shaw Hall Bank Road	**Typical Activity:** 10 personnel **Peak Activity:** 10 personnel	**Typical Activity** Daily Cars/ LGVs: 5 Daily HGVs: 0 **Peak Activity** Daily Cars/ LGVs: 5 Daily HGVs: 0

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
Grandpa Greens / Grandpa Greens 2 (as part of Ward Land Compound Works)	The site is currently informal car parking and a greenfield site. Small welfare area and parking provision to be provided.	**Access:** improved access via Ward Lane. **Key Activity Routes:** Ward Lane, Huddersfield Road, Dobcross New Road	**Typical Activity:** 20 personnel **Peak Activity:** 20 personnel	**Typical Activity** Daily Cars/ LGVs: 10 Daily HGVs: 0 **Peak Activity** Daily Cars/ LGVs: 10 Daily HGVs: 0
Diggle Rail Hub / Welfare Office Compound	Access via Lee Side. New access already installed which is appropriate for HGVs. To be utilised for storage of plant and materials. Welfare and full office set up to be provided.	**Access:** Lee Side (new access already installed by W3). **Key Activity Routes:** Lee Side, Diggle Road, Sam Road, Ward Lane, Huddersfield Road.	**Typical Activity:** 50 personnel **Peak Activity:** 75 personnel	**Typical Activity** Daily Cars/ LGVs: 30 Daily HGVs: 7 **Peak Activity** Daily Cars/ LGVs: 43 Daily HGVs: 7
Sam Road Car Park (as part of Diggle Compound Works	The site is currently used as an off-street car park. The site will be used for car parking and access to the track	**Access:** Use existing access **Key Activity Routes:** Sam Road, Ward Lane, Huddersfield Road.	**Typical Activity:** 10 personnel **Peak Activity:** 10 personnel	**Typical Activity** Daily Cars/ LGVs: 5 Daily HGVs: 0 **Peak Activity** Daily Cars/ LGVs: 5 Daily HGVs: 0

3.2.19 It is assumed that typical two-way daily movements across all compounds during the construction period would be approximately 726 Light Vehicles and 98 HGVs. Where possible, construction traffic will be managed to

limit the level of construction traffic on the local highway network during Weekday AM/ PM peak hours and Saturday peak hours.

3.2.20 During these peak hour periods, it is assumed that approximately 10% of the daily construction vehicles could be on the network within these peak hours (73 Light Vehicles and 10HGVs [two-way movements]).

3.2.21 Construction works will be phased and therefore not all compounds/ relevant works will be in operation for the entirety of the construction period.

3.2.22 Whilst it is acknowledged that there will be periods of increased vehicle activity, this well be temporary and only occur over short periods of time and be managed to limit impacts. As noted, for robustness, the core construction route assumes that all HGVs will travel to/ from the compounds via from the south as this is currently considered the most direct route from the strategic road network.

3.2.23 As part of the core construction route, Light vehicles associated with the construction phase (workers and small van deliveries) are assumed to approach the compounds and work locations from the north and south via a 50 – 50 split. In reality, light vehicles will utilise several routes and dissipate over the wider transport network which will reduce the impact on the study network associated with light vehicles.

3.2.24 The potential level of two-way construction vehicles on the local highway network during peak hours is presented in Table 5-1 within section 5 of this report.

Traffic Management and TRO Activities

3.2.25 There will be a requirement to introduce temporary Traffic Management and Traffic Regulation Orders (TROs) to facilitate the construction phase of the Order Scheme and to safely manage and control the movement of people and traffic through the Study Area. Given that the planning of the construction phase is still subject to refinement, the level and type of temporary Traffic Management and TROs required is subject to change and will be detailed within a CTMP, the agreement of which will be secured via a planning condition included in the 'Request for deemed planning permission and statement of proposed conditions' [**NR11**] which will be conditioned and subject to agreement with TMBC and OMBC.

3.2.26 It is anticipated that Traffic Management will include:

- Lane/ road closures
- Road diversions
- Diversions of footways and PRoW
- Traffic control measures (stop/ go, contra flow, temporary traffic signal etc).

3.2.27 TROs will include:

- Suspension to waiting, parking and loading
- Suspension of bus stops.

3.3 Operational Phase

3.3.1 The Order Scheme is forecast to deliver modernisation and efficiencies to this section of the railway and therefore the level of rail movements (passenger and freight) between various origins and destinations through the Order Scheme are expected to increase.

3.3.2 Although passenger usage may increase in the future, increased usage of the railway is considered permitted intensification. Should passenger usage increase and result in an increase of highway movements to/from stations on the route, it would also result in forecast decreases in highway movements on the wider network as users transferred from car to the improved rail service.

3.3.3 This potential change in traffic flows due to the operation of the Order Scheme is unlikely to be of significance in terms of the operation of the highway network and is not within the scope of this transport assessment.

3.3.4 Nevertheless, further details on the key permanent changes to Mossley and Greenfield Stations, Stockport Road Level Crossing PRoW, Wrights Overbridge (MVL3/23) PRoW, Moorgate Level Crossing PRoW, Heyrod Hall Overbridge (MVL3/7), Manchester Road Footbridge (MVL3/10a), Ward Lane Overbridge (MVL3/36) and Oldham Road Overbridge (MVL3/39) is set out within this section.

Mossley Station

3.3.5 The existing rail station is located 500 m southeast of Mossley town centre. Mossley station is part of the scheme needed to improve services between Leeds and Manchester. Currently only platform 1 has step-free access via the station car park near Manchester Road (A635). The only connection between platforms 1 and 2 is via the station footbridge and platform 2 stairs, and so there is no step free access to platform 2. The station has parking for 56 vehicles including 2 accessible bays.

3.3.6 Mossley Station is proposed to be decommissioned and relocated approximately 300 metres to the North. The benefits of relocating the station north along Manchester Road include an improved vehicle drop off, accessible parking and cycle parking. This would however result in a reduction in connectivity to the wider public transport network and the town centre. The work includes:

- removal of the existing footbridge, partial demolition of the existing platforms, removal of platform furniture

- the relocated Mossley station will include an accessible footbridge connecting platforms 1 and 2, providing step-free access to both.
- a new station building,
- New car park with additional accessible parking spaces to be located at the rear of platform 1
- New access onto Manchester Road.

3.3.7 Figures 3-2 and 3-3 illustrates the proposed Mossley Station.

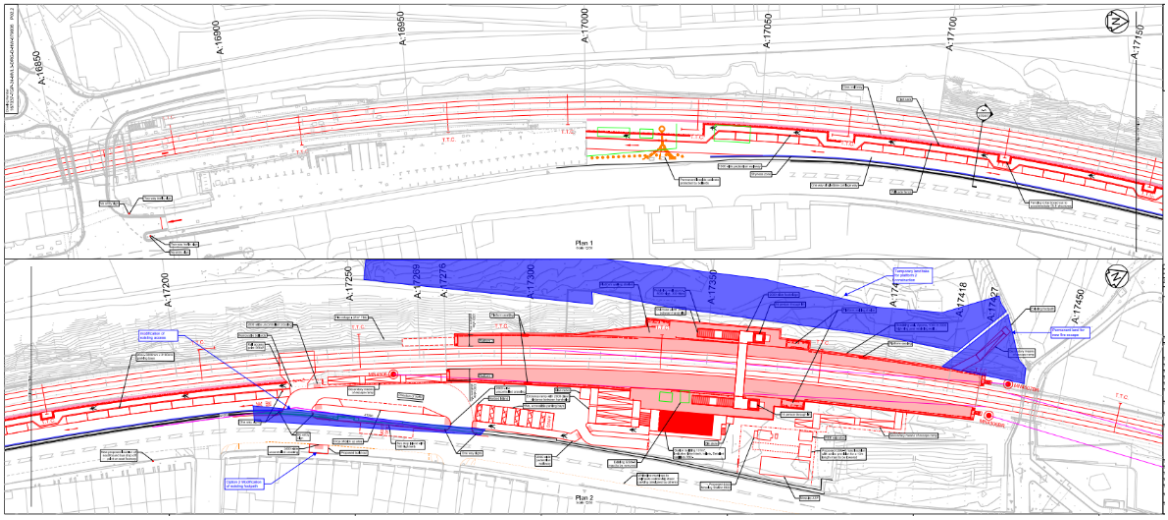


Figure 3-2 Proposed Mossley Station

Figure 3-3 Proposed Mossley Station Visual

3.3.8 Additionally, works linked with improving access to and from new Mossley Station also include the re-siting of bus stops and the provision of a new pedestrian crossing on Manchester Road. The new crossing is proposed following discussions with Tameside Metropolitan Borough Council in their role as highway authority, which is required to provide a safe crossing point in this location for pedestrians to access the new station. Traffic and access arrangements in this area will be subject to a range of other modifications to serve the new station including new vehicular access and egress points from Manchester Road and relocation of bus stops on Manchester Road.

3.3.9 In order to facilitate these works, which are needed to provide safer pedestrian routes, parking restrictions are proposed to be introduced on Manchester Road, which will result in the loss of between 5 and 6 on-street parking spaces immediately in front of residential properties. That parking is currently unrestricted or uncontrolled (in that parking permits are not required). That informal parking area will be prevented by the introduction of parking restrictions being implemented to facilitate the proposed pedestrian crossing as detailed within the relevant drawings within the Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans [**NR9**].

3.3.10 Given that the existing parking area is uncontrolled in nature, and that the introduction of restrictions is likely to affect only 5 – 6 spaces, the impact of this change is not expected not to be significant.

Greenfield Station

3.3.11 Greenfield Station is located to the northwestern periphery of Greenfield. An existing station footbridge (MVL3/27A) connects platforms 1 and 2,

and the overbridge Oldham Road (MVL3/28) is located at the high mileage end of the platforms.

3.3.12 Greenfield Station, is proposed to be refurbished and upgraded to improve the facilities at station such as step free access and suitable drop – off and parking facilities. This includes:

- Platforms 1 and 2 are to be extended. Platform 1 is to be extended by 52 m and platform 2 is to be extended by 34 m.
- New waiting shelters and cycle storage to be provided on the platform.
- The MVL2/27a footbridge will be removed and a new accessible station footbridge MVL3/26 is to be provided.
- Oldham Road overbridge to be reconstructed in a separate public footbridge spanning over the station.
- Parking spaces for persons of reduced mobility (PRM) are to be demarked at the station entrance. These will be located outside the station building perpendicular to Shaw Hall Bank Road.
- The remaining parallel parking bays on Shaw Hall Bank Road will be modified to provide a staff parking space and to potentially facilitate cycle storage works.

3.3.13 Figures 3-4 and 3-5 illustrate the proposed Greenfield Station.

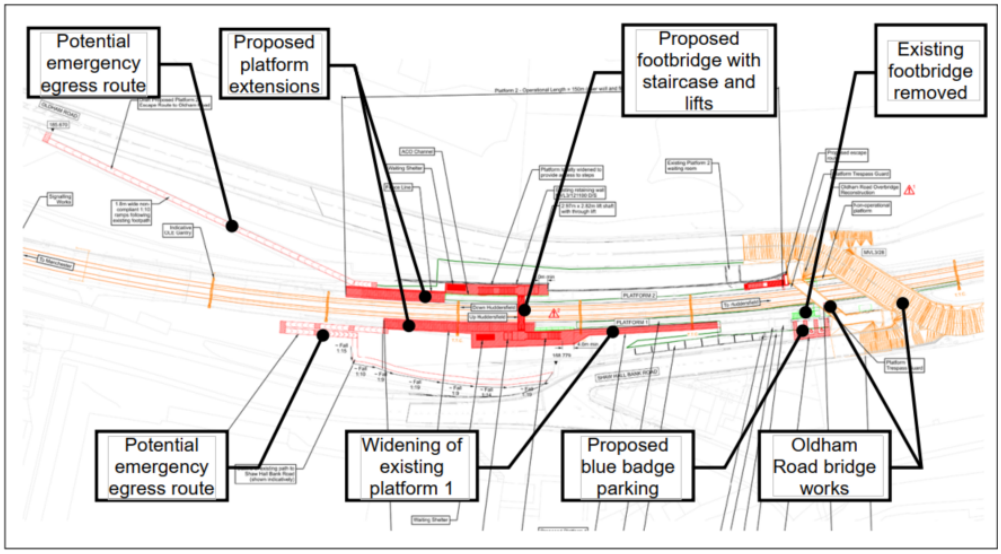


Figure 3-4 Proposed Greenfield Station

Figure 3-5 Proposed Greenfield Station Visual

Stockport Road Level Crossing

3.3.14 The Stockport Road Level Crossing is located between Heron Lane and Midge Hall underbridge. The level crossing provides a direct route from the west side of the tracks to the east side. However, due to the increase of the line speed there is an increased risk to members of the public using the crossing. Therefore the existing level crossing and PRoW will be removed and a new diversion route will be created which will run adjacent to the track and connect into the existing Midge Hall underbridge crossing.

3.3.15 The proposed route will increase the distance by approximately 200 m (or 2 mins and 20 seconds). The proposed new PRoW will be fenced off with kissing gates where it ties into the existing pathways as well as waymarking and suitable signage. The existing and proposed PRoW is illustrated in Figure 3-6.

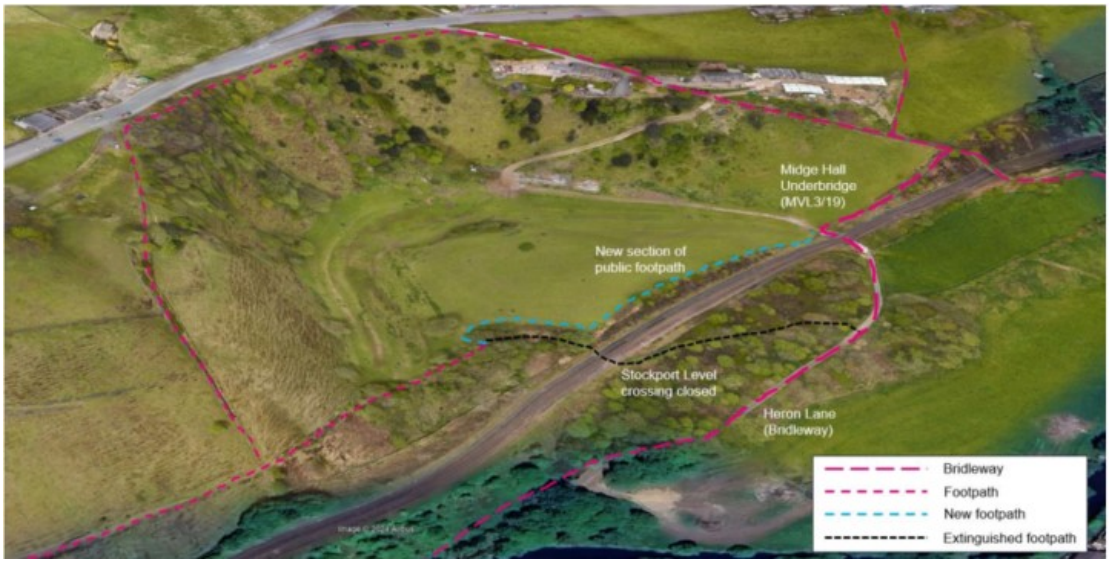


Figure 3-6 Proposed Stockport Road Level Crossing Diversion

Wrights Overbridge (MVL3/23)

3.3.16 The existing PRoW footpath between Low Grove Lane and Mossley Road will be closed and diverted to the Hobble Hole underbridge (MVL3/22). A new section of PRoW will be provided in adjacent fields to connect back into the footpath to provide a safe route for pedestrians and equestrian users.

3.3.17 The proposed diversionary route will not result in any increase in travel distance. The proposed new PRoW will be fenced off with kissing gates where it ties into the existing pathways as well as waymarking and suitable signage. The existing and proposed route is illustrated in Figure 3-7.

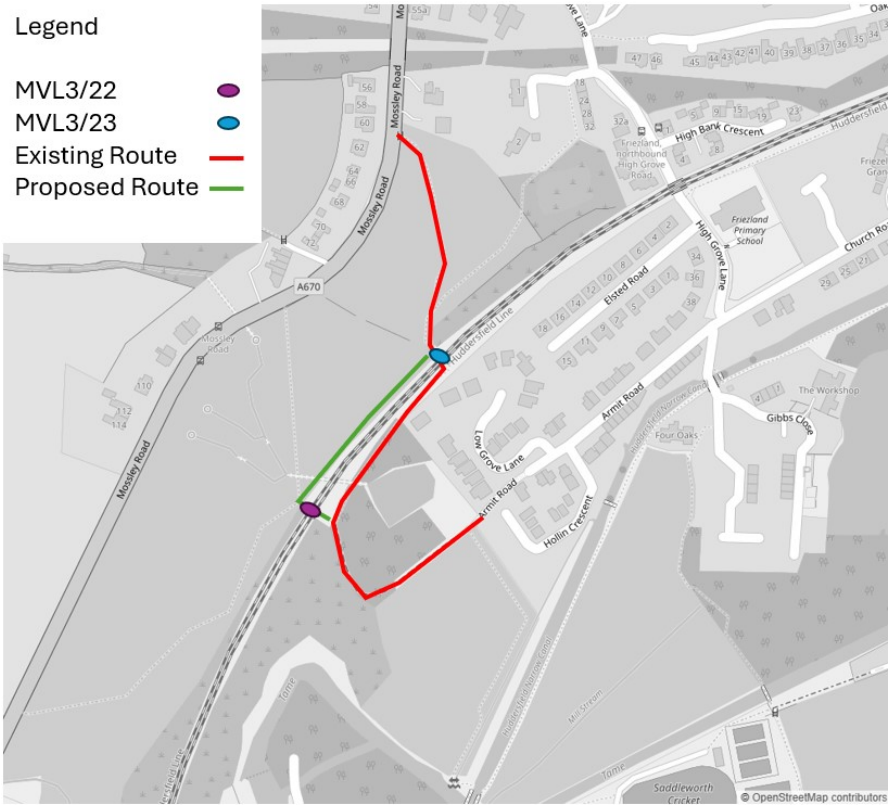


Figure 3-7 Proposed Hobble Hole Underbridge (MVL3/22) PRoW Crossing

Moorgate Halt Level crossing

3.3.18 The Moorgate Halt level crossing is located between Ladcastle Road and Oldham Road. The level crossing (pedestrian use only) provides a direct route from the west to the east side of the tracks. However, due to the increase of the line speed there is an increased risk to members of the public using the crossing. Therefore the existing level crossing and PRoW will be removed and a new diversion route will be created which will run 200 m to the south and connect into the existing Wickens underbridge crossing which will be upgraded.

3.3.19 The proposed route will increase the distance by approximately 200 m (2 mins and 20 seconds). The upgraded PRoW will include waymarking and suitable signage. The existing and proposed PRoW is illustrated in Figure 3-8.

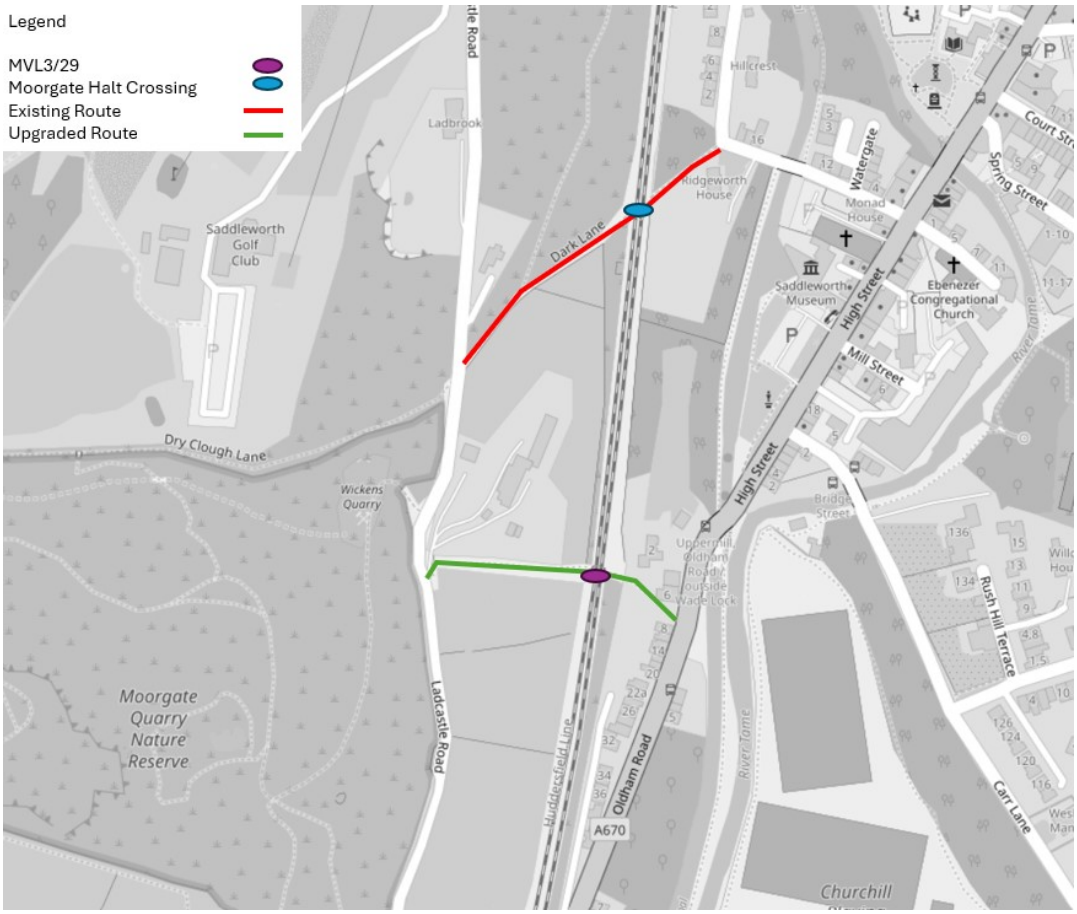


Figure 3-8- Proposed Wickens Underbridge (MVL3/29) PRoW Crossing

3.3.20 Drawings detailing the bridges and other structures to be replaced or upgraded as part of the Order Scheme are included at Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans [**NR9**]. The location of these is shown in Volume 2, Figures 1.1.1 and 1.1.6 of this Report [**NR14**]**.**

3.3.21 The majority of works at these locations will result in only minimal / minor changes to existing provisions. However, permanent / meaningful changes will occur at the following bridge locations as summarised in Table 3-3.

Table 3-3 Summary of Bridge works

Works Component Ref	Summary of works
Heyrod Hall (MVL3/7)	Replace the existing highway overbridge with a new structure to provide a safe route across the railway corridor for vehicles and pedestrians
Springbank Lane Footbridge (MVL3/8)	Refurbishment works to the underside and outside of the bridge.
Spring Bank Lane Overbridge (MVL3/9)	Refurbishment works on the structure of the bridge.
Manchester Road Footbridge (MVL3/10a)	Replace the existing stepped footbridge with a grade separated alternative to provide a safe stepped route over the railway corridor for pedestrians.
Abney Footbridge (MVL3/12)	Refurbishment works on the structure of the bridge.
Mill Lane Overbridge (MVL3/15)	Refurbishment works to the underside and outside of the bridge.
New Earth Footbridge (MVL3/16)	Refurbishment works to the underside and outside of the bridge.
Roughtown Road Footbridge (MVL3/17)	Refurbishment works to the underside and outside of the bridge.
Wrights Overbridge (MVL3/23)	Removal of existing footbridge
Charlotte Street Underbridge (MVL3/24)	Refurbishment works to the underside and outside of the bridge.
Footway Underbridge (MVL3/26)	Refurbishment works to the underside and outside of the bridge.
Oldham Road and Oldham Road Footbridge (MVL3/28/27b)	Bridge to be realigned as part of the Greenfield Station upgrade
Wickers Underbridge (MVL3/29)	Refurbishment works to the underside and outside of the bridge.
Butterhouse Lane Footbridge (MVL3/31A)	Refurbishment works to the underside and outside of the bridge.
Subway (MVL3/32)	Refurbishment works to the underside and outside of the bridge.
Ravenstone Drive Footbridge (MVL3/35)	Refurbishment works to the underside and outside of the bridge.
Ward Lane Overbridge (MVL3/36)	Replace the existing highway overbridge with a new structure to provide a safe route across the railway corridor for vehicles and pedestrians.
Oldham Road Overbridge (MVL3/39)	Replace the existing highway overbridge with a new structure to provide a safe route across the railway corridor for vehicles and pedestrians.

3.3.22 Table 3-3 shows that four bridges are being replaced, with the other bridges being improved to allow for the electrification of the railway. The permanent bridge changes will deliver limited benefit in terms of footway and carriageway widths as there is limited space to provide these replacements. Where possible, improvements will be provided.

4. BASELINE CONDITIONS AND ACCESSIBILITY

4.1.1 This section provides an overview of the existing transport conditions within the Study Area, both from a general overview perspective and from a local perspective around those locations that will be permanently changed as part of the Order Scheme.

4.2 Wider Transport Network Overview

4.2.1 This section provides an overview of the general transport network within the Study Area. The Study Area has been broken down into sections to facilitate discussion, as described below:

Stalybridge Tunnell and Printworks Compound Area

4.2.2 The primary access routes for the Order Scheme will be Printworks Road and Wakefield Road (A635). Wakefield Road serves as the main highway in the area, connecting Stamford Street to the south with Mossley to the north. It has a 40 mph speed limit and is equipped with footways and street lighting on both sides of the carriageway. The road accommodates approximately 8,943 vehicles daily, including 281 heavy goods vehicles (HGVs).

4.2.3 Printworks Road is a 30 mph road with footways on both sides, although the footway on the north side temporarily stops at the railway underbridge and resumes afterward. This road connects to Wakefield Road via a priority junction that offers standard visibility and includes a dedicated right-turn lane from Wakefield Road into Printworks Road.

4.2.4 Heyrod Hall Footbridge provides a pedestrian link between Wakefield Road and Printworks Road. On Printworks Road, access to the footbridge is limited to 10 mph due to uneven road conditions and lacks footway provision. In contrast, Wakefield Road offers footway access on the east side of the carriageway, facilitating safer pedestrian access to the footbridge.

4.2.5 Public transport in the area includes one bus stop within 200 metres of the Printworks Road/Wakefield Road junction and two additional stops near the Heyrod Hall footbridge. These stops are served by bus route 356, which operates on an hourly basis.

4.2.6 There are currently no dedicated cycle routes along either Wakefield Road or Printworks Road.

Spring Bank Lane and Wakefield Road Compounds Area

4.2.7 To facilitate works in this area and the proposed compounds, the main routes to be utilised are likely to be Wakefield Road/ Manchester Road and Spring Bank Lane.

4.2.8 Spring Bank Lane Footbridge crosses between A635 Wakefield Road on the western side and Spring Bank Lane on the eastern side, in the northern section of Heyrod. Spring Bank Lane footbridge connects to Spring Bank Lane through a set of steps. The current steps are in a poor state of repair. Spring Bank Lane is a 30 mph road with footway provided on the northside of the carriageway. The footway is narrow and overgrown in places.

4.2.9 Spring Bank Lane Overbridge forms a priority junction with the A635 Wakefield Road. The bridge is signposted as a 'Weak Bridge' with a maximum tonnage of 10. The junction has sub-standard visibilities onto A635 Wakefield Road. The A653 Wakefield Road is a 40 mph Road with footway provision on both sides of the carriageway. Wakefield Road in vicinity of the compound is 30 mph with footway on on-side of the carriageway

Plevins Compound Area

4.2.10 Plevins Logistic Hub will be set up to support all interventions across the project. Plevins is located off Cheshire Street approximately 500m from Mossley Station. The site is an existing warehouse facility with access of a priority junction from Cheshire Street. The surrounding area is mainly residential. The main routes to the compound would be via Cheshire Street and Egmont Street.

4.2.11 Cheshire Street is a residential street, with a 30 mph speed limit. The street is approximately 9 metres wide however, there is on-street car parking on both sides of the road which narrows the road. There are footways on both sides of the road and Cheshire Street links to Manchester Road / Wakefield Road via Egmont Street. Cheshire Street does not have any bus stops or cycling infrastructure.

4.2.12 Egmont Street is a residential street, with a 30 mph speed limit. The street is approximately 9 metres wide however, there is on-street car parking on both sides of the road which narrows the road. There are footways on both sides of the road and 3 bus stops. The bus stops provide services 350, S350B, 820 and 870 with a frequency of approximately every 30 minutes. Egmont Street provides connections to A635 Manchester Road which is the main route through the town centre and connects Mossley to Stalybridge and the M60 to the south-west, and Greenfield to the north-east. Egmont Street provides connections to a traffic free cycle route located to the east of the river Tame.

Mossley Station Area

4.2.13 To facilitate the works in this area, the key routes are likely to be Manchester Road and Stamford Road.

4.2.14 The station is located in Mossley town centre which is situated approximately 15k m east of Manchester and 5 km south-east of Oldham.

Given that the station is within the town centre, it is close to local shops and Mossley Park. The A635 is the main route through the town centre and connects Mossley to Stalybridge and the M60 to the south-west, and Greenfield to the north-east. The B6177 connects Mossley to the A670, which provides onward connection to Ashton-under-Lyne and the M60 to the south-west, and Uppermill and the A62 towards Huddersfield to the north-east. Both the A635 and B6177 are subject to a 30 mph speed limit with parking restrictions (double yellow) in the vicinity of the station.

Stockport Road Level Crossing to Oaklands Road Compound Area.

4.2.15 To facilitate the works in this area, the key routes to be utilised are likely to be Mossley Road, Manchester Road, Shaw Hall Bank Road. Wright Mill overbridge carries a bridleway which connects Heron Lane, Mossley Road and Midge Hill Farm on the west, with Calf Lane on the east. Heron Lane is a single track laneway with no footpaths provided. It provides a link from Manchester Road to Mossley Road via an underbridge.

4.2.16 The Wrigth Mill overbridge and Heron Lane underbridge are accessed from footpaths across open fields and single track paths to connect into Manchester Road via Cait Lane from Mossley Road.

4.2.17 High Grove Lane is a residential area which consists of two-way traffic with footpaths on both sides of the road. At the underbridge the road narrows to single carriageway with no footway provision and a maximum height of 10feet, 6inches. High Grove Lane connects Mossley Road to the Manchester Road.

4.2.18 Oaklands Road passes underneath the railway line at the Royal George Underbridge. Friezland Church Hall is south-east of the bridge, whilst a cemetery is on the south-west. On the north side of the bridge Oaklands Road continues up the slope of the hillside.

4.2.19 Along the top of the cliff face runs the A670 Oldham Road, which then crosses over the railway line at the north eastern end of the station. The station bridge which is to be demolished and replaced is situated at the northern end of the station, just south of the Oldham Road Overbridge.

4.2.20 The Oldham Road Overbridge which passes over the railway is currently relatively narrow with inadequate footpaths on either side for pedestrians. The bridge also sits on a turn in the road, with poor highway sight lines across the bridge. Shaw Hall Bank Road joins with Oldham Road Overbridge on the south eastern side, at a tight junction with poor sight lines.

4.2.21 Wickens Underbridge carries a PRoW between Oldham Road on the east and Ladcastle Road on the west underneath the railway and is largely covered on both sides by tree cover. On the west of the bridge, the PRoW continues through a field, whilst on the east of the bridge access comes through from between several properties. The Shaw Hall Bank Road is a

30 mph road with footway provided on both sides of the carriageway providing connection to the Greenfield railway station.

4.2.22 A site compound is required at Oaklands Road to the north of the George Street Underbridge Works. The Compound will be accessed via an existing access on Oaklands Road at its junction with Oaklands Park.

4.2.23 There are of bus stops located along Manchester Road and Mossley Road, which are served by hourly services 343, 356, 357 and 828. On Shaw Hall Bank Road, there are a number of bus stops also, and these are served by Service 385 which has an hourly frequency between Ashton and Mossley

4.2.24 Although there are no cycle routes in this area, there is a traffic free cycle route located to the east of the river Tame.

Greenfield Station Area.

4.2.25 To facilitate works, compounds and diversionary routes in this area, it is likely the that key routes to be utilised will be A670, Shaw Hall Bank Road, Chew Valley Road and Chapel Road.

4.2.26 Greenfield Station is approximately 6.9 kilometres north of Stalybridge Station, and approximately 3.75 kilometres south of Standedge Tunnel Western Portal. The Shaw Hall Bank Road forms a priority junction with the A670. The A670 is a 40 mph Road with footway provision on both sides of the carriageway. Directly south of the station at the hairpin bend, Shaw Hall Bank Road forms a priority junction with Cherry Valley Road. Directly to the east, Cherry Valley Road forms a priority junction with Chapel Road that runs north/ south, parrel with the A670 for c500m before Chapel Road merges with the A670 via a priority junction. On-street car parking occurs on the eastern side of Shaw Hall Bank Road on approach to its junction with Chew Valley Road. Existing commuters using the Greenfield Station are known to park here and in the nearby surrounding area.

4.2.27 There is no dedicated cycle provision along A670 or Shaw Bank Road.

Diggle Area

4.2.28 Ravenstone Drive Footbridge is an overbridge which connects Ravenstone Drive on the east of the railway with the canal footpath on the west of the railway. It is accessed via stairs on both sides of the railway, and the west side of footpath is covered by trees and woodland. Access to the eastern side comes from between two residential properties, with the closest property approximately 30 metres from the bridge. The footbridge is approximately 900 metres south of the Standedge Tunnel western portal.

4.2.29 The Ward Lane Overbridge is located approximately 125 metres north of Ravenstone Drive Footbridge. It carries Ward Lane over the railway, and

on the west continues over the Huddersfield Narrow Canal. The bridge is approximately 20 metres from the nearest property on its south-east corner, whilst a car park forms a junction with Ward Lane adjacent to the north-west corner of the bridge and runs along the west of the railway line. Ward Lane is a narrow single lane carriageway with a speed limit of 30 mph road and no footway provide on either side of the bridge. The bridge is signed as a 'Weak Bridge' with a maximum wait of 17 Tonnes allowed.

4.2.30 Ravenstone Drive Footbridge (MVL3/35) spans over the railway and is owned and maintained by Network Rail, providing pedestrian access.

4.2.31 Station Road overbridge is a 30 mph road with footway provide on the south sides of the carriageway. The bridge is signed as a 'Weak Bridge' with a maximum wait of 17 Tonnes allowed. The West side Station Road links into Sams Road and provides linkages to the Huddersfield Road. There is a local car park which provides access to a footpath which runs adjacent to the tracks.

4.2.32 On the east side of the bridge Lee Side links to Ward Lane which provides an alternative crossing location. To the north, Harrop Ct Road and Boat Lane provides mainly local access to residential properties.

4.2.33 There are limited public transport and dedicated cycling provision in this area, although there is a traffic free cycle route located to the south of the River Tame.

Potential Diversionary Route Areas

4.2.34 During the construction works, there are number of routes that could be utilised as diversionary routes during road closures:

Mossley Road Area:

4.2.35 The Mossley Road runs adjacent to the Manchester Road to the west. Mossley Road provides direct connection between Ashton under Lyme and Oldham Road close to Greenfield Station. Mossley Road provides direct access to a variety of residential and commercial properties. In some specific urban areas there is on-street parking for the residential properties.

4.2.36 There are bus services (350, 357, 820, 870) that run along Mossley Road providing connections between Oldham and Micklehurst. Mossley Road changes from urban areas to rural areas along its length with pedestrian footways and crossing points provided on both sides of the carriageway in urban areas and reducing to one side of the carriageway in some of the rural areas.

4.2.37 Mossley Road is mainly a 40 mph road with some urban sections with a restricted speed limit of 30 mph.

B6175 Area:

4.2.38 The B6175 runs adjacent to Manchester Road to the east. The B6175 connects Stamford Street in the south to A670 in the north. The B6175 runs through a number of towns including, Micklehurst, Bukton Vale, Copley. The B6175 provides direct access to a variety of residential and commercial properties as well as Mossley Hollins High School, Millbrook Primary & Nursery School, St Rapheal's Catholic Primary School and Lockside Medical centre. In some specific urban areas there is on-street parking for residential properties which reduces the width of the road.

4.2.39 There are bus services (343, 348 and 870) that run along the B6175 providing connections along the route. The B6175 Road generally runs through urban areas with pedestrian footways and signalised crossing points provided on both sides of the carriageway. Towards the north of the road the areas become more rural with the footways reducing to one side of the carriageway in urban areas and reducing to one side of the carriageway in some of the rural areas.

4.2.40 B6175 Road is mainly a 40 mph road with some urban sections with a restricted speed limit of 30 mph.

Dobcross New Road Area:

4.2.41 To the north of Greenfield Station and Uppermill, the A670 forms a mini roundabout junction with High Street / Dobcross New Road. It is likely that Dobcross New Road will facilitate diverted traffic during the construction phase of the works. In proximity to Dobcross New Road, The A670 is a 30 mph road, with footpaths on both sides of the carriageway. Approximately 3.2km to the north of Dobcross Road, the A670 connects to Huddersfield Road. To the west, Dobcross New Road provides a link to Oldham Road via Delph New Road and Wall Hill Road.

4.2.42 In proximity to the Dobcross New Road mini-roundabout, there are several flag pole bus stops. The bus stops located on Dobcross New Road are served by buses 350, 825 and 826 (350 Ashton-under-lyne service is the most frequent and operates every c30min). The bus stops located on A670 close to its junction with Dobcross New Road are served by buses 184, 356, 784, 822, 828, S84 and S350) (184 Oldham service is the most frequent with 2 services per hour).

Chew Valley Road:

4.2.43 Chew Valley Road connects the A635 Manchester Road to the B6175 Well-I-hole Road. The Manchester Road / Chew Valley Road junction takes the form of a mini roundabout, while the B6175 / Chew Valley Road is a priority junction. Chew Valley Road provides access to residential and commercial properties as well as St Marys Primary School. The Chew Valley Road contains a number of crossing types including zebra crossing and refuge islands, with footways provided on both sides of the

carriageway. The road also contains speed humps for reducing car speeds.

4.2.44 There is on-street car parking outside residential properties along the length of the route reducing road space. There are bus stops located on both sides of the road which are serviced by 180, 350, 352, 357, 828 with a frequency of approximately every 30 minutes.

4.2.45 Chew Valley Road is a 20 mph road.

Potential Existing Car Parking Areas Effected by Order Scheme

4.2.46 During the construction works, existing car parking at various locations could be temporarily removed/ suspended; these locations are indicatively shown in Figure 4-1 and described in the following section.

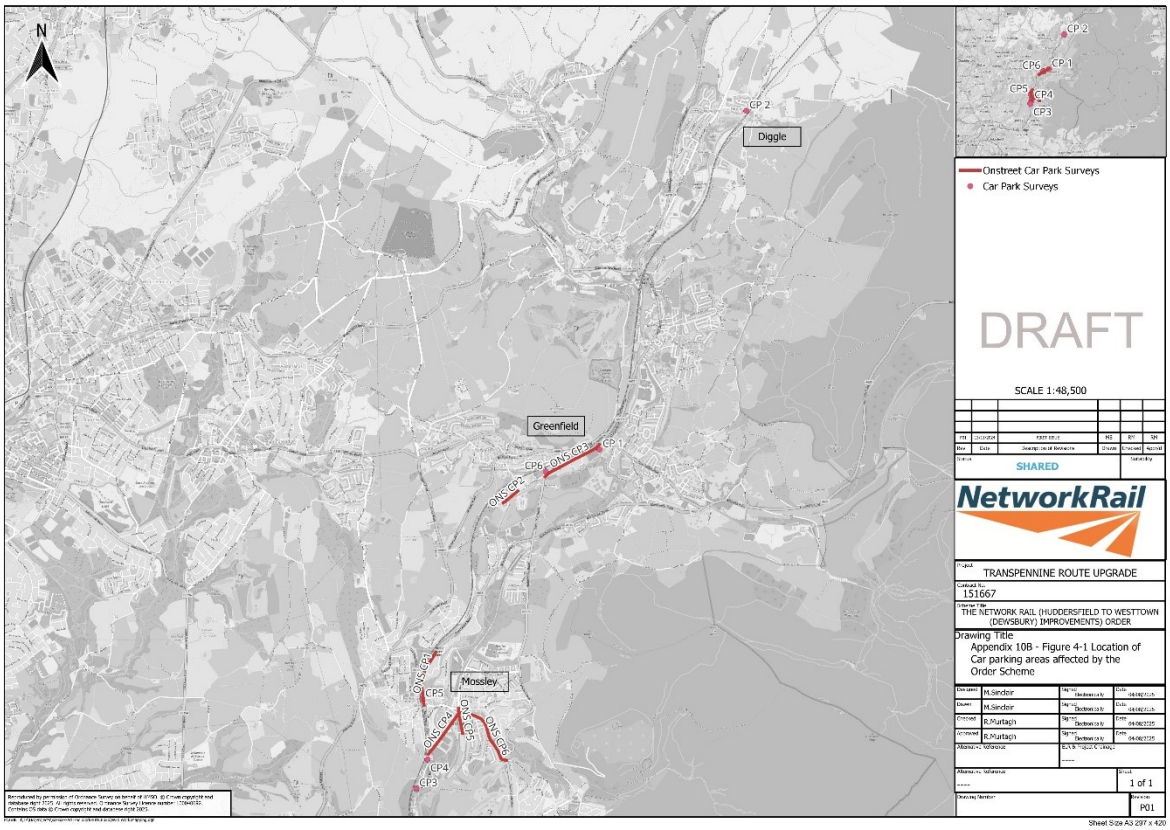


Figure 4-1 - Location of Car parking areas affected by the Order Scheme.

Off-street car parks:

4.2.47 Detailed TRO drawings showing existing car parks potentially impacted are included at Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans [**NR9**]:

- CP 1 - Saddleworth Rangers Car Park: This car park is located off Shall Hall Bank Road close to it junction with Chew Valley Road. It facilitates in the region of 91 informal car parking spaces.

- CP 2 - Sam Road Car Park: This car park is located off Sam Road, close to its junction with Harrop Green Lane/ Station Road. It is also close to the railway line and Standedge Tunnel Diggle Portal. It is a public car park with approximately 27 informal spaces.
- CP 3 – New Scout Mill Parking Area: This car park is located along Manchester Road approximately 50 0m south of the Manchester Road / Egmont Street junction. It is a private car park facilitating a number of business/ commercial properties. These businesses/ commercial properties also utilise the car parking area for servicing/ deliveries. The parking is informal and can accommodate approximately 30 vehicles.
- CP 4– Manchester Road (private car park): This car park is located along the Manchester Road approximately 20 m south of the Manchester Road / Egmont Street junction. The car park is located opposite Mitre House and the signage states that this is a private car park for residents of Mitre House only. The parking is informal and can accommodate approximately 29 vehicles.
- CP 5– Mossley Station Car Park: This car park is located at the existing Mossley Road station. The car park provides car parking for the passengers using the station and can accommodate 56 car parking spaces including 2 disabled bays. Car parking at this location is free. Access to the car park is via signals at the Manchester Road junction.
- CP 6 – Friezland Church Hall Car Park: This car park is located at Friezland Church Hall approximately 50 metres from the B6175 / Oaklands Road junction. The car park provides car parking for those attending the Church Hall. The car parking is informal and can accommodate 30 car parking spaces. Access to the car park is via a priority junction with the Oaklands Road.

On-street parking areas:

4.2.48 To facilitate the construction phase, there is a requirement to temporarily suspend on-street parking in a phased approach. The suspension of on-street car parking will be delivered through TROs. Exact details on where, when and duration of the parking suspensions with be agreed as part of the CTMP and as part of the TRO process. The location of potential on-street parking to be suspended is set out within Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans [**NR9**]:

- ONS CP 1 A635 Manchester Road – This on-street parking is located from the Manchester Road / Stamford Road junction opposite Mossley station to 50 metres south from the A635 Manchester Road / Mill Lane signalised junction. The on-street parking provides access to the residential properties fronting on to the A635 Manchester Road. The on-street parking covers an area

of approximately 550 metres and can accommodate 131 number of spaces.

- ONS CP 2 Armit Road – This on-street parking at the Armit Road / Church Road / High Grove Lane junction. The parking area extends for approximately 250 metres to the southwest to the end of Armit Road. The on-street parking provides access to the residential properties fronting on to Armit Road. The on-street car parking covers an area of approximately 250 metres and can accommodate 24 number of spaces.
- ONS CP 3 B6175 – This on-street parking is located at the Shaw Hall Bank Road / Chew Valley Road junction to the B6175 / Oaklands Road junction. The parking area extends for approximately 600 metres and provides on-street parking access for the residential properties fronting on to Shaw Hall Bank Road. The on-street parking can accommodate 148 number of spaces.
- ONS CP 4 Egmont Street - can accommodate approximately 155 car parking spaces. Cheshire Street has on-street parking on both sides of the road and this runs for the entire length of the street (approx. 200 metres). The on-street parking provides access to residential properties fronting onto Cheshire Street and can accommodate approximately 67 car parking spaces.
- ONS CP 5 Cheshire Street - This parking area located on Egmont Street runs from the Egmont St / Staley Road junction to the A635 Manchester Road for approximately 500 metres and provides residential parking for residents on the north and south side of the Egmont Street whilst providing access to businesses and the football pitches in the middle of the street.
- ONS CP 6 Staley Road – This on-street parking is located on Staley Road, Cheshire Street and Egmont Street. On Staley Road the parking is located from the Staley Road / Egmont St junction to the Staley Road / B6175 junction. This parking area extends approximately 750 metres and provides on-street parking provides access to the residential properties fronting on to Staley Road and can accommodate approximately 224 car parking spaces.

4.3 Local Transport Network

Mossley Station

4.3.1 Mossley Station is located at the junction of A635 Manchester Road and the B6177 Stamford Road. The station accommodates 108,000 passengers per annum (Office of Rail and Road (ORR) entries and exits, April 2022 to March 2023). The station is served by Northern Trains on the Huddersfield Line, connecting Greater Manchester with West Yorkshire. The typical services are:

- Westbound (towards Manchester Piccadilly) – Frequent services throughout the day, typically every hour.
- Eastbound (towards Huddersfield and Leeds) – Trains run approximately hourly.

4.3.2 A summary of the facilities provided at Mossley Station are set out in Table 4-1.

Table 4-1 Mossley Station Facilities Overview

Facilities	Present at Station
Opening Times	Mon-Fri 06:45 to 14:20 Sat 07:45 to 15:00
Ticket Office	Ticket office with ticket machines with smartcard issuing and top up
Car Parking	56 including 2 accessible bay
Waiting Area	Outdoor Sheltered Waiting area
Toilets	Not Available
Refreshments	Not Available
Telecommunications and Wi-Fi	Not Available
Bicycle Parking	18 sheltered spaces located on Platform 2
Accessibility	Level access from car park and ramp for train access

4.3.3 Vehicular access to the station and car park is from the junction of A635 Manchester Road and B6177 Stamford Road. The only pedestrian access to the station is provided via the station entrance located at the junction of A635 Manchester Road and B6177 Stamford Road. A footbridge with stepped access connects the Huddersfield-bound platform to the station entrance. A ramp connects the station car park to the Manchester-bound platform, but the Huddersfield-bound platform is not accessible except for stepped access from the footbridge.

4.3.4 Footways in and around Mossley Station are of a very high quality, with dropped kerbs, tactile paving and signalised pedestrian crossings available within the immediate vicinity of the station along A635 Manchester Road.

4.3.5 The existing Mossley Station has circa 56 free car parking spaces (1 accessible space) which are accessed via a two-way link via the signalised Stamford Road/ Manchester Road junction. Sheltered cycle parking is available, with 18 spaces located by platform 2. The station also has a taxi rank.

4.3.6 Access to the relocated Mossley station will be via Mill Lane and to the wider highway network via Mill Lane / A635 Manchester Road signalised junction. To/ from the relocated station via this route is through the underbridge which has a maximum height restriction of 6 feet, 6 inches. Manchester Road is a single lane carriageway and has a footpath on the northside of the road.

4.3.7 These areas benefit from excellent connectivity to the local bus network, with multiple bus stops within a short distance along both Manchester Road and Stamford Road serving a variety of local bus services including 343 (Hyde to Oldham), 350 (Oldham to Ashton) and 356 (Ashton to Oldham) which have frequency of approximately 60-75 minutes.

Greenfield Station

4.3.8 Greenfield Station is located at the junction of A670 Oldham Road and the Shaw Hall Bank Road. The station accommodates 145,000 passengers per annum (Office of Rail and Road (ORR) entries and exits, April 2022 to March 2023). The station is served by Northern Trains on the Huddersfield Line, connecting Greater Manchester with West Yorkshire. The typical services are:

- Westbound (towards Manchester Piccadilly):
    - Frequent services throughout the day, typically every 30minutes.
- Eastbound (towards Huddersfield and Leeds):
    - Trains run approximately hourly.

4.3.9 A summary of the facilities provided at Greenfield Station are set out in Table 4-2.

Table 4-2 Greenfield Station Facilities Overview

Facilities	Present at Station
Opening Times	Mon-Fri 06:50 to 14:25 Sat 07:45 to 15:20
Ticket Office	Ticket office with ticket machines with smartcard issuing and top up

Facilities	Present at Station
Car Parking	12 including 1 accessible bay
Waiting Area	Waiting room open when station is staffed. Outdoor seating provided
Toilets	Available
Refreshments	Not Available
Telecommunications and Wifi	Telephones only
Bicycle Parking	8 spaces located on Platform 1
Accessibility	Ramp access to station. Ramp for train access

4.3.10 Vehicular access to the station is via Shaw Hall Bank Road on the south eastern side.

4.3.11 Pedestrian access is via Shaw Hall Bank Road, with a footbridge over the railway track to reach Platform 2.

4.3.12 There are a number of bus stops located in this area, including close to Shaw Bank Road / A670 Road junction. The bus stops have full bus shelter. There is also a bus stop located on the Shaw Bank Road adjacent to Greenfield Station. These bus stops are served by the following buses; 84 – Uppermill – Every 30 minutes, 350 /356 – Oldham - Every 30 minutes, 184 – Huddersfield Town Centre – Hourly, 356 – Ashton-under-Lyne – Hourly, 828 – Diggle – Once a day.

Public Rights of Way

Stockport Road Level Crossing

4.3.13 Stockport Road Level Crossing is located on a footway which provides a connection between Foxwood Drive and Heron Lane. This route is approximately 650 metres long and runs through a number of fields. The path is over grown and at the railway forms a level crossing at the railway line as shown in Figure 4-2.

Figure 4-2 Stockport Road Level Crossing

Wrights Mill Overbridge (MVL3/20)

4.3.14 Wrights Mill overbridge provides a connection between Mossley Road and Low Grove Lane. This route is approximately 150 metres long and runs along Midge Hill. The path is overgrown and forms a single path across the bridge as shown in Figure 4-3.

Figure 4-3 Wrights Mill Overbridge

Moorgate Halt Level Crossing

4.3.15 Moorgate Halt level crossing is located on a footway which provides a connection between Ladcastle Road and Moorgate Street – see Figures 4-4. This route is approximately 200 metres long and runs along a path. The path is overgrown and at the railway forms a level crossing at the railway line.

Figure 4-4 Moorgate Halt level crossing

Bridges

4.3.16 A summary of the existing conditions at each of the bridges is summarised in Table 4-3.

Table 4-3 Bridges existing conditions overview

Works Component Ref	Existing Condition	Existing Layout
Heyrod Hall (MVL3/7)	This over bridge provides a link between Wakefield Road and Heyrod Hall. The bridge currently does not have any footway provision and can allow one vehicle at a time to cross	
Springbank Lane Footbridge (MVL3/8)	It connects A635 Wakefield Road to Spring Bank Lane. It is 92 m from Spring Bank Lane overbridge (MVL3/9). There is stepped access on the East side, and therefore not considered accessible to cyclists.	
Springbank Lane Overbridge (MVL3/9)	The overbridge provides vehicular and pedestrian linkages from Springbank Lane to the Wakefield Road. There is a pedestrian footpath on the north side of the carriageway. .	
Manchester Road Footbridge (MVL3/10a)	Manchester Road Footbridge connects A635 (Manchester Road) to Lower Beestow (a private road up to several residential properties). It has stepped access on the East side down to Manchester Road, however, the footpath here ends and an OBB barrier restricts safe crossing of Manchester Road. On the west side, it levels off onto the ground at Lower Beestow. There are a number of residential properties located on side roads off Manchester Road	

Works Component Ref	Existing Condition	Existing Layout
	to the south east of the footbridge.	
Abney Footbridge (MVL3/12)	The footbridge provides a connection between Manchester Road and Andrew Street, providing access to a residential area. The bridge is accessed by the west and east approach via steps	
Mill Lane Underbridge (MVL3/15)	The underbridge provides a connection between Mill Lane and A635 Manchester Road. The underbridge provides vehicular and pedestrian access with a footway located on one side of the carriageway.	
New Earth Footbridge (MVL3/16)	The footbridge provides a connection for pedestrians between A635 Manchester Road and New Earth Street. Stepped access is on the South side of the footbridge.	
Roughtown Road Overbridge (MVL3/17)	The overbridge allow access to properties along Roughtown Road from Manchester Road. The bridge does not provide any pedestrian access.	

Works Component Ref	Existing Condition	Existing Layout
Wrights Overbridge (MVL3/20)	The overbridge provides only pedestrian access link over the railway between Mossley Road and Armit Road/ Church Road. The structure is in the southwest area of the ward Saddleworth South, Oldham.	
Charlotte Street Underbridge (MVL3/24)	The underbridge provides a link via High Grove Lane from Mossley Road to Church Road. The underbridge does not provide pedestrian footways.	
Footway Underbridge (MVL3/26)	Provides a pedestrian connection between Oaklands Road and Shaw Hall Bank Road. The footpath is accessed from the East and the West by steps.	
Oldham Road and Oldham Road Footbridge (MVL3/28/27b)	Provides a vehicular and pedestrian connection between Oaklands Road and Greenfield Station	
Wickers Underbridge (MVL3/29)	Provides a connection between Ladcastle Road and A670 at Uppermill.	

Works Component Ref	Existing Condition	Existing Layout
Butterhouse Lane Footbridge (MVL3/31A)	Butterhouse Lane Footbridge MVL3/31a provides a connection between Old Lane and Brownhill Lane (via further footpaths). The footbridge has stepped access on both sides, and therefore is not considered accessible to cyclists.	
Subway (MVL3/32)	The subway provides access from footpath along the river to Ward Lane. It is a grassy footpath.	
Ravenstone Drive Footbridge (MVL3/35)	The footbridge provides pedestrian access from Ravenstone Drive to the footpath along the river. The footbridge is accessed by steps on both sides.	
Ward Lane Overbridge (MVL3/36)	The vehicular bridge is located in the village of Diggle. The overbridge has a carriageway which accommodates 2 lanes of vehicular traffic, although there is no dividing line. There are no footpaths.	

Works Component Ref	Existing Condition	Existing Layout
Oldham Road Overbridge (MVL3/39)	The overbridge carries Station Road to Lee side in the village of Diggle. Station Road is an unclassified two-way single carriageway road with a pedestrian footpath to the south side, over the two track non-electrified railway.	

4.4 Wider Cycle Network

4.4.1 A review of the cycle network in the area shows that there is not a continuous cycle path located along or adjacent to the A635 or A670. There are a number of unpaved paths that are traffic free which run adjacent to the River Tame. These unpaved routes include small sections of cycle path which are:

- Stalybridge & Diggle Loop Line (Yellow Brick Road) which is approximately 1,400 metres in length.
- Saddleworth Linear which is approximately 1,770 metres in length.

4.4.2 A plan[13] showing full extent of cycle path is shown in Figure 4-5.

[13] Bike map | Cycle route planner | cycle.travel

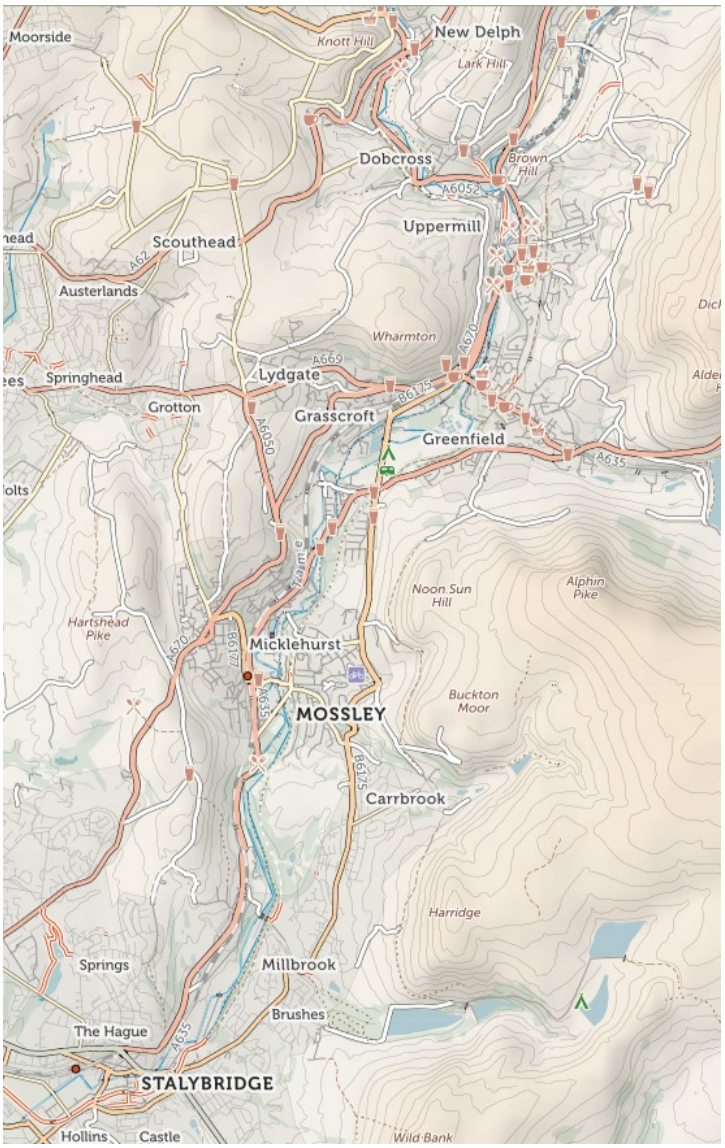


Figure 4-5 Overview of Cycle Infrastructure

4.5 Local Cycle Network

Mossley Station

4.5.1 There is a traffic free unpaved path (Saddleworth Linear) which connects to Mossley Station to the B6175 in the north. There is no direct cycle route provision to the south of the station. The station provides 18 sheltered cycle parking spaces.

Greenfield Station

4.5.2 There is no direct cycle route provision to the station however the station provides 8 non-sheltered cycle parking spaces.

4.6 Wider Public Transport

4.6.1 A review of the public transport provision identifies that there are a number of bus services that run the length of the route. There are a variety of bus stops provided from flagpole stops to bus stops with full bus shelters. Figure 4-6 shows the location of the bus stops as well as each service route.

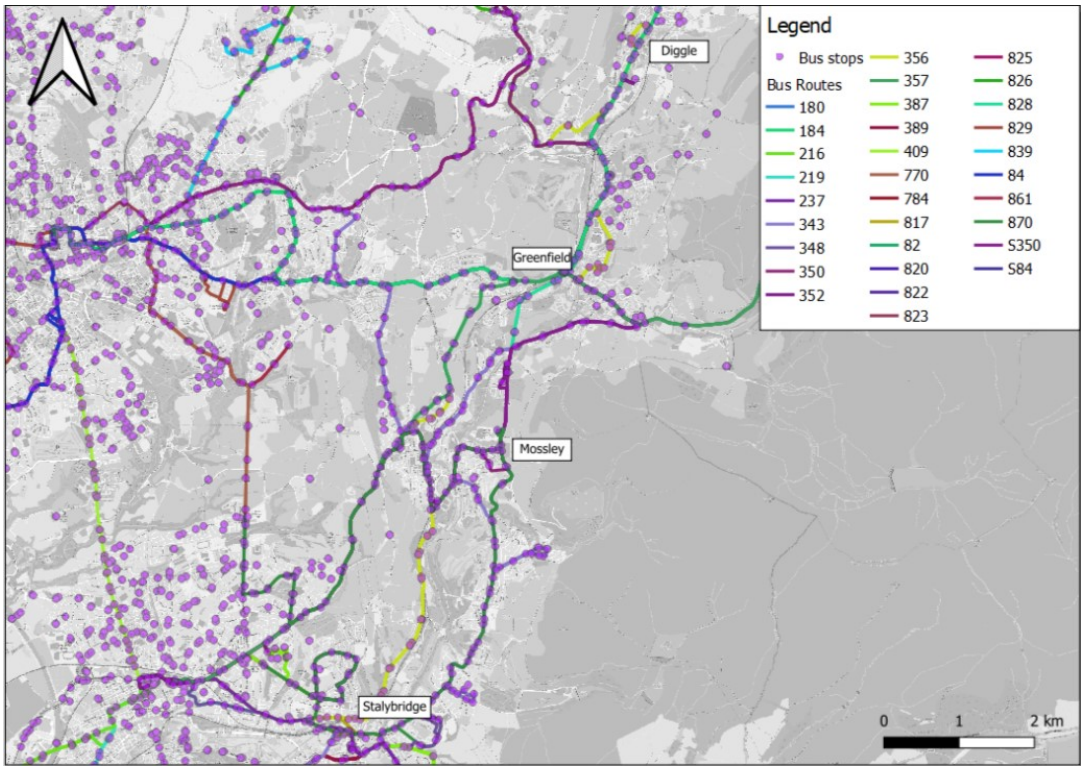


Figure 4-6 Wider Public Transport Review

4.7 Accessibility

Mossley Station

4.7.1 Figure 4-6 illustrates accessibility by active travel (walk/ cycle) and public transport within 400m, 800m, 1200m walking distance of the existing station.

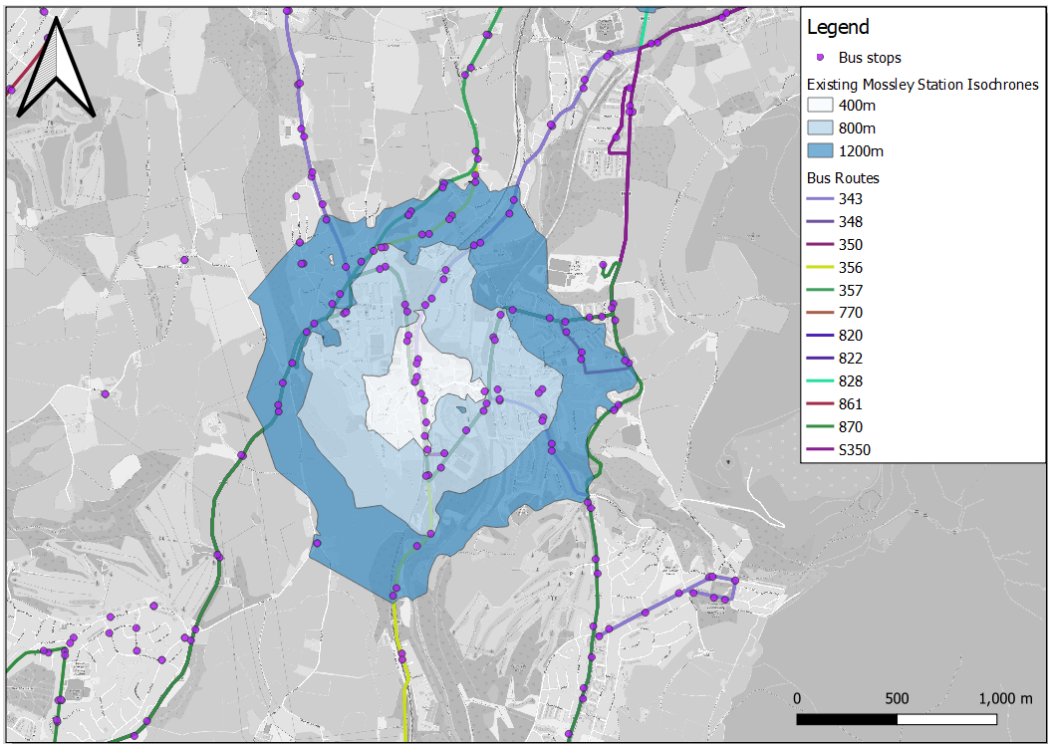


Figure 4-7 Mossley Station Accessibility

4.7.2 Figure 4-7 shows that:

- There are 11 bus stops within a 400 m walking distance of the station which provide access to 7 services, 350, 356, 820, 870, S350B, 343 and 822. These provide connections to local areas such as Greenfield, Oldham and Diggle..
- The majority of the Mossley is within 1200 m walking distance of the station

<u>Greenfield Station</u>

4.7.3 Figure 4-7 illustrates accessibility by active travel (walk/ cycle) and public transport within 400m, 800m, 1200m walking distance of Greenfield station.

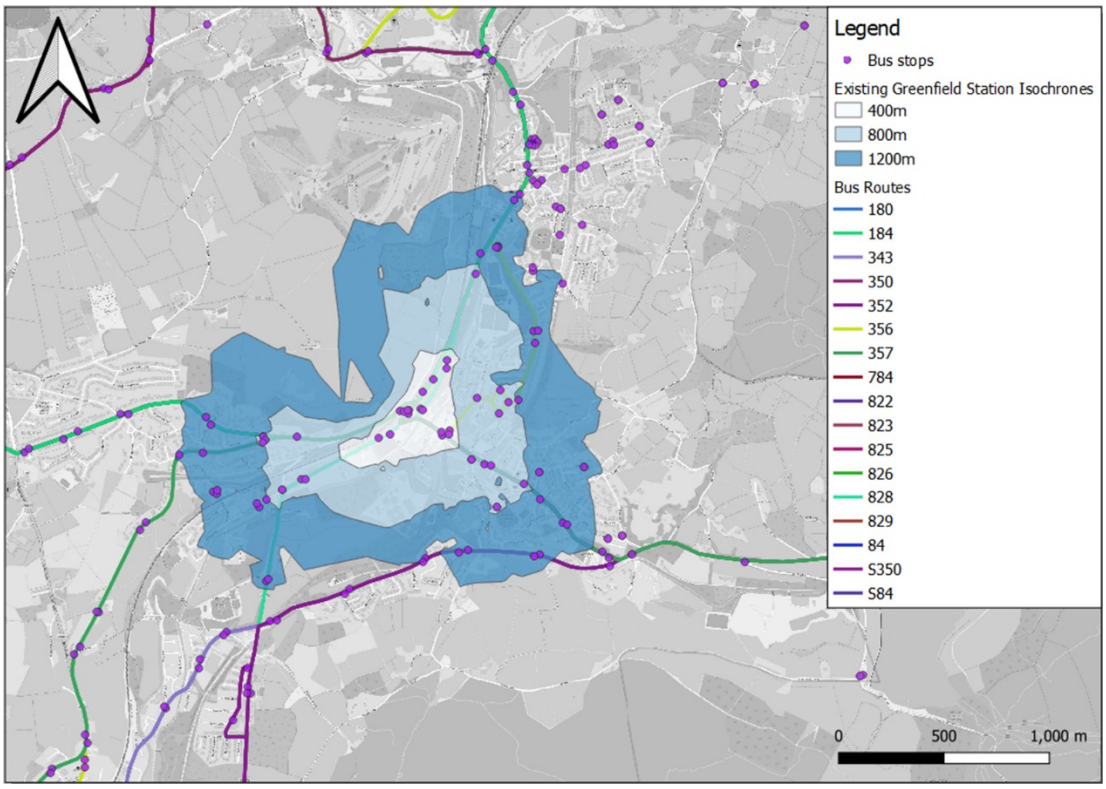


Figure 4-8 Greenfield Station accessibility

4.7.4 Figure 4-8 shows that:

- There are 16 bus stops within a 400 m walking distance of the station which provide access to 13 services, 828, 180, 350, 352, 356, 357, S350B, 822, 84, 184, 784, 829, S84. These provide connections to local areas such as Greenfield, Oldham and Diggle and the centre of Manchester.
- The majority of Greenfield and part of Uppermill are within 1200 m walking distance of the station

Key Compounds

4.7.5 The majority of the Order Scheme's compounds/ relevant works are located within or close to areas with an existing transport network/ infrastructure, including footways, street lighting and public transport.

4.7.6 Table 4-4 highlights the facilities (welfare, parking, minibus) proposed to be provided at the various compounds. Given that the majority of workers will be carrying Personal Protective Equipment (PPE) and work tools/ equipment, travel by car/ van is likely to be the preferred and most appropriate method of travel to compounds by construction workers. It is anticipated that travel to compounds by walk/ cycle will be limited, although travel to the key compounds (Whitelands Road, Wakefield Road, Plevins, Oaklands Road and Diggle Welfare & Office) by public transport may have some appeal to a small proportion of the workforce.

4.7.7 Figure 4-9 provides an overview of all bus stops in relation to compounds and those stops within a 400 m walking distance of key compounds (Wakefield Road, Plevins, Oaklands Road and Diggle Welfare & Office). There are no bus stops within 400 m of Whitelands Road site and therefore it is excluded from Figure 4-9.

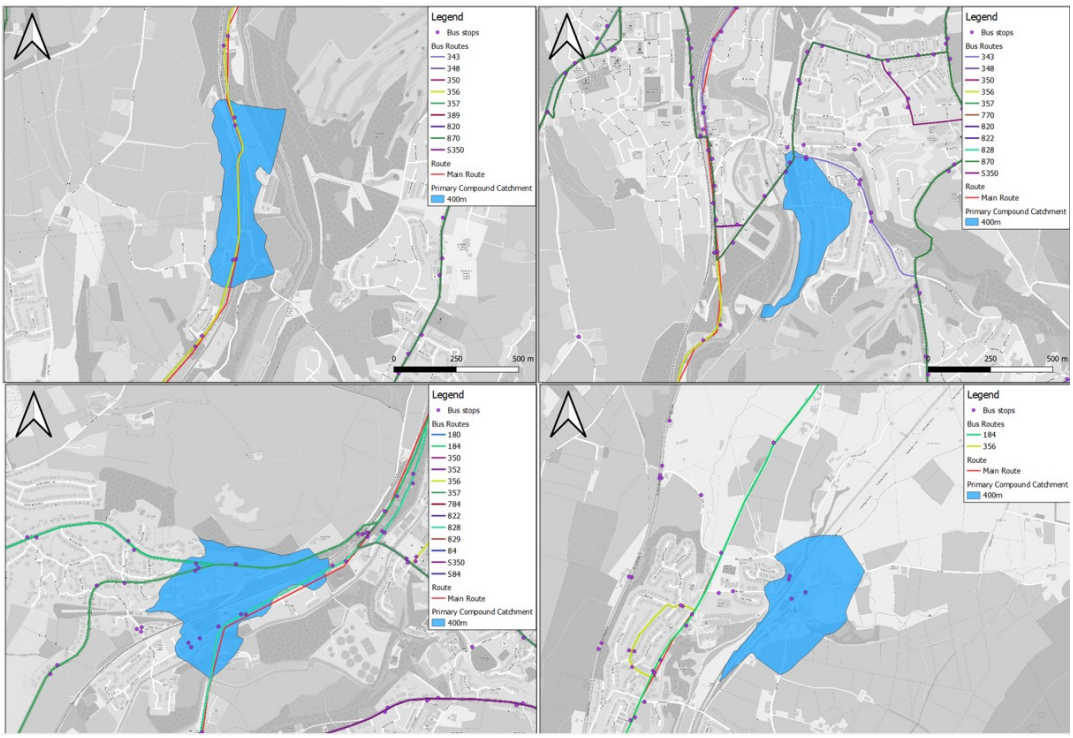


Figure 4-9 Key Compounds and Bus Stops within 400m Walking Distance

4.7.8 Table 4-3 provides an overview of the key compounds (Printworks Road, Wakefield Road, Plevins, Oaklands Road and Diggle Welfare & Office), the bus stops within a 400m walking distance and services operating from these stops which construction staff could utilise as part of their daily commute.

Table 4-4 Key Compounds - Public Bus Services

Compound	Bus Stop Reference	Bus Services	Bus Routes	Frequency
Whitelands	N/A	N/A	N/A	N/A
Wakefield Road	MANAWTDJ, MANAWTDG, MANAWTDA, MANAWTAW, MANAWTAT, MANAWTAP, MANAWTAM	356	Ashton-under-Lyne Interchange - Oldham Bus Station	hourly 07:00-20:00
Plevins	MANAWJWA, MANAWJWD,	343 822	Oldham - Lees - Mossley - Stalybridge - Dukinfield -	Hourly 06:00-

Compound	Bus Stop Reference	Bus Services	Bus Routes	Frequency
	MANAWJWG, MANAWJWM, MANAWJWP, MANAWJWT, MANTPGJW, MANAWMAG, MANAWMAD, MANAWMJA, MANAWJDA, MANAWMAJ, MANDGWJG, MANDGWJD, MANAWAGP MANAWPWG, MANAWPWD	350 356 820 870 S350B	Hyde Dobcross - Uppermill - Greenfield - Mossley - Oldham Mumps Oldham - Delph - Greenfield - Mossley - Ashton-under-Lyne Oldham - Diggle - Mossley - Stalybridge - Ashton-under-Lyne Oldham - Greenacres - Watersheddings - Moorside - Sholver Ashton Under Lyne - Stalybridge Dobcross - Oldham	17:00 N/A hourly hourly 07:00-20:00 N/A Every 2 hours 2 per day
Oaklands Road	MANAMWPM, Chew Valley Road (Stop C), Chew Valley Road, MANAMADJ, MANAMWPT, MANAMPGP, MANAPAWG, MANAPAWD, MANTPTWD, MANTPTWG	 828 180 350 352 356 357 S350B 822 84 184 784 829 s84	Rookbottom - Grasscroft - Greenfield - Uppermill - Diggle Greenfield - Grasscroft - Lees - Clarksfield - Oldham Oldham - Delph - Greenfield - Mossley - Ashton-under-Lyne Uppermill - Greenfield - Meltham - Upperthong - Holmfirth Ashton Under Lyne - Oldham olmfirth - Greenfield - Top Mossley - Ashton-under-Lyne Saddleworth School - Ashton-under-Lyne Interchange Dobcross - Uppermill - Greenfield - Mossley - Oldham Mumps Piccadilly Gardens - Hollinwood - Oldham - Lees - Uppermill Oldham - Greenacres - Diggle - Huddersfield Town Centre Diggle - Uppermill - Grasscroft - Clarksfield - Oldham	 N/A Every 20 mins Every 30 mins 3 per day Every hour 3 per day 2 per day N/A Every 20 mins Every 10 mins N/A 3 per day N/A

Compound	Bus Stop Reference	Bus Services	Bus Routes	Frequency
			Werneth - Chadderton - Clarksfield - Uppermill - Diggle Greenfield, Oldham Road / o/s Greenfield Station	
Diggle Welfare & Office	MANTJAPD MANAPAMG MANAPAMD	184 356	Oldham - Greenacres - Diggle - Huddersfield Town Centre Ashton Under Lyne - Oldham	Every 10 mins 1 per day

4.7.9 In addition to the public bus services, it is intended that each of these key compounds will operate a shuttle service to bus construction staff between compounds and relevant work locations.

4.8 Road Accident Data

4.8.1 To ensure there are no underlying highway safety issues in proximity to survey locations and key construction routes, STATS 19 personal injury collision (PIC) data from the past five years (2019-2023) has been analysed to identify whether there are any existing accident clusters within the Study Area.

4.8.2 A cluster is identified as more than 3 accidents occurring within a 30 m distance within the five year period. Figure 4-9 illustrates the accidents within the Study Area as well as the accident clusters of which there are 9.

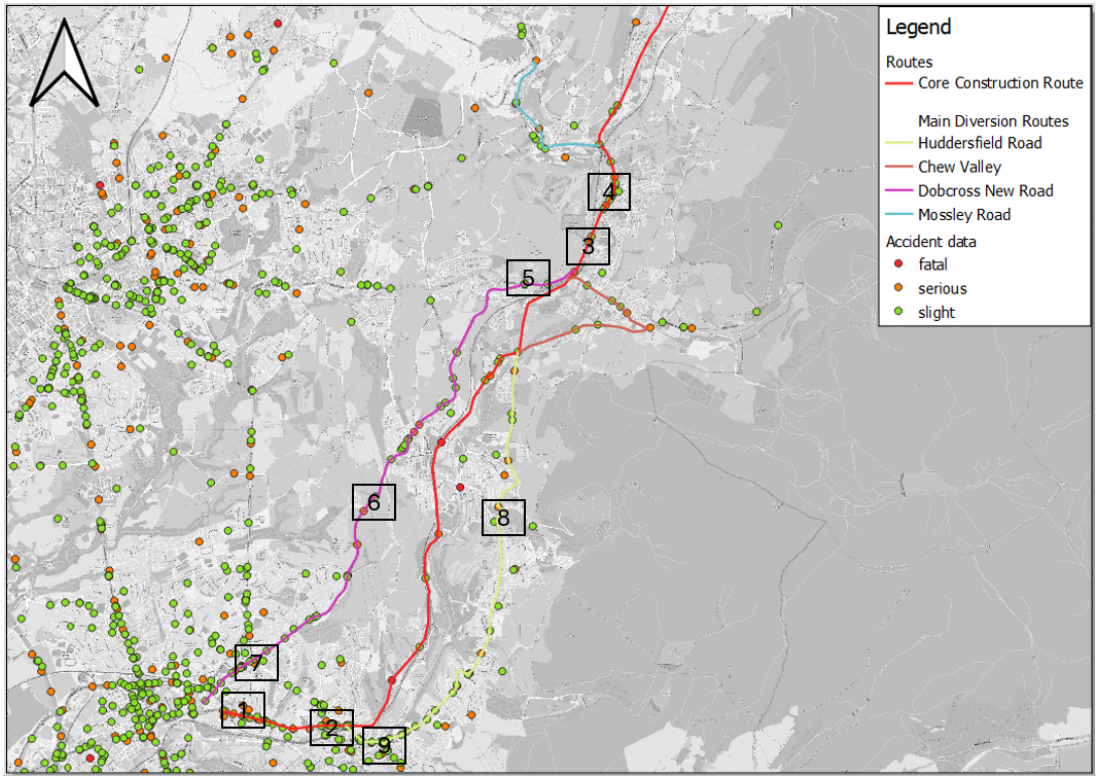


Figure 4-10 Accident Clusters within Study Area

4.8.3 A review of the accident data along the wider network is shown in Figure 4-10. The accident review included the core route along A635 and A670 as well as the potential diversion route on the Mossley Road and on the B6175.

4.8.4 A summary of these clusters based on STAT 19 data is provided within Table 4-5.

Table 4-5 Accident Data Summary

Ref	Location/ Road Name	Number of Accidents			
		Slight	Serious	Fatal	Total
1	Beaufort Road	1	1	1	3
2	Wakefield Road	2	1	0	3
3	Chapel Road/ Oldham Road	3	0	0	3
4	Tame Street/ High Street	1	2	0	3
5	Oldham Road/ Mossley Road	4	1	0	5
6	Mossley Road/ Gorsey Lane	2	1	0	3
7	Mottram Road/ Huddersfield Road	4	1	0	5
8	Grove Road/ Huddersfield Road	2	1	0	3

Ref	Location/ Road Name	Number of Accidents			
		Slight	Serious	Fatal	Total
9	Mossley Road / Curzon Road	6	0	0	6
Total		**25**	**8**	**1**	**34**

4.8.5 Table 4-5 highlights that across there 9 clusters:

- There was a total of 34 accidents:
  - 25 slight accidents.
  - 8 serious
  - 1 Fatal
- The number of accidents at any location ranged between 3 - 6.

4.8.6 The review of this accident data also showed that the 34 accidents resulted in a total of 51 injuries, of which 15 involved either pedestrians, cyclists or motorbikes.

4.8.7 In addition, the analysis also highlighted the majority of accidents were a result of driver error.

4.9 Surveys

4.9.1 To further understand baseline conditions within the Study Area, a number Traffic/ Transport surveys were undertaken by an independent third party survey company (Intelligent Data Count) during three rounds of surveys:

- Round 1: September 2024
- Round 2: November 2024
- Round 3: June 2025.

4.9.2 The surveys consisted of 5 types:

- Automated Traffic Counts (ATCs)
- Non-Motorised User Surveys (NMUs)
- Manual Classified Counts (MCCs)
- Off-Street car parking surveys (CP)
- On-Street car parking surveys (ONS CP)

4.9.3 Further details on the type of surveys, when surveys were conducted and the type of information collected is presented in Table 4-6.

Table 4-6 Survey Overview

Type of Survey	Date and Duration of Surveys	Type of information collected
ATC (Automatic Traffic Count)	ATC 1 to 9: 1 week duration between 00:00hrs on Tuesday 10th September to 23:59 on Monday 16th September 2024. ATC 10 & 11: 2 week duration between 00:00hrs on Tuesday 10th September to 23:59 on Tuesday 24th September 2024. ATC 12 to 14: 1 week duration between 00:00hrs on Thursday 14th November to 23:59 on Wednesday 20th November 2024. ATC 15 TO 23: minimum of 1 week duration between 00:00hrs on 26th May 2025 to 23:59 Sunday 15th June 2025.	Bi-directional Traffic Flow data, per hour, per day for survey duration. Vehicles categorised by class, eg. cars, light good vehicles, HGVs etc.
MCC (Manual Classified Turning Count)	MCC 1 to 5: from 07:00 to 10:00, 15:30 to 16:30 on Tuesday 10th September 2024, and from 10:00 to 16:00 on Saturday 14th September 2024. MCC 6: from 07:00 to 10:00, 15:30 to 16:30 on Thursday 14th November 2024. MCC 7 to 15: from 07:00 to 18:00 on Thursday 5th June 2025, and from 10:00 to 14:00 on Saturday 7th June 2025.	Vehicle movements at junction/ location for each 15-minute segment of survey period. Vehicles categorised by class e.g. cars, light good vehicles, HGVs etc.
NMU (Non-Motorised User)	NMU 1 to 5: 3 consecutive days, 12th to the 14th September 2024 between 07:00 and 19:00hrs each day. NMU 6: 3 consecutive days, 14th to the 16th November 2024 between 07:00 and 19:00hrs each day.	Pedestrian and cyclist movements for each 15-minute segment during survey period.
CP (off-street Car Parking Survey)	CP 1 to 4: from 06:00 to 20:00 on Thursday 5th June 2025, and from 06:00 to 20:00 on Saturday 7th June 2025	Vehicle arrivals departures every 15 mins to derive parking accumulation against on-site provision.
ONS CP (On-Street Car	ONS CP 1 to 5: from 06:00 to 21:00 on Thursday 5th June 2025, and from 06:00 to 21:00 on Saturday 7th June 2025	Hourly car parking beat surveys to capture number of

Type of Survey	Date and Duration of Surveys	Type of information collected
Parking Survey)		parked cars vs available spaces.

4.9.4 It should be noted that surveys were collected in accordance with Design Manual for Roads and Bridges (DMRB), Transport Analysis Group (TAG) Unit M1.2 (Department for Transport (DfT), 2020. Neutral periods are defined as Monday to Thursday from March through to and including November (excluding August) and avoiding bank holidays. For the non-motorised user surveys, consideration was taken of weather conditions with data collected on a number of days and representative values taken from those days with better weather conditions. The location and type of surveys were shared and agreed with OMBC and TMBC before the surveys were undertaken.

4.9.5 The surveys were also supplemented by DfT traffic data and Network Rail Level Crossing Data.

ATC Surveys

4.9.6 Figure 4-11 illustrates the locations of the ATC surveys that were conducted.

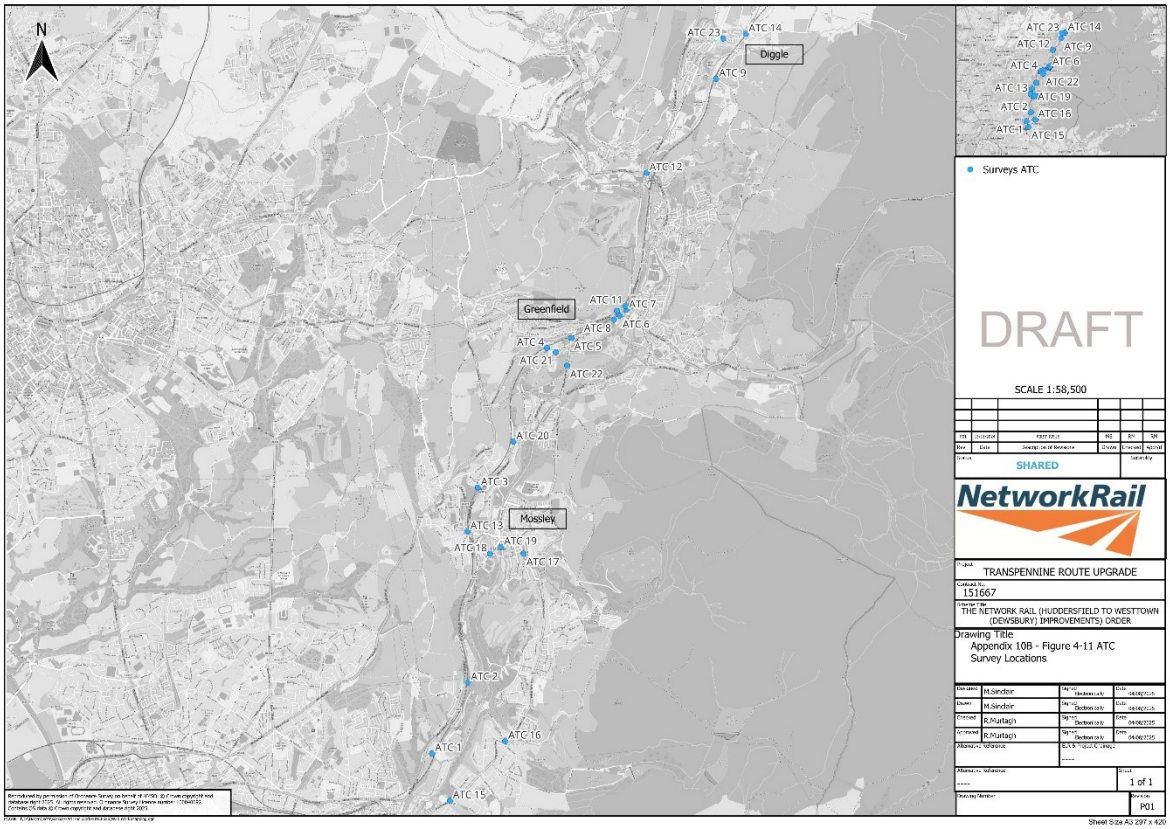


Figure 4-11 ATC Survey Locations

4.9.7 Table 4-7 provides a summary of the ATC survey results at each of these locations.

Table 4-7 ATC Survey Results

ATC Ref	Survey Period	Description	Surveyed (2024/2025)			
			Lights	Heavies	Total	Heavies %
CP991011	DfT 2024	Wakefield Road	8797	279	9076	3%
1	Sep 2024	Printworks Road	239	16	255	6%
CP991011	DfT 2024	Wakefield Road	8797	279	9076	3%
2	Sep 2024	Spring Bank Lane	1059	16	1075	2%
CP991011	DfT 2024	A65	8797	279	9076	3%
x	May/June 2025	Egmont St	2985	216	3202	7%
19	May/June 2025	Cheshire St	739	29	767	4%
CP991011	DfT 2024	Manchester Road	8797	279	9076	3%
13	Nov 2024	Stamford Road	8718	352	9071	4%
CP991011	DfT 2024	Manchester Road	8797	279	9076	3%

ATC Ref	Survey Period	Description	Surveyed (2024/2025)			
			Lights	Heavies	Total	Heavies %
CP991011	DfT 2024	Manchester Road	8797	279	9076	3%
3	Sep 2024	Mill Lane	1736	15	1750	1%
CP991011	DfT 2024	Manchester Road	8797	279	9076	3%
22	May/June 2025	Well Hole Road	5573	221	5794	4%
21	May/June 2025	Church Road/ Armit Road	914	26	940	3%
4	Sep 2024	High Grove Lane	906	31	937	3%
5	Sep 2024	Oaklands Road	4408	133	4542	3%
8	Sep 2024	Shaw Hall Bank Road	3436	104	3540	3%
10	Sep 2024	Oldham Road	15989	537	16526	3%
11	Sep 2024	A670 (Between Greenfield and Uppermill)	10596	327	10924	3%
12	Sep 2024	Dobcross New Road	6830	240	7070	3%
9	Sep 2024	Ward Lane	402	11	413	3%
23	May/June 2025	Sam Road	1284	39	1323	3%
14	Nov 2024	Station Road	646	32	678	5%

Manual Classified Counts (MCC) Surveys

4.9.8 Figure 4-12 illustrates the locations of the MCC surveys that were conducted.

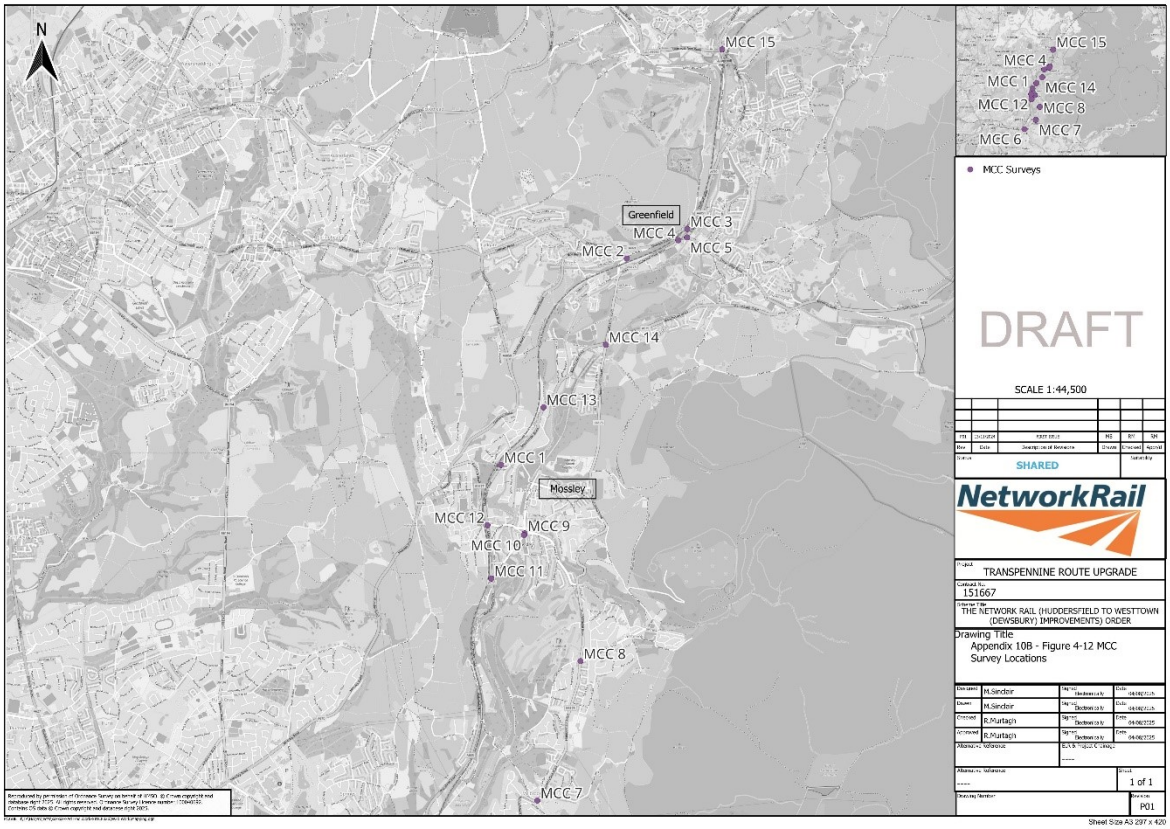


Figure 4-12 MCC survey locations

4.9.9 Table 4-8 provides a summary of the MCC survey results at each of these locations.

Table 4-8 MCC Survey Results

MCC No.	Location Ref	Total Two-way Flow through Junction		
		Weekday AM Peak (08:00-09:00)	Weekday PM Peak (16:30-17:30)	Saturday (11:30-12:30)
MCC 1	A635 Manchester Road / Three Counties Road / Mill Lane	689	691	617
MCC 2	Oaklands Road / Oaklands Park	493	527	404
MCC 3	A670 Oldham Road / A669 Shaw Hall Bank Road	1422	1459	1547
MCC 4	A669 Chew Valley Road / B6175 Shaw Hall Bank Road / A669 Shaw Hall Bank Road	911	995	948
MCC 5	A6051 Chapel Road / A669 Chew Valley Road	1059	1103	1153

MCC No.	Location Ref	Total Two-way Flow through Junction		
		Weekday AM Peak (08:00-09:00)	Weekday PM Peak (16:30-17:30)	Saturday (11:30-12:30)
MCC 6	B6175 Huddersfield Road / A6018 Mottram Road	1959	2198	2113
MCC 7	B6175 Huddersfield Road / Hartley Street / Grove Road	894	1170	1077
MCC 8	B6175 Huddersfield Road / Buckton Vale Road / Crowswood Drive	865	1068	955
MCC 9	Station Road / Staley Road / Egmont Street	495	573	493
MCC 10	Egmont Street / Cheshire Street	355	363	309
MCC 11	A635 Manchester Road / Egmont Street	768	819	748
MCC 12	A635 Manchester Road / Mill Street / B6177 / Mossley Station	1040	1137	1098
MCC 13	A635 Manchester Road / Tam Bank Close / Heron Lane	520	561	484
MCC 14	B6175 Well-I-Hole Road / A635 Manchester Road	1040	1149	933
MCC 15	A670 Wool Road / A670 High Street / A6052 Dobcross New Road	1215	1045	859

Non Motorised Users (NMU)

4.9.10 Figure 4-13 illustrates the locations of the NMU surveys that were conducted.

Figure 4-13 NMU survey locations

Springbank Lane Footbridge (MVL3/8) (NMU 1)

4.9.11 Figure 4-14 illustrates the movements recorded at as part of the NMU Survey.

Figure 4-14 NMU1 Survey Movements at Springbank Lane Footbridge (MVL3/8)

4.9.12 Table 4-9 provides a summary of the NMU survey results at MVL3/8 Footbridge and along Wakefield Road at this location.

Table 4-9 NMU 1 Survey Results

Period	Day	Pedestrians	Cyclists	Total										
		1	2	3	4	5	6	1	2	3	4	5	6	
AM Peak	**Day 1**	**3**	**4**	**3**	**1**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**21**
	Day 2	4	2	3	2	7	4	0	0	0	0	0	0	22
	Day 3	9	8	2	1	11	10	0	0	0	0	0	0	41
	Average	**5**	**5**	**3**	**1**	**8**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
PM Peak	Day 1	13	9	3	1	16	9	2	1	0	0	2	1	57
	Day 2	6	7	0	3	4	8	1	0	0	0	1	0	30
	Day 3	4	6	9	4	11	10	1	0	1	0	1	0	47
	Average	**8**	**7**	**4**	**3**	**10**	**9**	**1**	**0**	**0**	**0**	**1**	**0**	**45**
Total	Day 1	27	19	14	10	33	20	2	1	0	0	2	1	129
	Day 2	21	19	16	15	26	22	1	0	0	0	1	0	121
	Day 3	38	30	33	19	53	39	1	1	1	0	1	1	217
	Average	**29**	**23**	**21**	**15**	**37**	**27**	**1**	**1**	**0**	**0**	**1**	**1**	**156**

4.9.13 Of the movements recorded at this location, only movements 3 and 4 cross the Footbridge. Table 4-10 therefore illustrates those movements which cross the bridge.

Table 4-10 NMU 1 Survey Results - Springbank Lane Footbridge (MVL3/8)

Period	Day	Movement: Pedestrians		Movement: Cyclists		Total
		3	4	3	4	
AM Peak	Day 1	3	1	0	0	4
	Day 2	3	2	0	0	5
	Day 3	2	1	0	0	3
	Average	**3**	**1**	**0**	**0**	**4**
PM Peak	Day 1	3	1	0	0	4
	Day 2	0	3	0	0	3
	Day 3	9	4	1	0	14
	Average	**4**	**3**	**0**	**0**	**7**
Total	Day 1	14	10	0	0	24
	Day 2	16	15	0	0	31
	Day 3	33	19	1	0	53
	Average	**21**	**15**	**0**	**0**	**36**

Wright's Overbridge (MVL3/23) (NMU 2)

4.9.14 On two separate occasions (September 2024 and May/June 2025) the survey company was unable obtain suitable data for this location due to limited locations to safely install equipment to record movements across the bridge.

Charlotte Street Overbridge (3/24) (NMU 3)

4.9.15 Figure 4-15 illustrates the movements recorded at as part of the NMU3 Survey.

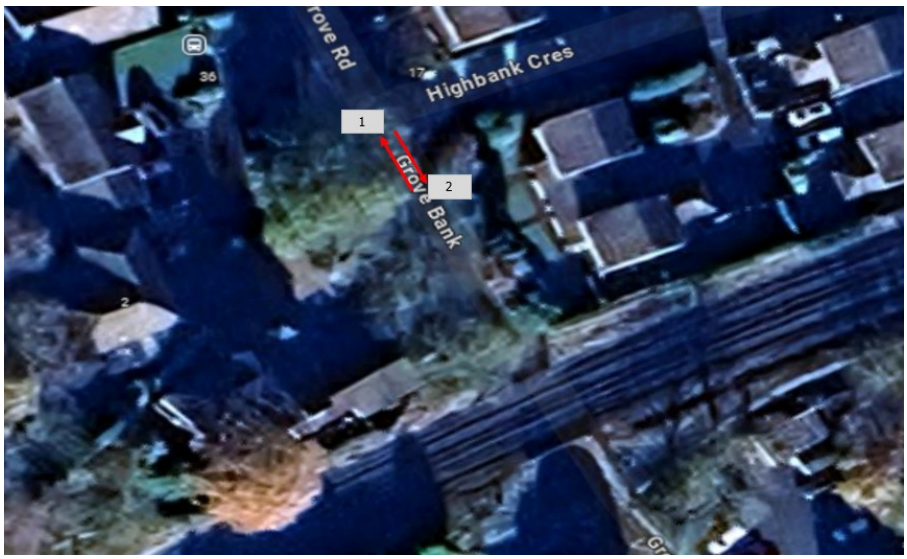


Figure 4-15 NMU3 Survey Movements at MVL3/24 OB

4.9.16 Table 4-11 provides a summary of the NMU3 survey results at MVL3/24 OB Charlotte Steet along Grove Bank.

Table 4-11 Survey Results – Charlotte Street Overbridge (MVL3/24)

Period	Day	Movement: Pedestrians		Movement: Cyclists		Total
		1	2	1	2	
AM Peak	Day 1	21	39	1	0	61
	Day 2	17	28	1	1	47
	Day 3	12	18	1	0	31
	Average	**17**	**28**	**1**	**0**	**46**
PM Peak	Day 1	12	32	0	1	45
	Day 2	18	34	3	2	57
	Day 3	13	17	3	0	33
	Average	**14**	**28**	**2**	**1**	**45**
Total	Day 1	94	108	4	3	209
	Day 2	79	101	9	5	194
	Day 3	59	75	4	3	141
	Average	**77**	**95**	**6**	**4**	**181**

Royal George Underbridge (MVL3/25)

4.9.17 Figure 4-16 illustrates the movements recorded at as part of the NMU4 Survey.

Figure 4-16 NMU4 Survey Movements at Royal George Underbridge (MVL3/25)

4.9.18 Table 4-12 provides a summary of the NMU4 survey results at Royal George Underbridge (MVL3/25) along Oaklands Road.

Table 4-12 Royal George Underbridge (MVL3/25) (NMU 4) Survey Results

Period	Day	Pedestrian Movements						Cyclists Movements						Total
		1	2	3	4	5	6	1	2	3	4	5	6	
AM Peak	Day 1	9	7	0	0	3	11	0	0	4	2	0	0	36
	Day 2	8	2	0	0	1	6	0	0	0	2	0	0	19
	Day 3	13	5	0	0	1	1	0	0	4	2	0	0	26
	Av.	**10**	**5**	**0**	**0**	**2**	**6**	**0**	**0**	**3**	**2**	**0**	**0**	**27**
PM Peak	Day 1	19	24	0	1	1	3	1	0	3	1	0	0	53
	Day 2	18	10	0	0	0	6	0	0	1	0	0	0	35
	Day 3	21	3	0	1	0	4	0	0	2	1	0	0	32
	Av.	**19**	**12**	**0**	**1**	**0**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**40**
Total	Day 1	55	44	0	2	9	28	1	0	9	3	0	0	151
	Day 2	55	31	0	0	3	24	0	0	4	5	0	0	122
	Day 3	58	34	0	1	3	14	0	0	12	4	0	0	126
	Av.	**56**	**36**	**0**	**1**	**5**	**22**	**0**	**0**	**8**	**4**	**0**	**0**	**133**

Ward Lane Overbridge (MVL3/36)

4.9.19 Figure 4-17 illustrates the movements recorded at as part of the NMU5 Survey.

Figure 4-17 NMU5 Survey Movements at Ward Lane Overbridge (MVL3/36)

4.9.20 Table 4-13 provides a summary of the NMU5 survey results at Ward Lane Overbridge (MVL3/36).

Table 4-13 NMU 5 Survey Results – MVL3/36 OB Ward Lane

Period	Day	Movement: Pedestrians		Movement: Cyclists		Total
		1	2	1	2	
AM Peak	Day 1	7	0	15	0	22
	Day 2	8	2	53	4	67
	Day 3	4	1	14	1	20
	Average	6	1	27	2	36
PM Peak	Day 1	9	0	13	1	23
	Day 2	7	1	11	1	20
	Day 3	5	2	17	1	25
	Average	7	1	14	1	23
Total	Day 1	44	0	62	2	108
	Day 2	43	3	93	8	147
	Day 3	41	6	71	6	124
	Average	43	3	75	5	126

Shaw Hall Bank Road Footway (MVL3/26)

4.9.21 Figure 4-18 illustrates the movements recorded at as part of the NMU6 Survey.

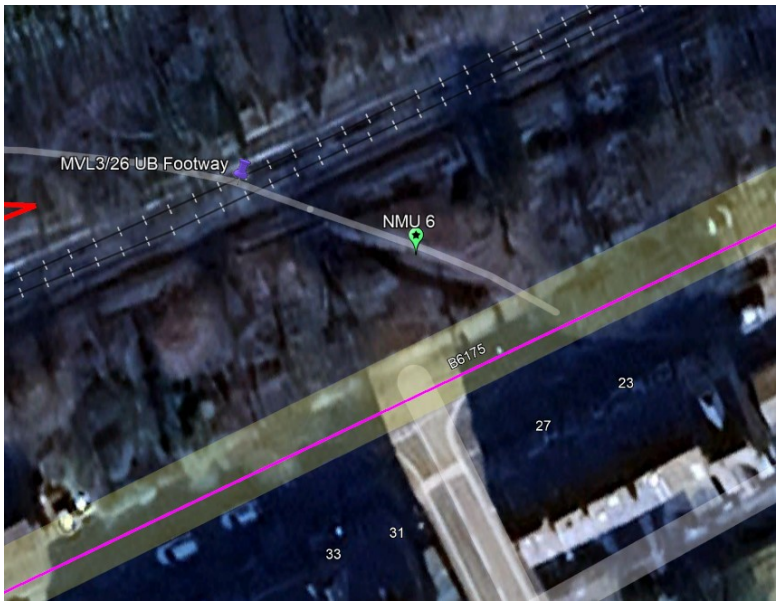


Figure 4-18 NMU6 Survey Movements at Shaw Hall Bank Road Footway (MVL3/26)

4.9.22 Table 4-14 provides a summary of the NMU6 survey results at MVL3/26 UB Royal George along Oaklands Road.

Table 4-14 Shaw Hall Bank Road Footway (MVL3/26) (NMU 6) Survey Results

Period	Day	Pedestrians						Cyclists						Total
		1	2	3	4	5	6	1	2	3	4	5	6	
AM Peak	Day 1	18	7	1	0	32	26	0	0	2	3	0	0	89
	Day 2	23	5	1	0	26	12	0	0	3	4	0	0	74
	Day 3	5	3	0	0	18	8	0	0	0	1	0	0	35
	Average	**15**	**5**	**1**	**0**	**25**	**15**	**0**	**0**	**2**	**3**	**0**	**0**	**66**
PM Peak	Day 1	21	21	1	0	44	30	0	0	3	2	1	2	125
	Day 2	11	21	0	0	11	27	0	0	0	2	0	0	72
	Day 3	4	27	0	1	32	21	0	0	0	1	0	0	86
	Average	**12**	**23**	**0**	**0**	**29**	**26**	**0**	**0**	**1**	**2**	**0**	**1**	**94**
Total	Day 1	59	51	2	0	128	90	0	0	6	12	1	2	351
	Day 2	53	52	1	0	76	69	0	0	5	8	0	0	264
	Day 3	50	53	0	1	107	71	1	1	5	6	0	0	295
	Average	**54**	**52**	**1**	**0**	**104**	**77**	**0**	**0**	**5**	**9**	**0**	**1**	**303**

Car Parking

4.9.23 The locations of the on and off-street car parking surveys are shown in Figure 4-1.

Off-Street Car Parking

4.9.24 The off-street car parking survey results are summarised Table 4-15 and the location of all off-Street car parking surveys are illustrated in Figure 10A 3.5 and 10A 3.6 within Volume 2 of the Environmental Report [**NR14**].

Table 4-15 Off-street car parking Survey Results

Ref	Car Park Location	Available spaces	Weekday			Saturday		
			Max Accumulation	Average Accumulation	Average Occupancy	Max Accumulation	Average Accumulation	Average Occupancy
CP 1	Saddleworth Rangers Car Park	91	44	28	31%	28	11	12%
CP 2	Sam Road Car Park	27	18	10	36%	15	11	40%
CP 3	New Scout Mill (Site 11)	30	8	4	15%	7	5	16%
CP 4	Manchester Road Private Car Park (Site 12)	29	8	5	16%	7	7	23%
CP 5	Mossley Station (Site 13)	56	58	43	78%	24	16	28%
CP 6	Friezland Church Hall (Site 14)	30	8	4	15%	7	5	1%
Total Across All CPs		**263**	**144**	**94**	**36%**	**88**	**55**	**21%**

4.9.25 Table 4-15 shows that most of the off-street car parks surveyed, with the exception of Mossley Station, have low levels of utilisation, between 1-40%. During a weekday, Mossley Station has an average occupancy of 78% (43 out of 56 spaces occupied) and a max occupancy of 104% (58 parked with only 56 spaces officially provided). However during Saturday, the average maximum occupancies were notably lower.

4.9.26 Across these six off-street car parks, there is a total provision of 263 car parking spaces. Of these spaces, on average, there are approximately 94 parked vehicles at any one time during a weekday and 55 during a Saturday.

On-street car parking

4.9.27 The on-street car parking Survey results are summarised Table 4-16

Table 4-16 On-street car parking survey results

Ref	Name	Available Spaces	Average				Peak			
			Legally Parked %	Illegally Parked %	Total Parked %	Total Parked	Legally Parked	Illegally Parked	Total Parked %	Total Parked
Weekday										
ONSP1	Manchester Road	131	26%	2%	28%	36	28%	3%	31%	41
ONSP2	Armit Road	24	61%	8%	69%	17	88%	12%	100%	24
ONSP3	Shaw Hall Bank Road	148	36%	4%	40%	59	39%	5%	44%	64
ONSP4	Egmont	155	17%	1%	18%	28	29%	4%	33%	51
ONSP5	Cheshire Street	67	40%	3%	43%	29	49%	3%	52%	35
ONSP6	Staley	224	17%	1%	18%	40	26%	2%	28%	64
Total		**749**	**26%**	**2%**	**28%**	**208**	**34%**	**4%**	**38%**	**279**
Saturday										
ONSP1	Manchester Road	131	26%	0%	26%	35	30%	2%	32%	41
ONSP2	Armit Road	24	72%	11%	83%	20	88%	12%	100%	24
ONSP3	Shaw Hall Bank Road	148	42%	5%	47%	70	48%	7%	55%	81
ONSP4	Egmont	155	22%	1%	23%	34	28%	1%	29%	45
ONSP5	Cheshire Street	67	36%	3%	39%	26	43%	3%	46%	31

Ref	Name	Available Spaces	Average				Peak			
			Legally Parked %	Illegally Parked %	Total Parked %	Total Parked	Legally Parked	Illegally Parked	Total Parked %	Total Parked
ONSP6	Staley	224	23%	2%	25%	56	28%	3%	31%	69
Total		**749**	**30%**	**2%**	**32%**	**241**	**36%**	**3%**	**39%**	**291**

4.9.28 Table 4-16 shows that:

- Across all the surveyed on-street locations, there is a total of 749 available car parking spaces.
- During a weekday:
  - On average there was 208 parked vehicles
  - At its peak, there was 279 parked vehicles.
- During a Saturday:
  - On average, there was 241 parked vehicles
  - At its peak, there was 291 parked vehicles
- Armit Road reached max capacity (100%) between 20:00 and 07:00, 00 hours. On a Saturday, Armit Road was close to capacity (96%) between 20:00 and 07:00 hours.

Typical Traffic Delay

4.9.29 To understand the typical traffic delay in and around the MCC Survey locations, a review of Goggle Traffic has been undertaken.

4.9.30 Google Traffic is a feature of Google maps that can display traffic conditions in real time on major roads. It can also be used to understand 'Typical' traffic conditions in which the user is able to specify a particular day of the week along with a time. It presents traffic delays using the following RAG (Red, Amber, Green) analysis indicators:

- **Green**: No traffic delays.
- **Amber**: Medium levels of traffic.
- **Red**: Traffic delays. The darker the red, the slower the speed of traffic on the road.

4.9.31 A review of Google traffic during the peak hours of the day shows that the majority of the core construction route (A670 Manchester Road, Wakefield Road, Oldham Road) is green in the AM, PM and Saturday peak. The only area which is red is at MCC6, which is at the southern end of the Order Scheme at the junction of B6175 Huddersfield Road and Stamford Road.

5. TRANSPORT IMPACTS, MITIGATION AND RESIDUAL IMPACTS

5.1.1 This section presents the Order Scheme's transport impacts in relation to additional traffic movements onto the local highway network and additional non-motorised movements within the Study Area.

5.1.2 It is worth noting that NPPF[1] paragraph 116-118 states:

> "116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenario…
>
> 118. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

5.1.3 It is considered that the proposals will result in modest changes in trip movements within the Study Area when the Order Scheme is operational, the majority of changes in trip movements will occur during the construction phase and will be temporary. Nevertheless, the Order Scheme's potential transport impacts for both the construction and operational phases are considered.

5.2 Initial Impacts

Transport Network

5.2.1 Table 5-1 provides an overview of the potential increase in traffic volumes through each junction surveyed as a result of additional construction traffic within the Study Area.

Table 5-1 Traffic Volumes at specified junctions

MCC No.	Location Ref	Total Junction throughput				Construction Works: Total junction throughput			
		Weekday AM Peak (08:00-09:00)	Weekday PM Peak (16:30-17:30)	Saturday (11:30-12:30)	Total	Hourly Total	Weekday AM % Change	Weekday PM % Change	Saturday % Change
MCC 1	A635 Manchester Road / Three Counties Road / Mill Lane	689	691	617	397	40	6%	6%	6%
MCC 2	Oaklands Road / Oaklands Park	493	527	404	387	39	8%	7%	10%
MCC 3	A670 Oldham Road / A669 Shaw Hall Bank Road	1422	1459	1547	40	4	0%	0%	0%
MCC 4	A669 Chew Valley Road / B6175 Shaw Hall Bank Road / A669 Shaw Hall Bank Road	911	995	948	40	4	0%	0%	0%
MCC 6	B6175 Huddersfield Road / A6018 Mottram Road	1959	2198	2113	36	4	0%	0%	0%
MCC 8	B6175 Huddersfield Road / Buckton Vale Road / Crowswood Drive	865	1068	955	391	39	5%	4%	4%
MCC 9	Station Road / Staley Road / Egmont Street	495	573	493	142	14	3%	2%	3%
MCC 10	Egmont Street / Cheshire Street	355	363	309	142	14	4%	4%	5%
MCC 11	A635 Manchester Road / Egmont Street	768	819	748	142	14	2%	2%	2%
MCC 12	A635 Manchester Road / Mill Street / B6177 / Mossley Station	1040	1137	1098	497	50	5%	4%	5%

MCC No.	Location Ref	Total Junction throughput				Construction Works: Total junction throughput			
		Weekday AM Peak (08:00-09:00)	Weekday PM Peak (16:30-17:30)	Saturday (11:30-12:30)	Total	Hourly Total	Weekday AM % Change	Weekday PM % Change	Saturday % Change
MCC 13	A635 Manchester Road / Tam Bank Close / Heron Lane	520	561	484	391	39	8%	7%	8%
MCC 14	B6175 Well-I-Hole Road / A635 Manchester Road	1040	1149	933	391	39	4%	3%	4%
MCC 15	A670 Wool Road / A670 High Street / A6052 Dobcross New Road	1215	1045	859	367	37	3%	4%	4%

5.2.2 Table 5-1 shows that the percentage change when the construction traffic is added is between 0 and 10% which is within typical daily traffic variation of between 5 and 15%. Therefore, the impacts of construction traffic is not considered significant, that road users would experience similar changes in traffic volumes on a typical daily basis.

5.2.3 The review of Google maps traffic data showed that even at peak times there is limited queuing along the core construction route.

5.2.4 Given the temporary level of daily traffic increase arising from construction works predicted along the core construction/ diversionary routes, it is unlikely that this would exacerbate any existing accident problem.

Car Parking

5.2.5 As set out in section 4 of this Report, there are potentially 263 off-street car parking (residential, community, business) and 749 on-street car spaces that could be temporarily removed for periods during the construction phase of the Order Scheme.

5.2.6 As noted, on average at any given time during a weekday, there are 302 cars parked across these locations (94 off-street and 208 on-street). During a Saturday, on average at any given time there are 296 cars parked across these locations (55 off-street and 241 on-street). During peak periods this could increase to 423 on a weekday 379 on a Saturday.

Public Transport

5.2.7 Figure 5-1 illustrates potential existing bus stops that could be affected by the Order Scheme.

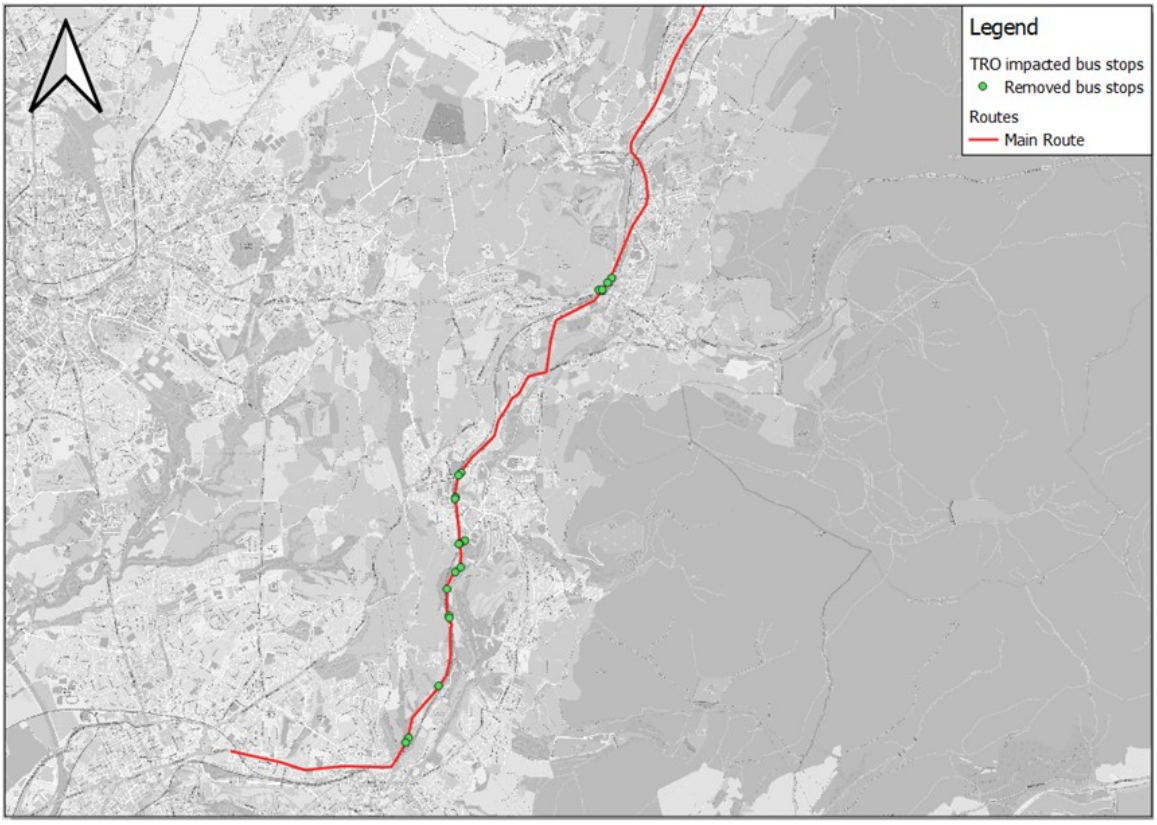


Figure 5-1 Potential Bus Stops to be suspended as identified by TROs

5.2.8 Table 5-2 lists the bus stop that may be temporarily suspended at periods during the construction phase.

Table 5-2 Potential List of Temporary Bus Stop Suspensions

TRO Area	Unique Bus Stop Ref	Road/ LOCATION	List of Services
Tameside, Greater Manchester	MANAWTDG	Wakefield Road (east side)	356
Tameside, Greater Manchester	MANAWTDA	Wakefield Road (north west side)	356
Tameside, Greater Manchester	MANAWTAW	Manchester Road (west side)	356
Tameside, Greater Manchester	MANAWTAD	Manchester Road (east side)	356

TRO Area	Unique Bus Stop Ref	Road/ LOCATION	List of Services
Tameside, Greater Manchester	MANAWPWT	Manchester Road (east side)	356
Tameside, Greater Manchester	MANAWAGP	Egmont Street (south east side)	350, 870, S350B
Tameside, Greater Manchester	MANAWPWM	Manchester Road (west side 2 no.)	356
Tameside, Greater Manchester	MANAWJAD	Manchester Road (east side 2 no.)	356
Tameside, Greater Manchester	MANAWPWJ	Manchester Road (east side 2 no.)	356
A635 Manchester Road	MANAWPWD	Egmont Street (East)	356
A635 Manchester Road	MANAWPWG	Egmont Street (West)	356
A635 Manchester Road	MANTPGJW	Queen Street (West)	343
A635 Manchester Road	MANAWJWT	Queen Street (East)	343, 822
A635 Manchester Road	MANAWJWP	Portman Street	343
Shawhall Bank Road, Oldham Road	MANTMTGT	Greenfield Station Stop G (North West)	180, 350, 352, 356, 357, 828, S350B
Shawhall Bank Road, Oldham Road	MANAMADJ	Greenfield Station Stop D (South East)	180, 350, 352, 356, 357, 828, S350B
Shawhall Bank Road, Oldham Road	MANAMWPM	Greenfield Station Stop A (North West)	84, 180, 184, 356, 357, 784, 828, S84
Oldham Road	MANAMWPT	Greenfield Station (Stop B)	84, 184, 350, 352, 356, 784, 829, S84, S350B
Oldham Road	MANAMPGP	Greenfield Station	84, 184, 350, 352, 356, 784, S84, S350B

5.2.9 Table 5-2 shows that 19 bus stops will be suspended for periods during the construction phase of the Order Scheme. This affects a total of 14 different services across the 19 bus stops. However, works will be phased and temporary and therefore not all of these bus stops will be suspended all at once/ occur at the same time. This will help to ensure

that suitable alternative bus stops/ services are available during the construction phase.

5.2.10 Figure 5-2 illustrates existing alternative bus stops within 400 m of the 19 bus stops which could be potentially affected during the construction phase.

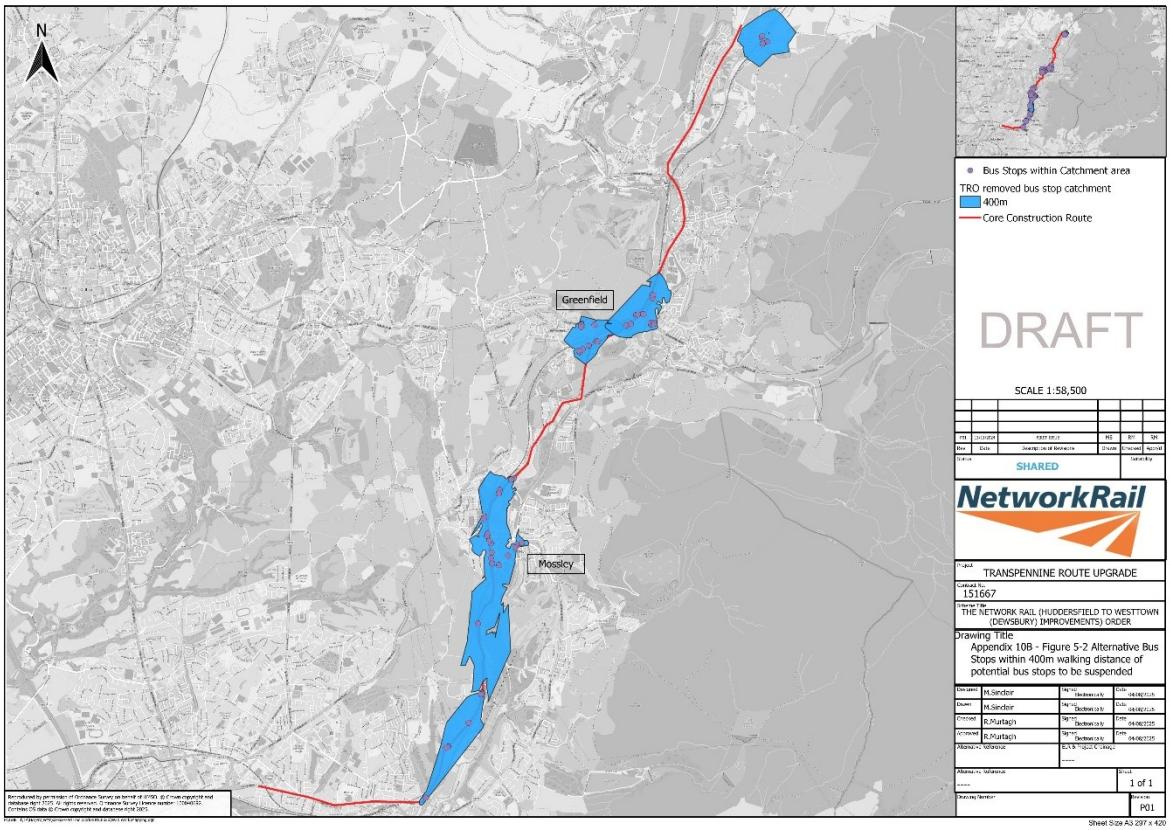


Figure 5-2 Alternative Bus Stops within 400m walking distance of potential bus stops to be suspended.

5.2.11 As part of the Order Scheme, Mossley Station will be relocated 400 m to the north. The proposed site's accessibility is illustrated in Figure 5-3.

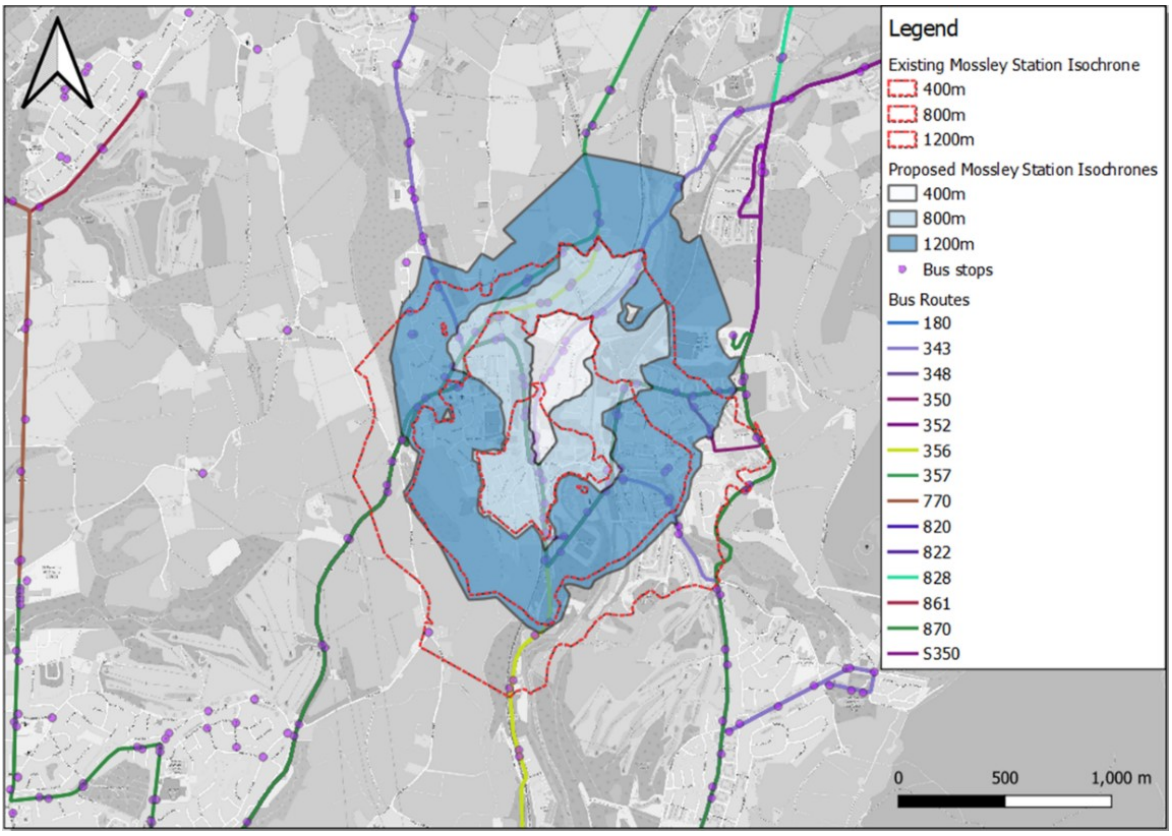


Figure 5-3 Proposed Mossley Station Accessibility Map

5.2.12 Figure 5-3 shows that although the station's catchments have moved slightly to the north of Mossley:

- The same number of bus stops are within 400 m walking distance of the site as well as the same level of service/ facilities provided.
- The majority of Mossley is still within 1200 m walking distance of the station.

5.2.13 During construction, the section of the railway will be closed either partially or fully for a period of time. This will necessitate the use of Rail Replacement Buses as required. For the purpose of this TS, it is assumed that these buses will operate with sufficient same pick-up and drop-off locations.

5.2.14 For the purpose of the construction phase assessments, it is not assumed that there will be a modal shift on to private cars whilst the railway is closed. Instead it is assumed that passengers who used the railway will utilise rail replacement buses which is in line with similar assumptions accepted as part of W3 works.

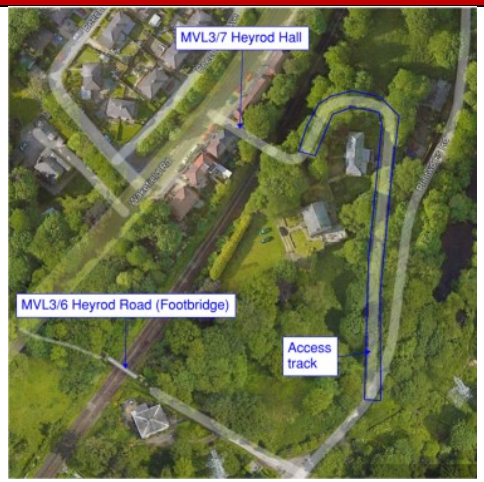
5.2.15 While rail replacement buses are not the preferred option, the evidence suggests that most passengers continue to use public transport alternatives (including buses) during rail closures.[14]

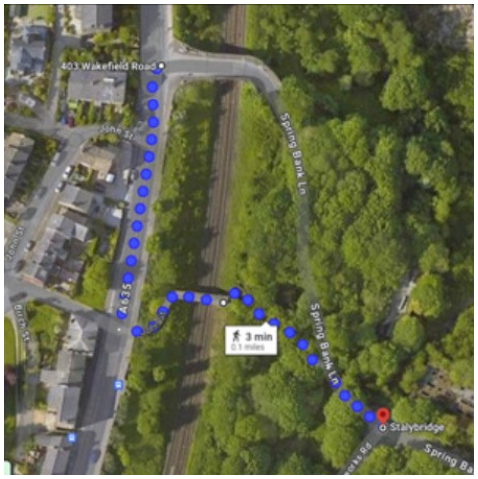
Public Right of Way (PRoW)

5.2.16 A desktop review of the impacted Public Rights of Way (PRoW) has been undertaken to develop a qualitative and quantitative review of the works being undertaken and the how this will impact the PRoW, and this is summarised in Table 5-3

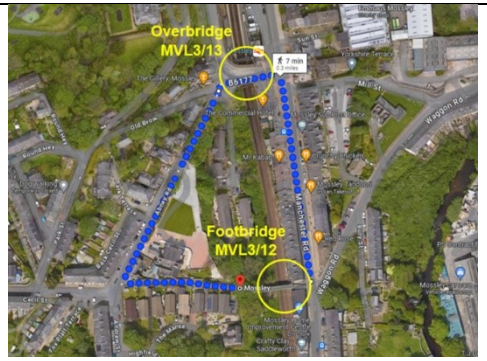
[14] Rail service alterations: Passenger perspectives

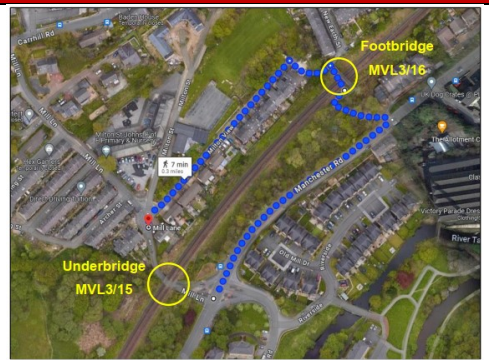
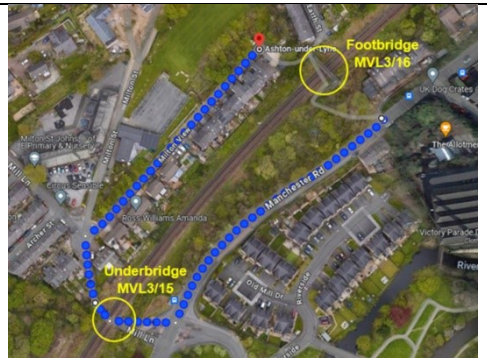
Table 5-3 Impacts on PRoW Summary Table

Relevant Works Component Ref	Summary	Diversion	Impact
Heyrod Hall Overbridge (MVL3/7)	During construction, public access from Wakefield Road to properties on the east side of the rail corridor will be cut off. A private access track which connects the properties to Printworks Road is present and it is proposed that this access track is used as the vehicular diversion during the works. The shortest pedestrian diversion route is via the Heyrod Road footbridge (MVL3/6).		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 3mins (0.1 mile). Access to be reinstated after construction.
Springbank Lane Footbridge (MVL3/8)	No public access during construction, diversion via Spring Bank Lane (MVL3/9) and therefore works will not be able to be undertaken concurrently with MVL3/9 works to ensure an alternative route during MVL3/8 works.		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 3mins (0.1miles). Access to be reinstated after construction.

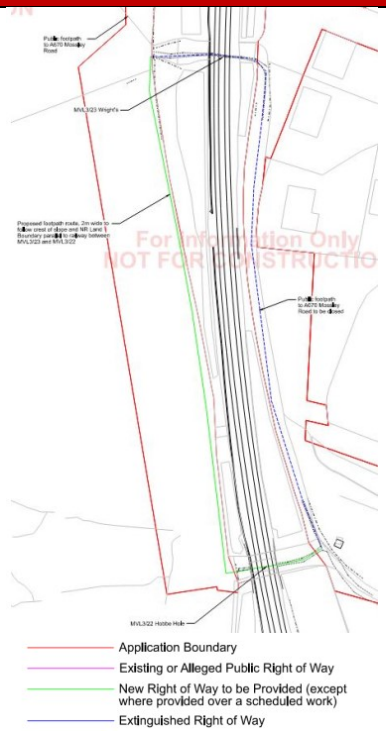
Relevant Works Component Ref	Summary	Diversion	Impact
Spring Bank Lane Overbridge (MVL3/9)	No public access during construction. The stepless diversion for pedestrians would be via A635 Wakefield Road and Printworks Road.	Stepless: 	Stepless Diversion Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 30mins (1.4miles). Access to be reinstated after construction.
Spring Bank Lane Overbridge (MVL3/9)	Stepped diversion for pedestrians using Spring Bank Lane footbridge (MVL3/8) and therefore works will not be able to be undertaken concurrently	Stepped. 	Stepped Diversion Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 3 mins (0.1 miles). Access to be reinstated after construction.

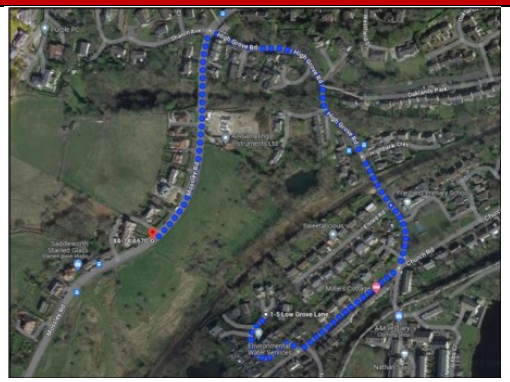
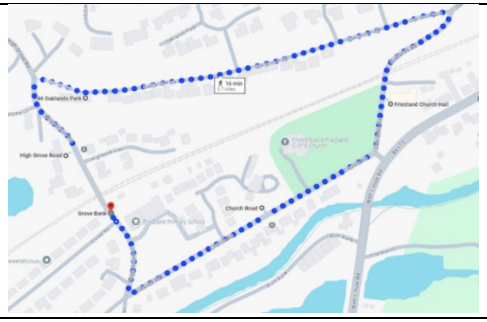
Relevant Works Component Ref	Summary	Diversion	Impact
Manchester Road Underbridge (MVL3/10)	Closed to the public during works, including the footway alongside the road. Diversion route is via the footbridge (MVL3/10a).		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works at weekend and at night. Diversions will increase pedestrian/ cycle journey times by 8 mins (0.3 miles). Access to be reinstated after construction.

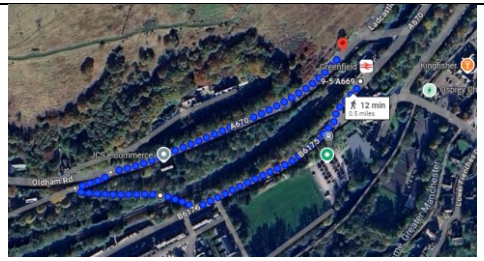
Relevant Works Component Ref	Summary	Diversion	Impact
Manchester Road Footbridge (MVL3/10a)	Manchester Road and the Footbridge will be closed to the public during the works Access will be required along the private road Lower Beestow during construction - access to the properties on the West side would need to be maintained.		During the weekend closures, access to the footbridge and along Manchester Road will be impacted temporarily. During the lane closure there will be no access via the footbridge, however access along Manchester Road will be available. Closure of the footbridge will result in an 8-minute pedestrian diversion (0.3 miles) to be in place via Manchester Road. Access to be reinstated after construction.
Abney Footbridge (MVL3/12)	Closed to the public during works. The proposed pedestrian diversion route is via Abney Road, Stamford Road, and Manchester Road. The site is to be accessed vis Mossley station.		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 7 mins (0.3 miles). Access to be reinstated after construction.

Relevant Works Component Ref	Summary	Diversion	Impact
Mill Lane Underbridge (MVL3/15)	Underbridge to be closed during works. The proposed pedestrian diversion route is via New Earth Footbridge (MVL3/16)		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 7 mins (0.3 miles). Access to be reinstated after construction. Access to be reinstated after construction.
New Earth Footbridge (MVL3/16)	Footbridge will be closed to the public during construction. Access for construction vehicles will be via Earth Street. Diversion route via Milton View, Mill Lane underbridge and Manchester Road.		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 7 mins (0.3 miles). Access to be reinstated after construction. Access to be reinstated after construction.
Roughtown Road Overbridge (MVL3/17)	It is recommended that the one-way restriction from the end of the road closure to Manchester Road is removed for the duration of the works to allow access to properties along Roughtown Road from Manchester Road. Pedestrian diversion route for those able to use steps will be via	Stepless: 	Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times for those using steps will have no change. For those who cannot use steps the diversion will increase by 10 mins

Relevant Works Component Ref	Summary	Diversion	Impact
	Roughtown Footbridge (MVL3/18). The vehicular diversion, and for those unable to use stairs, will be via Mill Lane Underbridge (MVL3/15)	Stepped. 	(0.4 miles). Access to be reinstated after construction.
Stockport Road Level Crossing	A new section of public footpath is to be constructed from Midge Hall underbridge to the Stockport Road Level Crossing. The work will be undertaken while the existing path is open. Once this is completed the existing Stockport Road Level Crossing path will be closed.		There will be no impact during the construction of the new footpath. Once the new path is completed and the old path is closed, this will have a permanent impact. This will increase the pedestrian time of travelling to/from Heron Lane by 200 metres or adding 2 minutes to the journey

Relevant Works Component Ref	Summary	Diversion	Impact
Wrights Overbridge (MVL3/23)	This footpath will be closed to the public during construction works. A new section of PRoW will be provided. The footpath over the structure will be diverted via the adjacent MVL3/22 Hobble Hole underbridge. During construction, pedestrians will be rerouted via Mossley Road and High Grove Road.		The impact In the permanent scenario, the shortest diversion will be via MVL3/22, which is 175m long and will result in no additional time. During construction if the MVL3/22 has to be closed there will be a temporary impact and will affect a small proportion of the general public in the vicinity of the works. Pedestrians can take a 12-minute diversion via High Grove Road.

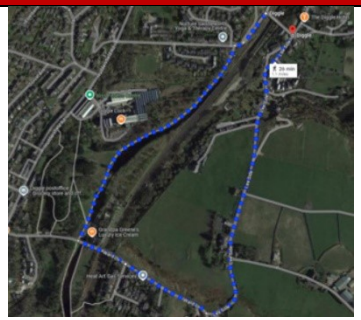
Relevant Works Component Ref	Summary	Diversion	Impact
			
Charlotte Street Underbridge (MVL3/24)	The underbridge will be closed to the public during construction. Diversion will be via Church Road and Oaklands Road		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 16 minutes. Access will be reinstated turned once works are completed.

Relevant Works Component Ref	Summary	Diversion	Impact
Shaw Hall Bank Road Footbridge (MVL3/26)	Closed to public during construction works. Diversion via MVL2/25		Impact will be temporary and affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian journey times by 14 minutes. Access will be returned once works are completed.
Oldham Road and Oldham Road Footbridge (MVL3/28/27b)	Pedestrian access over the railway is proposed to be maintained throughout the works. However, during certain construction activities of risk to the public, access may be closed. The pedestrian stepless diversion would be via MVL3/26		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 12 minutes. New improved access will be returned once works are completed.
Wickers Underbridge (MVL3/29)	Closed to the public during construction works. Diversion via Moorgate Street		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 13 minutes. Access will be returned once works are completed

Relevant Works Component Ref	Summary	Diversion	Impact
Moorgate Halt Level Crossing	An upgraded section of public footpath is to be constructed from Wickens underbridge connecting Ladcastle Road to Oldham Road. The work will be undertaken while the existing path is open. Once this is completed the existing Moorgate level crossing path will be closed.		There will be no impact during the construction of the new footpath. Once the new path is completed and the old path is closed, this will have a permanent impact. This will increase the pedestrian time of travelling to/from Ladcastle Road by 200 metres or adding 2 minutes to the journey
Butterhouse Lane Footbridge (MVL3/31A)	Closed footpath to the general public during construction. The pedestrian diversion will be via Brownhill Lane (under Uppermill Viaduct (MVL3/31)) or Huddersfield Canal Towpath and underbridge (MVL3/32)		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 13-minutes . Access will be returned once works are completed

Relevant Works Component Ref	Summary	Diversion	Impact
Subway (MVL 3/32)	Underbridge will be closed to the public during construction works. Pedestrian diversion route via Ward Lane or an unmarked footpath may be available next to the railway boundary fence, shortening the journey.		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 29-minutes.
Ravenstone Drive Footbridge (MVL3/35)	Closed footbridge to the general public during construction. The pedestrian diversion route would be via Ward Lane Overbridge (MVL3/36). The route requires crossing under the bridge and crossing the canal and then back onto the road. This route would not be suitable for those unable to use steps.		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 7-minutes

Relevant Works Component Ref	Summary	Diversion	Impact
Ward Lane Overbridge (MVL3/36)	Closed overbridge to the general public during construction. Pedestrian diversion route is via the canal and Ravenstone Drive Footbridge (MVL3/35).		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 7 minutes
Oldham Road Overbridge (MVL3/39)	Closed overbridge to the general public during construction. Shortest pedestrian diversion route is over Standedge Tunnel portal via Harrop Court Road, alternatively via the canal path and Ward Lane		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 5 minutes over tunnel portal. The alternative route will increase pedestrian/ cycle journey times by 26-minutes via Ward Lane.

Relevant Works Component Ref	Summary	Diversion	Impact
			

5.2.17 As shown in Table 5-3 there are approximately 20 PRoW which will be impacted requiring temporary diversion. Only some of these existing PRoW are suitable for those with mobility impairments given that part of the routes includes steps. Whilst every effort will be made to provide alternative accessible routes for each of these temporary closures, only three will have stepless routes.

5.2.18 In addition, the vast majority of these PRoW diversions will result in minor increase in journey times, between 3 - 15mins (100 m and 1200 m), although there will be 4 temporary diversions which will result in diversions of more than 15 mins (more than 1200 metres), these include:

- Springbank Lane Overbridge (MVL3/9)
- Charlotte Street Underbridge (MVL3/24)
- Subway (MVL3/32)
- Oldham Road Overbridge (MVL3/39).

5.3 Mitigation Measures

Construction Phase Mitigation Measures

5.3.1 To help minimise disruption caused by construction traffic, temporary road works, restrictions or diversionary routes, the following measures will be utilised and agreed with OMBC / TMBC:

- A CoCP – to help reduce impacts of construction traffic.
- A separate Construction Traffic Management Plan – to help reduce impacts of temporary road works/restrictions. This will include consideration of phasing of construction works – to help reduce the overall impacts in the area. Phasing of the works will also help reduce associated impacts with the removal of car parking and bus stops.
- Construction Worker Travel Plans – to help reduce the impacts from construction staff and rail staff that will operate out of temporary construction compounds.

5.3.2 To help reduce the impacts associated with the removal of car parking, additional temporary car parking areas have been identified, which are described below and are shown in Figure 5-4.

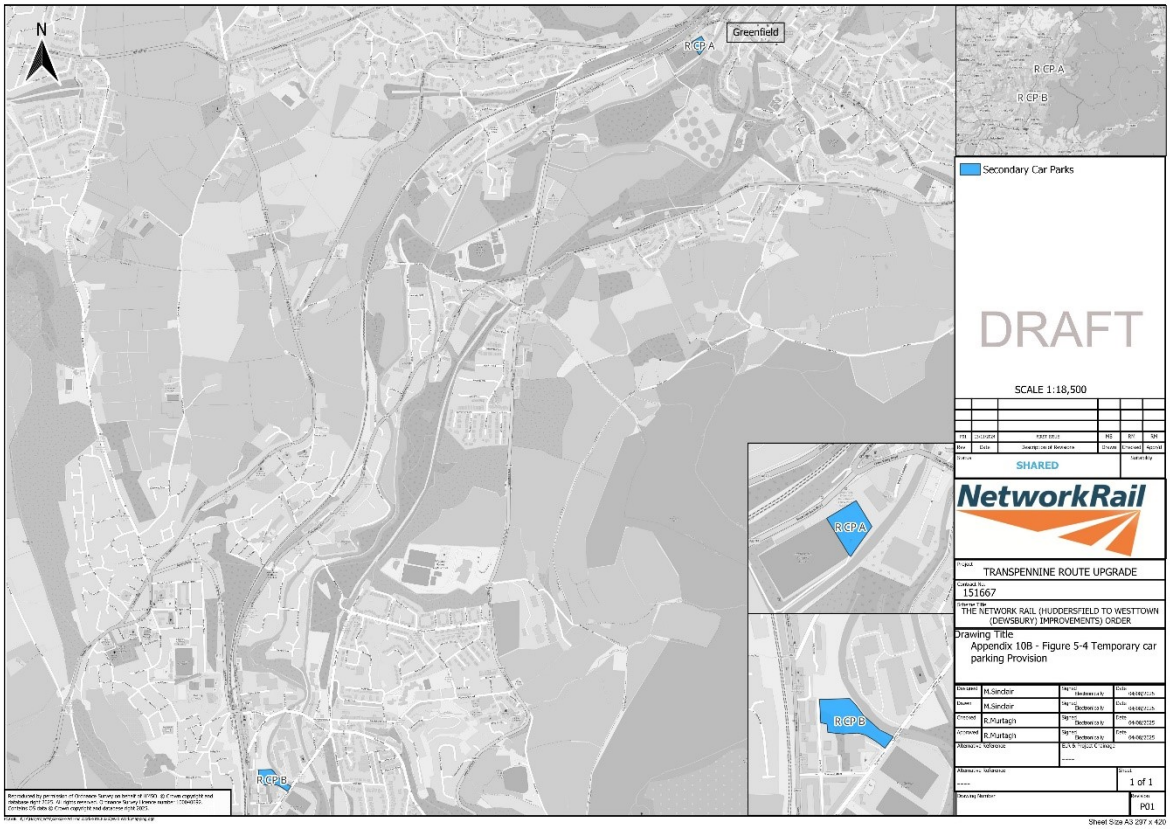


Figure 5-4 Temporary car parking Provision

5.3.3 Car Park A (Saddleworth Rangers Football Club) will provide approximately 91 temporary car parking spaces and Car Park B (Egmont Street) will provide approximately 200 temporary car parking spaces; this is a total of 291 spaces.

5.3.4 As noted in section 4, Table 4-16, at peak times, there is a maximum of 291 cars parked across the parking areas that could be potentially affected by the temporary TROs. Removal of these spaces will be phased to limit impacts/ Therefore, the maximum number of existing cars parked within these areas as surveyed is worst case – all of that parking would not be affected simultaneously due to phasing of the works.

5.3.5 Given that a total of 291 spaces will be provided within car parks A and B, the proposed parking provision is therefore considered sufficient to mitigate any potential displaced parking as a result of the temporary TROs.

5.3.6 Further details on mitigation measures to be implemented during the construction phase are provided within Volume 1: Chapter 14 of the Environmental Report [**NR14**].

Operational Phase Mitigation Measures

5.3.7 The assessment has not identified any substantial adverse impacts that require mitigation due to operation of the Order Scheme alone.

5.4 Residual Impacts

During Construction Phase

Traffic/ Road Users

5.4.1 The potential impact resulting from additional construction traffic onto the local highway network is not considered to be significant. It is acknowledged that when temporary diversionary routes are in place, there is the potential for significant temporary increase in traffic movements along certain routes.

5.4.2 Although nine accident clusters were identified within the study are, this showed that there was between three to six accidents at each location with the vast majority of accidents being classified as ‘slight’. Given the increase in construction traffic through these clusters, the Order Scheme impacts during construction is not considered to be significant/ severe. Any notable increase in traffic volumes through these clusters would be associated with diversionary routes which would be temporary and managed appropriately.

5.4.3 It is therefore anticipated that the proposed package of mitigation measures noted in section 6.2 will ensure that the residual impacts are not significant/ severe.

Public Transport

5.4.4 When temporary diversionary routes are in place, there is a potential for journey times on certain bus routes to be impacted/ delayed. In addition, there may be a need to temporarily suspend or relocate bus stops in a phase approached at certain times during the construction period.

5.4.5 In relation to rail operations, where possible, line closures will be limited to off peak periods to help limit impacts on the local transport network. However, when required, replacement bus services are expected to provide an effective temporary replacement by serving each station where possible. If replacement services are operating during peak periods, the journey times of these services are likely to be delayed.

5.4.6 Nevertheless, suitable alternative public transport provisions will be available, and it is anticipated that the proposed package of mitigation measures noted in section 6.2 will ensure that the residual impacts are not significant/ severe.

Car Parking

5.4.7 During the construction phase, there will be a requirement to suspend car parking at certain times/ locations. However, this will be temporary, phased and alternative car parking provided and therefore, the residual impacts are not considered to be significant/ severe.

Public Right of Way (PRoW)

5.4.8 There will be 3 permanent diversions to PRoW; these are Stockport Road Level Crossing and Wrights Overbridge (MVL3/23) and Moorgate Halt Level Crossing.

5.4.9 At Stockport Road Level Crossing (which is NMU only – no vehicular traffic), a section of the PRoW is proposed to be permanently closed, and a permanent PRoW diversion constructed to replace the existing route running north via the Heron Lane underbridge (MVL3/19) from Midge Hall underbridge to the Stockport Road Level Crossing.

5.4.10 Once the new path is completed, the existing path and associated level crossing will be closed. That replacement route will permanently increase the pedestrian time of travelling to/from Heron Lane by 200 metres or adding 2 minutes to each journey. The new route will provide improved surfacing and vegetation will be removed to help clear paths/ routes which will benefit future users of the route. Overall, the impacts are not considered to be significant.

5.4.11 Wrights Overbridge (MVL3/23) - which carries a PRoW between Low Grove Lane and Mossley Road - is to be demolished. This footpath will be closed to the public during works. A new section of PRoW will be provided. In the permanent scenario, the proposed PRoW diversionary route associated with this bridge will not result in additional journey time

and the route will be improved through de-vegetation, removal of existing obstacles as well as minor surfacing works. This will result in a permanent slight positive effect on non-mortised users along this route.

5.4.12 At Moorgate Halt Level Crossing (which is NMU only – no vehicular traffic), a section of the PRoW is proposed to be permanently closed, and a permanent PRoW diversion constructed to replace the existing route running north via the Wickens underbridge (MVL3/29) from Ladcastle Road to Oldham Road.

<u>During Operational Phase</u>

5.4.13 The assessment has not identified any substantial adverse impacts that require mitigation due to operation of the Order Scheme alone. New/ additional vehicular trips generated by the Order Scheme will be minimal and infrequent and all PRoW impacted are to be permanently reinstated on realigned routes.

5.4.14 Although a number of bridges will be modified/ reconstructed during the construction phase, these permanent changes are primarily to facilitate the modernisation of the rail line and achieve required height clearance for trains. Any modifications to road alignment, carriageway width and footway provisions will be marginal and overall adverse/ positive effects will be negligible.

<u>Residual Impacts Conclusion</u>

5.4.15 The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.4.16 Table 5-4 provides a summary of the Order Schemes initial impacts and residual impacts during both the construction and operational phases.

Table 5-4 Residual Impacts

Consideration	Construction Phase			Operational Phase		
	Initial Impact	Mitigation	Residual Impact	Initial Impact	Mitigation	Residual Impact
Traffic	Construction Traffic - Not Severe/ significant. Diverted Traffic – Potentially temporary Severe/ significant	Yes to both	Not severe/ significant for both	Not Significant/ severe	No	Not Severe/ significant
Highway Safety	Temporary Not significant/ severe	Yes	Not severe/ significant	Not Significant/ severe	No	Not Severe/ significant

Consideration	Construction Phase			Operational Phase		
	Initial Impact	Mitigation	Residual Impact	Initial Impact	Mitigation	Residual Impact
Public Transport	Temporary severe/ significant	Yes	Not severe/ significant	Not Significant/ severe	No	Not severe/ significant
Car Parking	Temporary severe/ significant	Yes	Not severe/ significant	Not Significant/ severe	No	Not severe/ significant
PRoW	Temporary severe/ significant	Yes	Not severe/ significant	Not Significant/ severe	No	Not severe/ significant

5.4.17 Table 5-4 shows that the Order Scheme complies with NPPF[1] as it will not result in highway safety concerns and the residual impacts on the road network are not considered to be severe.

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This document forms Appendix 10B Transport Statement of the Environmental Report [**NR14**]. The TS provides an independent, comprehensive and systematic review of the transport implications relating to the Order Scheme which require either temporary or permanent traffic management.

6.1.2 This TS has been prepared in support of the Order Scheme, which seeks to authorise a series of infrastructure improvements and associated works. The TS assesses the potential transport impacts arising from the Order Scheme, with particular focus on traffic movements during both the construction and operational phases.

6.1.3 A review of the planning policy, existing conditions and accessibility was undertaken through desktop research and through onsite surveys and observations to develop a baseline scenario.

6.1.4 The assessment of the potential impacts of the construction of the Order Scheme includes identifying the required compounds and work interventions and developing traffic generation assumptions for the work phases throughout the programme. The assessment has indicated that the Order Scheme is considered to be undertaken in accordance with relevant national guidance, including the National Planning Policy Framework (NPPF)[1], which emphasises the importance of promoting sustainable transport and ensuring that development proposals do not result in unacceptable impacts on highway safety or severe residual cumulative impacts on the road network.

6.2 Conclusion

6.2.1 The Order Scheme could potentially result in a number of temporary impacts on the Transport Network during the construction phase of the works. However, these are not considered significant:

- Highway Network:
    - The percentage increase in traffic flows along the highway network as a result of construction traffic is between 0% and 10% which is within typical daily traffic flow fluctuations/ variations (i.e. between 5% and 15%). Therefore, the impacts are not considered significant as road users would experience similar changes in traffic volumes on a typical daily basis.
    - The review of traffic data shows that even at peak times, the majority of the core construction route is classified ‘Green’ (no traffic delays).

  - Given the temporary level of daily traffic predicted along the core construction/ diversionary routes, it is unlikely that the increase in traffic volumes during peak times as a result of construction vehicles would worsen road safety at identified accident clusters within the Study Area.

- Car Parking:
  - The impact on the car parking is due to the potential temporary removal of 263 off-street car parking and 749 on-street car spaces during the construction phase of the Order Scheme.
  - A review of the car parking survey data showed that on average at any given time during a weekday, there are 302 cars parked across these locations (94 off-street and 208 on-street).
  - As mitigation the Order Scheme will be providing two alternative public car parks located at Saddleworth Rangers FC and Egmont Street which will accommodate approximately 291 parking spaces. Given the temporary nature of the works and that car parking will be reinstated once works are completed it is deemed that the temporary removal of the car parking spaces will not be severe.
- Public Transport:
  - Approximately 19 bus stops could be suspended or relocated for periods during the construction phase of the Order Scheme. This affects a total of 14 different services across the 19 bus stops. However, works will be phased and temporary and therefore not all of these bus stops will be suspended all at once/ occur at the same time to ensure suitable alternative bus stops/ services are available.
  - Given the temporary nature of the works and that the bus stops will be reinstated once works are completed it is deemed that the temporary suspension of the bus stops will not be significant.
  - During construction, the railway, or section of it, will be closed either partially or fully for a period of time. This will necessitate the use of Rail Replacement Buses. For the purpose of this TS, it is assumed that these buses will operate in the same fashion as would any other time for railway closures, typically with pick-up and drop-off locations at or close to existing stations.
- Public Rights of Way (PRoW):
  - There are approximately 20 PRoW which will be impacted requiring temporary diversion. Only some of these existing PRoW are suitable for those with mobility impairments

given that parts of those routes include steps. Whilst every effort will be made to provide alternative routes for each of these temporary closures, only three will have stepless routes.

- The vast majority of these PRoW diversions will result in minor increase in journey times, between 3 mins and 15 mins (100 m and 1200 m), although there will be 4 temporary diversions which will result in diversions of more than 15 mins (more than 1200 m), these include:
  - Springbank Lane Overbridge (MVL3/9)
  - Charlotte Street Underbridge (MVL3/24)
  - Subway (MVL3/32)
  - Oldham Road Overbridge (MVL3/39).
- Given the temporary nature of the works and that the majority of the PRoW will be reinstated once works are completed it is deemed that the temporary diversions will not be significant.

6.2.2 To help minimise disruption caused by construction traffic, temporary road works, restrictions or diversionary routes, a range of measures will be utilised and agreed with OMBC / TMBC:

- A CoCP – to help reduce impacts of construction traffic.
- Preparation and agreement of a Construction Traffic Management Plan – to help reduce impacts of temporary road works/restrictions.
- Construction Worker Travel Plans – to help reduce the impacts from construction staff and rail staff that will operate out of temporary construction compounds.
- Phasing of construction work – to help reduce the overall impacts across the entire Study Area, to further limit the length of the temporary works. Phasing of the works will also help reduce associated impacts with the removal of car parking and bus stops.

6.2.3 Further details on related mitigation measures are set out in Chapter 14 Summary of Mitigation of the Environmental Report document [NR14]

6.2.4 During the Operational Phase:

- The assessment has not identified any significant adverse impacts that require mitigation due to operation of the Proposed Scheme alone.
- Passenger usage may increase in the future, increased usage of the railway is considered a permitted intensification and is therefore excluded from this appraisal. Should passenger usage increase and result in an increase of highway movements to/from stations on the route, it would also result in forecast decreases in highway

movements on the wider network as users transferred from car to the improved rail service. New/ additional vehicular trips generated by the Order Scheme are expected to be minimal and infrequent

- All PRoW impacted are to be permanently reinstated on realigned routes.
- Any permanent changes to bridges/ structures are primarily to facilitate the modernisation of the rail line and achieve required height clearance for trains. Any modifications to road alignment, carriageway width and footway provisions will be marginal and overall adverse/ positive effects will be negligible.

6.2.5 When all of the information and mitigation measures are taken into account the Transport Assessment shows that the Order Scheme (both during the Construction and Operational Phases) complies with NPPF[1] as it will not result in highway safety concerns and the residual impacts on the road network are not considered to be significant.