

8 TRANSPORT

Introduction

- 8.1 This Chapter assesses the effects of the Proposed Development on Transport. In particular it identifies and assesses the likely significant effects resulting from the Proposed Development on traffic and transport during both the demolition, enabling works, construction and operational phases of the Proposed Development.
- 8.2 The Chapter describes the methods used to assess the likely significant effects, the baseline conditions currently existing at the site and surroundings, the potential direct, indirect and cumulative effects of the Proposed Development, the mitigation measures required to prevent, reduce, or offset any identified significant effects if identified and the residual effects. It has been written by Civic Engineers.
- 8.3 This Chapter is supported by the following figures and appendices:
- **Appendix 8.1** Transport Assessment
 - **Appendix 8.2** Framework Travel Plan

Planning Policy Context

National Planning Policy

National Planning Policy Framework (updated 2023)

- 8.4 In terms of transport, paragraph 104 of the NPPF states that;

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

8.5 Paragraph 110 states that;

"in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

8.6 Crucially, it states in Paragraph 111 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".

8.7 It outlines in Paragraph 112 that developments should:

- *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and,*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Local Planning Policy and Guidance

Bury Unitary Development Plan (1997)

8.8 Bury's Unitary Development Plan (UDP), which sets out the following policies:

- **Policy HT1 A balanced transportation strategy** – ensuring a coordinated approach, making public transport more attractive, better interchange between modes, reducing through traffic, reducing road traffic accidents.
- **Policy HT2 Highway network** – maintaining and improving existing infrastructure, improving road safety, better operation of public transport, improving the flow of traffic, protecting the environment. Sub-policies H2/1 – H2/10 cover topics in more detail such as The Strategic Route Network and its improvement, improvements to other roads, car parking, lorry parking, taxi and private hire businesses, and development affecting trunk roads.
- **Policy HT3 Public transport** – encouraging land use that promotes the use of public transport. There are further sub-policies that cover improvements to assist bus movement, improving the bus services, design of roads for buses, and provision of new or improved Metrolink stations.
- **Policy HT4 New development** – supporting sustainable development, implementing balanced transport strategies, minimising the impact of traffic of the environment.
- **Policy HT5 Accessibility** – improving accessibility and movement by providing ramped access, dropped kerbs, wider automatic doorways, car parking spaces, expansion of "Ring and Ride" and "Localine" services.
- **Policy HT6 Pedestrians and cyclists** – providing new and improved facilities for pedestrians and cyclists. Further sub-policies cover providing more convenient, direct and safe routes, providing secure cycle parking, widening pavements, improving pedestrian crossings, and reducing traffic speed.

- **Policy HT7 Freight** – encouraging freight movement by rail instead of road, providing freight transfer facilities and an extension of the East Lancashire Railway.

Greater Manchester Transport Strategy 2040

- 8.9 Adopted in 2017 and updated in 2021, the Greater Manchester Transport Strategy 2040 has the vision “*to make Greater Manchester one of the best places in the world to grow up, get on and grow old*”. It sets out how Government funding will be allocated by this devolved authority to address long-term challenges such as a rapidly growing and ageing population, climate change and the need to improve productivity and reduce social inequality in the city region.
- 8.10 It sets the Right Mix vision for 50% of trips to be made by sustainable modes by 2040, with no net increase in motor vehicles.
- 8.11 It highlights the intention to make best use of powers included in the Bus Services Act (as well as Greater Manchester existing powers) to give effect to the Vision for Bus, and provides an overview of plans to establish Greater Manchester as a modern, pedestrian and cycle-friendly city-region, including through the Bee Network for cycling.
- 8.12 The strategy also states that Bury has become a very successful retail centre, attracting visitors from across Greater Manchester but with a catchment extending into East Lancashire. However, improvements to connectivity across the centre are needed to help maintain its competitive position.

Draft Bury Local Transport Strategy 2040

- 8.13 The draft Bury Local Transport Strategy intends to shape investment and guide funding into the transport network throughout Bury. The strategy calls for a more inclusive transport system that supports the Council’s plans for future growth. The Council has also signed up to the Greater Manchester Transport Strategy 2040 and this document sets out how they will meet those goals.
- 8.14 The following matters are identified in the draft Bury Local Transport Strategy which relate to Prestwich:
- The link between Prestwich Metrolink stop and the wider town centre is unattractive.
 - Wayfinding and legibility around Prestwich Village to key destinations in the town is poor and in need of improvement.

- There is some cycle provision along the A56 through Prestwich Village in the form of on road advisory cycling lanes, but this is not reflected across the rest of the town.
- The M60 causes severance for pedestrians and cyclists and M60 Junction 17 is intimidating for pedestrians and cyclists.
- There is a poor sense of arrival at Prestwich tram stop.
- Prestwich Metrolink stop requires refurbishment and modernisation to improve safety, provide disabled access and a better quality of design.
- The A56 Bury New Road and the A576 Bury Old Road are very busy main roads and often experience congestion and delay, particularly if there is an incident on the motorway.

8.15 Summary of Transport proposals for Prestwich as contained within the draft Strategy include:

- Improvements at Prestwich and Heaton Park Metrolink Stop.
- Bus franchising with more high frequency bus routes including on the 93 & 97 (Bury to Manchester via Prestwich).
- Active Travel improvements in Prestwich Village Centre including implementing School Streets (where motorised traffic is restricted at school pick-up and drop-off times) where appropriate.
- Bikeability cycle training.
- Street lighting column replacement & LED lamp programme 2020-2024.
- Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI).
- Preventative highway maintenance.
- Highway Investment Strategy resurfacing programme.
- Develop a parking strategy for Prestwich to meet resident and visitor needs.

Assessment Methodology and Significance Criteria

8.16 The methodology used in this assessment accords with the guidance produced by the Institute of Environmental Management and Assessment (IEMA), in their Guidelines for

the Environmental Assessment of Traffic and Movement Identification of Effects 2023, which is here after referred to in this Chapter as the 'IEMA Guidelines'.

- 8.17 As set out in **Chapter 4: The Proposed Development and Alternatives**, the planning application seeks hybrid planning permission for a mixed-use development. The Proposed Development is spilt into two parts; Part A seeking full planning permission for a new community hub, market hall, retail/commercial floorspace, a Travel Hub and demolition of existing buildings; Part B seeking outline permission for residential uses alongside ground floor retail and commercial floorspace. It is proposed that the development will be delivered in two principal phases with Phase 1 consisting of the full element of the application and Phase 2 consisting of the outline element. The assessment as contained in this Chapter considers the transport effects of the entire Proposed Development (Phases 1 and 2 combined) given the proposed continuous construction programme and estimated completion year of 2031.

Methodology and Assessment Criteria

- 8.18 The significance of the potential effects of the Proposed Development on the transport network has been assessed based on the magnitude of the change and the sensitivity and/or importance of the receptors affected.
- 8.19 The IEMA guidelines identify a number of environment effects that may arise from changes in vehicular travel demand and set out the broad principles of how to assess the magnitude of effect for each category. This is summarised, below:
- **Severance of communities** - This is the perceived division that can occur within a community due to the increase in traffic on roads, or the physical barrier created by a road structure. Relevant factors include road width, traffic flow, vehicle speed, the presence of crossing facilities and the number of pedestrian movements across the affected route. The IEMA guidelines suggests that changes in traffic flow of 30%, 60% and 90% would be likely to produce 'slight' (negligible), 'moderate' and 'substantial' changes in severance, respectively. Regard is also had to specific local conditions, in particular, the location of pedestrian routes to key local facilities and whether or not crossing facilities are provided (see below).
 - **Road Vehicle Driver and Passenger Delay** - The IEMA guidelines note that driver delay can occur at several points on the network, although the effects are only likely to be significant when the traffic on the highway network is predicted to be at, or close to, the capacity of the system.

- **Non-motorised User Delay** - The IEMA guidelines note that a change in the volume, composition and/or speed of traffic may affect the ability of a person to cross a road. Typically, an increase in the traffic level results in increased pedestrian delay, although increased pedestrian activity itself may also contribute. The guidelines do not set any thresholds for assessing pedestrian delay, recommending instead that assessors use their judgement to determine the significance of the effect.
- **Non-motorised User Amenity** - This is broadly defined as the pleasantness of a journey. It is affected by traffic flow, traffic composition, footway width and separation from the carriageway. The IEMA guidelines suggest a tentative threshold for judging the significance of a change in pedestrian amenity where the traffic flow (or the HGV component) is halved or doubled.
- **Fear and Intimidation** - There is no formal guidance on the thresholds for the assessment of fear and intimidation experienced by pedestrians and cyclists. The measure of fear and intimidation is based on traffic volumes, traffic flow composition and the provision of wider footways or guardrails. Therefore, traffic flows of utilising the 30%, 60% and 90% threshold has been used taking into account traffic composition and site specific characteristics.
- **Road User and Pedestrian Safety** - The IEMA guidelines highlight that professional judgement will be needed to assess the implications of local circumstance or factors which may increase or decrease the risk of accidents, e.g. junction conflicts. The 2023 IEMA Guidelines encourage assessors to review the baseline conditions to identify any accident clusters.
- **Hazardous/large loads** – note this has been scoped out of the assessment as hazardous loads are not expected as part of the Proposed Development.

8.20 The IEMA guidance also suggests that, the “competent traffic and movement expert applies two broad rules of thumb as criteria to assist in delimiting the scale and extent of the environmental assessment...:

Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%). Note this Rule applies to all types of Impact except Road Safety and Driver Delay.

*Rule 2: Include highway links of high sensitivity where traffic flows have increased by 10% or more. Note that only Fairfax Road experiences an increase in flows of more than 10%, and is not identified as being of high sensitivity (refer to **Table 8.2**).*

8.21 As such, the rules above have been utilised to identify those highway links that require further consideration and assessment.

8.22 The significance of each effect is considered against the criteria within the IEMA guidelines, where possible. However, the IEMA guidelines state that: *"for many effects there are no simple rules or formulae which define the thresholds of significance and there is, therefore, a need for interpretation and judgement on the part of the assessor, backed-up by data or quantified information wherever possible."*

8.23 The IEMA guidance states:

"the day-to-day variation of traffic on a road is frequently at least some + or – 10%. At a basic level it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact."

"traffic of around 30% can double the delay experienced by pedestrians attempting to cross a road. Whether this is significant in absolute terms requires further assessment. Severance and intimidation are, however, much more sensitive to traffic flow and the Department for Transport, historically, has assumed that 30%, 60% and 90% changes in traffic levels should be considered as 'slight', 'moderate' and 'substantial' impacts respectively."

"In summary, it is recommended that, as a starting point, a 30% change in traffic flow represents a reasonable threshold for including a highway link within an environmental assessment. Where there are major changes in the composition of the traffic flow, say a much greater flow of HGVs, a lower threshold may be appropriate".

8.24 As such, a summary of the criteria that have been used to determine magnitude of change from the baseline conditions as a result of the Proposed Development are set out in **Table 8.1** below. It should also be noted however, that the absolute effect is also important e.g. the total flow of traffic or HGVs on a link. This is because an increase of 100% in the traffic flow on a road is likely to lead to an insignificant impact if the existing flows are low. Where this is applicable, professional judgement is applied and commentary provided.

- 8.25 As noted above, driver/passenger delays are only likely to be significant when the traffic on the network surrounding the Proposed Development is already at, or close to, the capacity of the system. Junction modelling output from the Transport Assessment (TA) (refer to **Appendix 8.1**) is used to define which links/junctions are at/close to capacity in order to assess the significance of the effect.

Table 8.1: Matrix of Magnitude of Change

	Negligible	Minor	Moderate	Major
Severance	Change in total traffic or HGV flows of less than 30%	Change in total traffic or HGV flows of 30 – 60%	Change in total traffic or HGV flows of 60 – 90%	Change in total traffic or HGV flows of over 90%
Driver/ Passenger Delay	Change in total traffic or HGV flows of less than 30%	Change in total traffic or HGV flows of 30 – 60%	Change in total traffic or HGV flows of 60 – 90%	Change in total traffic or HGV flows of over 90%
Non-motorised User Delay	A judgement based on the change in two-way traffic flows on road links, in the context of individual characteristics of those links.			
Fear and Intimidation	Change in total traffic or HGV flows of less than 30%	Change in total traffic or HGV flows of 30 – 60%	Change in total traffic or HGV flows of 60 – 90%	Change in total traffic or HGV flows of over 90%
Non-motorised Amenity	Change in total traffic or HGV flows <100%	A judgement based on the routes with >100% change in traffic flows, in the context of individual characteristics		
Road User and Pedestrian Safety	<10% change in traffic volumes (AADT) where there is a significant accident occurrence (referred to below as an accident cluster)	10-20% change in traffic volumes (AADT) where there is a significant accident occurrence	20-30% change in traffic volumes (AADT) where there is a significant accident occurrence	>30% change in traffic volumes (AADT) where there is a significant accident occurrence

Identification of Sensitive Receptors

- 8.26 For both the construction and operational phases, the receptor has been identified as road users i.e. pedestrians, cyclists and motorists. For the purposes of this assessment, the receptors on each link have been considered. The criteria are set out in **Table 8.2** along with how the links in the study area have been categorised.

Table 8.2: Sensitivity of Receptors

	Factors to Consider	Road Links in Study Area
High	Schools, playgrounds. Accident cluster zones. Lack of footways, network congested and over capacity.	Rectory Lane A56 south of Fairfax Road Heys Road
Medium	Hospitals, shopping areas, parks/recreation grounds. Narrow footways. Network congested but operating within capacity,	Fairfax Road M60 west of A56 Highfield Road
Low	Places of worship, residential and employment. Good footways.	Inside Travel Hub A56 North of Fairfax Road Chester Street Poppythorn Lane

Significance Criteria

- 8.27 The significance of change in traffic flow volume on road users for each of the effect categories identified is considered in relation to the significance matrix of **Table 8.3**.

Table 8.3: Matrix of Significance for the Consideration of Environmental Effects

		Sensitivity of Receptor			
		High	Medium	Low	Negligible
Magnitude of Change/Effect	High	Major	Major	Moderate	Negligible
	Medium	Major	Moderate	Minor to Moderate	Negligible
	Low	Moderate	Minor to Moderate	Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

- 8.28 For the purposes of this assessment a minor or negligible effect is not significant in EIA terms.

Identification of the Study Area

- 8.29 The road network within 200m of the site, and the M60 located to 600m to the north of the site, was chosen as the study area, defined as:

- A56 Bury New Road north of Fairfax Road (Department for Transport (DfT) Count point 46572);

- Fairfax Road at the proposed Travel Hub entrance, noting this is the location of the access to the existing Fairfax Road car park;
- M60 west of A56 (DfT Count 16051);
- A56 Bury New Road south of Fairfax Road;
- Rectory Lane - north end;
- Chester Street west of junction with A56;
- Poppythorn Lane north of junction with Fairfax Road;
- Heys Road south of junction with Fairfax Road; and
- Highfield Road north of junction with Fairfax Road.

8.30 The study area was defined with reference to the thresholds defined in **Table 8.1**.

Desk-based Data

8.31 The methodology for calculating peak hour flows of the Proposed Development and background traffic is provided in the Transport Assessment at **Appendix 8.1**, and is agreed with highway officers at Bury Council, see details of consultation in **Table 8.5**.

8.32 The peak hour flows (PHF in the image below) are converted to Annual Average Daily Traffic flows (AADF in the image below) for the purposes of this ES chapter using the following factors taken from the DfT's Traffic Appraisal Manual (1991):

Conversion of Hourly Flow	Types of Road					
	Main Urban		Inter Urban		Recreational Inter-Urban	
	Factor	Coeff* (%)	Factor	Coeff* (%)	Factor	Coeff* (%)
AAHF to PHF	2.630	(11)	2.825	(15)	3.890	(23)
AAHF to 10th highest hour	2.83	(14)	3.231	(20)	4.400	(23)
AAHF to 30th highest hour	2.703	(11)	3.017	(17)	4.974	(21)
AAHF to 50th highest hour	2.649	(10)	2.891	(15)	3.742	(19)
AAHF to 100th highest hour	2.549	(9)	2.711	(12)	3.381	(15)
AAHF to 200th highest hour	2.424	(9)	2.501	(9)	3.042	(13)
AAWF to AADF	0.943	(3)	0.979	(4)	1.015	(4)

Notes: AAHF is assumed to be AADF ÷ 24

AAWF is the Average Annual Weekday Flow (Monday–Friday)

*Coefficient of Variation

Source: Traffic Appraisal Manual (TAM) DOT (1991).

Table 7.2 Peak-hour factors by road type classification.

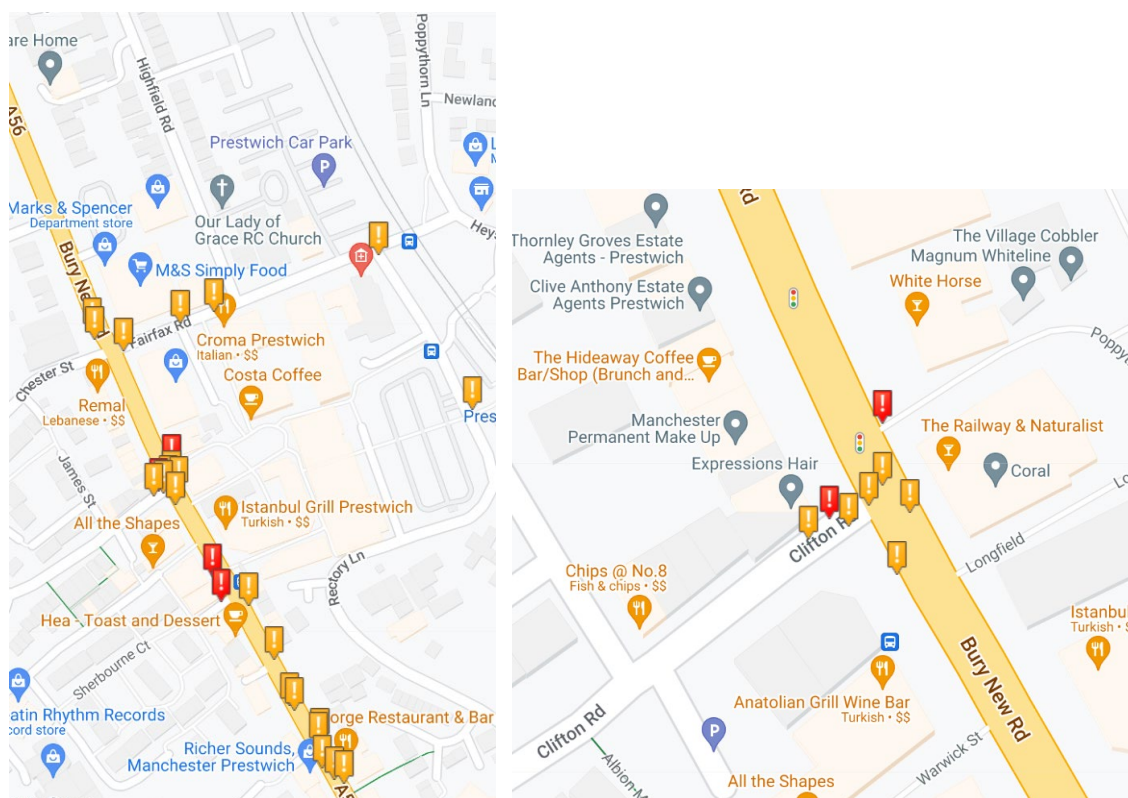
8.33 Background traffic is taken from:

- For links on which there are DfT counters, the AADT from 2022 has been used.
- For links where there is not a DfT counter, traffic data from the survey days detailed below under 'Site Survey' have been used, and the factors above applied, as per the methodology for converting Proposed Development peak hour flows into AADT.

8.34 An analysis of collision data using the website www.crashmap.com has been undertaken to identify accident clusters. Data was examined for road traffic collisions in the vicinity of the site that took place in the 5-year period to 2021, the most recent year from which data is available. These are summarised in **Table 8.4**. The total number of incidents have been broken down by severity. In addition, the number of collisions involving pedestrians, cyclists or motorcyclists have been recorded.

Table 8.4: Accident Data Review 2016-2021

Location	Incident Severity			Including Users	Vulnerable Road		Total Incidents
	Fatal	Serious	Slight		Cycle	Motor-cycle	
A56 Bury New Road	0	4	18	10	2	2	22
Fairfax Road	0	0	3	2	0	0	3
Rectory Lane	0	0	1	1	0	0	1
Chester Street west of junction with A56	0	0	0	0	0	0	0
Poppythorn Lane north of junction with Fairfax Road	0	0	0	0	0	0	0
Heys Road south of junction with Fairfax Road	0	0	0	0	0	0	0
Highfield Road north of junction with Fairfax Road	0	0	0	0	0	0	0
TOTAL	0	4	22	13	2	2	26



- 8.35 In summary there have been no traffic collisions resulting in fatalities in the study area in the last 5 years. On A56 82% (18 out of 22) of collisions involved vulnerable road users, i.e. pedestrians, cyclists or motorcyclists. The majority of collisions resulted in incidents of slight severity (22 out of 26 incidents) or 85%. A cluster of collisions appears to exist around the A56/Poppythorn Lane/Clifton Road junction (shown on the image on the right above).

Site Survey

- 8.36 In order to develop the appreciation of the baseline conditions on the highway network, Civic Engineers commissioned surveys of turning counts at junctions within the study area, which were used to form the link counts (traffic to/from an arm of the junction forming that arm's link count).
- 8.37 The following surveys were carried out:
- Traffic Counts of the agreed surrounding junctions and car park access points on Friday 23rd June 2023 during the peak periods (0700-1000 and 1600-1900) and are provided as an appendix to the Transport Assessment.
- 8.38 Civic Engineers has built traffic models of the junctions along Fairfax Road in order to assess the existing performance of those junctions and to test the potential traffic impacts of the Proposed Development, the methodology and more details of these

models is presented in the Transport Assessment (refer to **Appendix 8.1**). The software package LinSig was used for the signalised junction at A56 Bury New Road/Fairfax Road, and Junctions9 was used for the Fairfax Road junctions with Highfield Road, Fairfax Road car park (which will become the access to the proposed Travel Hub) and Rectory Lane.

- 8.39 The capacity and operation of the highway network in the base year of 2023 is assessed in the Transport Assessment and is used in this assessment to show junctions which are sensitive to driver delay, defined in the IEMA Guidelines as junctions that are nearing or already at capacity. As noted below, the 2023 Base (representing the existing transport conditions in the study area) has been modelled together and a 'with' and 'without' development scenario.
- 8.40 The change in delay and queue length during the peak hour is used to provide a qualitative assessment of driver delay, noting that the peak hours are the hours in which the impact will be most significant.

Assessment Scenarios

- 8.41 In order to assess the potential significant impacts of the Proposed Development on the local highway network within the defined study area, the following assessment scenarios as set out below have been considered within this Chapter.
- 2023 Base Year and 'Without Development' Scenario – Representing the existing transport conditions in the study area. Traffic flows have been derived from surveyed traffic count data as noted above. Background growth is not included, following consultation with Bury Council highway officers and TfGM, with Civic Engineers providing information that there is no evidence to support the addition of background growth, with local traffic counts indicating traffic levels are decreasing slightly or remaining steady. There were no committed developments which effect background growth in the study area, as agreed during the EIA Scoping period (see **Table 8.5**). Therefore, the 2023 Base Year also represents the Opening Year without Development scenario.
 - With Development Scenario – The 'With Development' scenario represents a future year situation on the local highway network with the Proposed Development taking place in the opening year. The opening year of the Proposed Development (fully completed i.e. with Phases 1 & 2) is assessed as 2031.

Assumptions/Limitations

- 8.42 Detailed information regarding the construction methodology and total forecast construction traffic movements is not available so a qualitative assessment has been made.
- 8.43 Assumptions related to the calculation of the Proposed Development trip generation and distribution, and inclusion of baseline traffic, are set out in the Transport Assessment.
- 8.44 As noted above, the Completed and Operational phase has been assessed with an assumed completion year of 2031 (i.e when Phases 1 and 2 are completed and occupied). This is because there will be one continuous construction programme and therefore the effects of Phase 1 and Phase 2 do not need to be assessed separately.

Consultation and Scoping

- 8.45 Scoping discussions in respect of the proposals were undertaken with Bury Council and Transport for Greater Manchester (TfGM) between May and October 2023 as part of the pre-application engagement. This included discussion and agreement regarding:
- The geographic extent of assessment required for the purposes of the TA;
 - The scope and nature of traffic surveys required to provide the necessary data for the assessment; and,
 - Methodology for calculating and assessing the trip generation of the Proposed Development and inclusion of existing traffic.

Table 8.5: Consultation and Scoping

Consultee	Date and Time	Comments	Actions
Bury Council and TfGM	May-October 2023	Discussion and agreement of geographic extent of assessment required for the purposes of the TA; and the scope and nature of traffic surveys required to provide the necessary data for the assessment. Agreement of Transport Assessment methodology.	Comments incorporated into Transport Assessment and ES Chapter methodology.

Consultee	Date and Time	Comments	Actions
Bury Council	December 2023	The EIA Scoping Opinion stated that the proposed methodology for the Transport Chapter of the ES is acceptable. The ES Chapter has been prepared as per the scope. Also confirmation that no committed developments need to be included.	No action

Baseline Conditions

8.46 This section describes the baseline conditions within the study area.

Public Transport

- 8.47 The site and surrounding area score a 5 on the Greater Manchester Accessibility Level (GMAL) scale. A GMAL of 1 is 'very low' and 8 is 'very high', a score of 5 indicates the area is reasonably accessible by public transport and there are 5 bus stops around the site.
- 8.48 On the A56 Bury New Road, the bus stops serve routes 90, 94, 95, 97, 98, X41 and X43. The southbound bus stop additionally serves route 66. These bus stops each serve 11-13 buses per hour. Northbound services travel to Bury, and most southbound services terminate at Manchester City Centre/Shudehill interchange. In the vicinity of the site the stops have shelters and seating.
- 8.49 There are two bus stops on Fairfax Road that serve routes 90 and 94, with one service each per hour to Bury. There is a bus stop on Rectory Lane (making use of the layby) next to the Park and Ride that serves route 66 for Eccles, which is served by one bus per hour. Seating and shelter are not provided at this stop.
- 8.50 The Green and Yellow Metrolink lines stop at the Prestwich tram stop which is directly to the east of the Proposed Development, and provides connections to Bury, Manchester Piccadilly and Altrincham. It is an accessible station and has 31 car and 8 cycle parking provided for free. Tram services arrive every 12 minutes so there are 5 trams per hour.

Highway Conditions

- 8.51 The road network within and immediately surrounding the site area comprises Fairfax Road, Rectory Lane and the A56 Bury New Road.
- 8.52 Fairfax Road and Rectory Lane are both single carriageway roads with one lane in each direction. These roads provide local access to the town centre and include connections into the town's two main car parking areas. Pedestrian crossing points are located at key positions, linking the car parks to the town's facilities and linking with the Metrolink Tram Stop adjacent to Rectory Lane where bus stops are also located. Additional bus stops are located towards the eastern end of Fairfax Road.
- 8.53 Bury New Road is part of the A56 which is a key arterial route linking Manchester City Centre with the orbital M60 Motorway and Bury to the north of Prestwich. In the vicinity of the site, Bury New Road comprises a single carriageway with one lane in each direction, with additional traffic lanes developing locally at junctions to aid turning movements. Bus stops are located on Bury New Road towards the south-western corner of the site, just south of Warwick Road.
- 8.54 The site is a very sustainable location as it benefits from the presence of a Metrolink Tram Stop and several bus stops which all serve to connect the town to neighbouring residential areas and towns, as well as Manchester and Salford City Centres.
- 8.55 Walking and cycling are viable alternative means of travel, particularly for short journeys, enabling those living within the residential catchment areas of up to 15 minutes' walking distance to embrace active travel in order to access the facilities and amenities within the town centre.

Embedded Mitigation

- 8.56 This section describes the measures which have been 'embedded' into the Proposed Development.

Enabling, Demolition and Construction Phase

- 8.57 The adoption of a Construction Environmental Management Plan (CEMP) and the preparation of a Construction Logistics Plan by the appointed contractor will occur prior to commencement of development. It will include details of how traffic associated with the construction stage can be managed, including routing of construction traffic to avoid peak periods where possible. A Framework CEMP has been prepared and is included in **Appendix 4.3** Given that they are standard, tried and tested mitigation measures, the

provision of a CEMP and Construction Logistics Plan has been taken into account in the assessment of effects and further provision in relation to the measures to be included within these management plans is set out in the Further Mitigation and Enhancement Measures section of this Chapter.

The Completed and Operational Development Phase

Cycle Parking and Facilities

8.58 Cycle parking is proposed across the Proposed Development for staff, visitors and residents. Cycle parking has been designed to accommodate a range of sizes and models of cycle, and to be accessible. The following is proposed:

- 38 long stay spaces for employees;
- 26 short stay spaces for visitors provided in the public realm;
- Cycle parking will be provided for residents which will meet/exceed Bury Council requirements;
- The Travel Hub will include secure cycle parking for the wider public (76 spaces).

Sustainable Infrastructure

8.59 The Proposed Development will provide improved access along Rectory Lane when compared to the existing situation, with enhanced pedestrian crossings providing access to all parts of the site from surrounding areas to the south and east including the school and Prestwich tram stop, and road narrowing to encourage reduced traffic speeds.

8.60 New, high quality public realm will be created within the site for pedestrian and cyclists. Vehicle access will not be permitted within the village centre and all servicing areas will be accessed off Rectory Lane or Bury New Road.

8.61 Access to the buildings will accommodate the needs of all users, including people with disabilities. This will have a positive impact on pedestrian amenity.

8.62 The Proposed Development does not significantly increase the amount of car parking when compared to the existing situation. Parking for proposed residents (forming part of Phase 2) will be set at 30%. More detail is provided in the Outline Parking Management Strategy which is provided as an appendix to the Transport Assessment (refer to **Appendix 8.1**).

Assessment of Likely Significant Effects

- 8.63 This section details the potential impacts of the Proposed Development and an assessment of significance.

Enabling, Demolition and Construction Phase

- 8.64 The enabling, demolition and construction works associated with Phase 1 is anticipated to commence in Q2 2024. It is anticipated that Phase 2 will commence in Q4 2025 with full site completion of both Phase 1 and 2 in 2031.
- 8.65 During the course of the enabling works and construction period, Light Goods Vehicles (LGVs), Heavy Goods Vehicles (HGVs) and potential Abnormal Load Vehicles (ALVs) will be used.
- 8.66 Construction vehicles will access the application site via Rectory Lane and Fairfax Road during this period. The anticipated core construction working hours will be as follows:
- 07:30 – 18:30 hours on weekdays;
 - 07:30 – 13:30 hours on Saturdays; and
 - No working on Sundays or Bank / Public Holidays.
- 8.67 It is acknowledged that approval from the Council is required for any work to be undertaken outside of these permitted hours.
- 8.68 Potential effects include additional large vehicles on the network associated with construction, as well as private vehicles from construction workers. It is acknowledged that there will also be ancillary related trips from contractor staff, imports of other construction material etc., however this cannot be quantified at this stage. Nevertheless, these trips have been considered qualitatively within this assessment. Generally, construction traffic would be spread evenly across the working day and in practice the contractor will seek to minimise HGV movements during peak hours.
- 8.69 The impact of this temporary additional traffic during each phase of enabling, demolition and construction works on the possible impacts of the Proposed Development on delay, amenity, fear and intimidation, road users and pedestrian safety is assessed as **Negligible** which is Not Significant. This assessment takes account of the scale and programme of the work and together with measures to be contained in a CEMP and Construction Logistics Plan.

The Completed and Operational Development Phase

- 8.70 **Table 8.6** sets out the traffic impact of the completed and fully operational development when Phase 1 and Phase 2 are completed and operational.

Severance of Communities

- 8.71 For the purposes of this ES, the effects of the Proposed Development are considered by comparing the 24hr Annual Average Daily Traffic (AADT) flow in both the Without and With Development scenarios. The difference in traffic flows between the two scenarios is presented in **Table 8.6**.

Table 8.6: Traffic Impact – Completed and Operational Development

Location (DfT Count Point)	Opening Year AADT		Opening Year with Development AADT		Increase	
	All	HDV ¹	All	HDV	All	HDV
A56 Bury New Road north of Fairfax Road (46572)	22572	785	22643	785	0.32%	0.03%
Fairfax Road at Travel Hub entrance	6955	55	7426	55	6.78%	0.45%
M60 west of A56 (16051)	176465	19239	176500	19239	0.02%	0.00%
A56 Bury New Road south of Fairfax Road	14852	694	15138	694	1.93%	0.00%
Rectory Lane – north end	2939	27	2972	27	1.10%	0.00%
Chester Street west of junction with A56	1570	9	1580	9	0.65%	0.00%
Poppythorn Lane north of junction with Fairfax Road	3910	9	3938	9	0.71%	0.00%
Heys Road south of junction with Fairfax Road	3380	27	3411	27	0.91%	0.00%
Highfield Road north of junction with Fairfax Road	1216	0	1243	0	2.28%	0.00%

¹ Heavy Duty Vehicles (HDV)

- 8.72 Examining the anticipated changes in traffic flows associated with the Proposed Development, all links would be subject to an increase in traffic flows that would be Not Significant in terms of the thresholds suggested by the IEMA guidelines.
- 8.73 All roads on the local network would be subject to an increase in traffic flows of less than 10% with the Proposed Development in place.
- 8.74 Taking account of receptor sensitivity, the overall effect of the Proposed Development on severance across the study area is assessed to be of **Negligible** significance on all receptors and therefore Not Significant.

Driver/Passenger Delay

- 8.75 The IEMA Guidelines note that driver delay may occur at several points on the network, but the effects are only likely to be significant when the traffic on the highway network is predicted to be at, or close to, the capacity of the system.
- 8.76 The junction model for A56 Bury New Road/Fairfax Road indicates that in the PM peak hour the Fairfax Road arm is approaching practical capacity on the Fairfax Road arm in the 2023 Base scenario. With the addition of Proposed Development traffic the average delay per vehicle at the junction will increase by 1.99 seconds in the busiest hour (weekday PM peak hour). The average queue will increase by 2 vehicles on this arm.
- 8.77 This effect is not considered significant, especially as it is noted that the junction operates with SCOOT² which can be optimised to make use of the spare capacity in the junction, which will make it work more efficiently. SCOOT is a real-time adaptive traffic control system for the coordination and control of traffic signals across an urban road network. It is used extensively throughout the UK and is already in use at the A56 Bury New Road/Fairfax Road junction.
- 8.78 Taking account of receptor sensitivity, the overall effect of the Proposed Development on driver delay across the study area is assessed to be of **Negligible** significance on the majority of receptors and therefore Not Significant. The effect of the Proposed Development on Fairfax Road is considered to be **Minor Adverse** significance and therefore Not Significant.

Non-motorised User Delay

- 8.79 The IEMA Guidelines note that a change in the volume, composition and / or speed of traffic may affect the ability of a person to cross the road. The Guidelines do not set any thresholds for assessing pedestrian delay, recommending instead that assessors use their judgement to determine the significance of the impact.
- 8.80 The IEMA guidelines note that a projected change in traffic of less than 10% is generally considered to create no discernible environmental impact, given that daily variations in background traffic flows may fluctuate by this amount under normal operating conditions.
- 8.81 As shown in **Table 8.6**, all roads would be subject to an increase in traffic flows of less than 10%. Consequently, the effect of the Proposed Development on pedestrian delay is assessed to be of **Negligible** significance on these sensitive receptors.
- 8.82 With reference to the Fairfax Road junction with the Travel Hub access point, the change in traffic flows are significantly lower than the threshold of 30% as referenced in the IEMA guidance (see **Table 8.1**). In addition, it is further acknowledged that there is a pedestrian crossing facility at this junction which will be retained as part of the Proposed Development. As such, the effect of the Proposed Development on pedestrian delay at this junction is assessed to be **Negligible** which is Not Significant.

Non-motorised User Amenity

- 8.83 The IEMA Guidelines suggest a tentative threshold for judging the significance of a change in non-motorised user amenity where the traffic flow or the HGV component is halved or doubled. It is noted that pedestrian amenity is also affected by footway width and separation from the carriageway.
- 8.84 As identified in **Table 8.6**, no links would be considered significant based on the IEMA guidelines. Notwithstanding the IEMA Guidelines, the Proposed Development incorporates new pedestrian and cycle connections through the site and increases permanently through the area by non-motorised modes. This effectively creates new opportunities for existing residents and visitors to travel by sustainable modes and represents a clear wider benefit to the accessibility of the area.
- 8.85 Given the above, and the overall improvement of pedestrian and cycling facilities that will be introduced, the overall effect of the Proposed Development on pedestrian amenity on the road network is assessed to be of **Moderate Beneficial** significance and therefore considered to be Significant.

Fear and Intimidation

- 8.86 There is no formal guidance on the thresholds for the assessment of fear and intimidation experienced by pedestrians and cyclists as set out previously. An assessment has been made therefore based on traffic flow, composition and site-specific characteristics.
- 8.87 With reference to **Table 8.6**, all roads would be subject to an increase in traffic flows of less than 10% and no discernible change in composition. Consequently, the effect of the Proposed Development on fear and intimidation is assessed to be **Negligible** on these sensitive receptors. With reference to the Fairfax Road junction with the Travel Hub traffic flows do not exceed a 30% change. It is acknowledged that there will be change in composition with an increase in HDV flows. However, this is still below 30% and would not have a significant impact on fear and intimidation. Furthermore, public realm improvements are proposed at this junction which will improve the pedestrian and cyclist space for users. On this basis, the effect of the Proposed Development on Fear and Intimidation at this junction is assessed to be **Minor Adverse** effect which is Not Significant.

Road User and Pedestrian Safety

- 8.88 An assessment of road traffic collision data for the latest five-year period has been undertaken. The data shows that across the study area the level of reported collisions is not abnormally high for the characteristics of the road network, although noting the number of collisions suggests an accident cluster at the A56 Bury New Road/Clifton Road/Poppythorn Lane junction. With reference to **Table 8.6** and the increase in traffic flows along Bury New Road, this link does not experience an increase in traffic flows of more than 10%. On this basis the likely effect of the Proposed Development on road traffic collisions and safety is assessed to be of **Negligible** at all locations and Not Significant.

Additional Mitigation / Enhancement Measures and Residual Effects

- 8.89 This section describes mitigation or enhancement measures with regards to Transport.

Enabling, Demolition and Construction Phase

- 8.90 Notwithstanding that the effects of the enabling, demolition and construction phase are considered to be Negligible and temporary nature, measures will be undertaken during the enabling and construction phase to minimise disruption and manage the effects of the Proposed Development during both phases of construction.

8.91 The potential effects of the Proposed Development during the construction phase will be mitigated through the preparation of a Construction Environmental Management Plan (CEMP), which will be prepared and agreed with the relevant bodies, prior to construction commencing.

8.92 The CEMP will identify measures to help mitigate the potential adverse impacts associated with the addition of construction traffic onto the local road network. The measures are likely to include the following:

- The scheduling of deliveries to minimise potential disturbance on local residents and conflicts with the highway peak hours.
- The provision of wheel washing facilities at site egress points to minimise the potential for site debris to be transferred on to the local road network.
- The consideration of appropriate traffic management measures, including:
 - Preferred routes for heavy good vehicles (HGVs) to and from the site to be identified and agreed with the local highway authority;
 - Efforts to be made to minimise dust and mud emissions generated from HGV movements (HGVs to be sheeted);
 - The highway in the vicinity of all site access to be kept free from dirt generated by the site clearance activities;
 - Any abnormal loads to be scheduled in consultation with both the local highway authorities and the local Constabulary and to be advertised well in advance in order to minimise possible disruption;
 - HGV movements to be confined to a designated operational period, the precise hours to be agreed with the highway authority;
 - The operator should ensure that all drivers are informed of the requirement to drive slowly and safely on approaches to the site. Supplementary road signs enforcing such instructions could also be erected if this is felt necessary;
 - Warning signs indicating the presence of the site entrances and directing HGV traffic to be erected;
 - Car parking to be provided on-site for contractor vehicles; and

- Instructing HGV drivers that they are not to arrive at the site outside of the site's permitted period of operation and that they should not park/lay-over on the adjacent highway network.

8.93 Additional measures to be considered within the CEMP should include, but are not limited to, areas inclusive of:

- Construction Travel Plan;
- Agreed vehicle route plan;
- Agreed hours of operation;
- Details of wheel washes;
- Details of dust limitation; and
- Details of road cleaning.

8.94 The residual effects remain as previously identified and are Not Significant.

The Completed and Operational Development Phase

8.95 Although effects are Not Significant (other than a Moderate Beneficial effect on non-motorised user amenity), a Framework Travel Plan (**Appendix 8.2**) has been prepared in parallel with the TA. The Framework Travel Plan sets out practical measures to maximise the proportion of future users of the Proposed Development that travel by sustainable (non-car) modes of transport.

8.96 As outlined further within the Framework Travel Plan, it will provide the following;

- Communications about the Travel Plan.
- Provision of secure cycle parking.
- Provision of bike mechanic sessions.
- Provision of Beryl Bike and e-scooter docks and funding.
- Integration of existing bus and tram stops.
- Funding for discounted/free public transport.
- Provision of Car Club vehicles.

- Provision of delivery lockers.

8.97 A Parking Management Strategy has also been prepared which provides a framework for how the Travel Hub will be managed.

8.98 To address increases in driver/passenger delay, the existing SCOOT system at the A56 Bury New Road/Fairfax Road junction can be utilised to optimise the traffic signals for the change in traffic flow, this will likely be part of TfGM's ongoing management of the network, as the system works automatically, with TfGM making decisions as to how they wish the network to be optimised.

8.99 The residual effects remain as previously identified and are Not Significant (other than a Moderate Beneficial effect on non-motorised user amenity).

8.100 In Summary, the following mitigation measures are recommended;

- Adoption of a CEMP to minimise disruption and manage the effects on the local highway network to be secured by a suitably worded planning condition.
- Adoption of a Construction Logistics Plan to manage enabling works / construction traffic routing on the local highway network to be secured by a suitably worded planning condition.
- Adoption of a Framework Travel Plan to be secured by a suitably worded planning condition.
- Adoption of a Travel Hub Parking Management Strategy to be secured by a suitably worded planning condition.
- Implementation of a Traffic Regulation Order (TRO) on local roads if required, to be secured by a S106 Obligation.

Residual Effects Summary

8.101 The table below summarises the residual effects assessed as part of this assessment.

Table 8.7: Residual Effects Summary

Description of Effect	Embedded Mitigation	Potential Effect	Additional Mitigation / Enhancement Measures	How are Mitigation / Enhancement Measures secured?	Residual Effect
Enabling, Demolition and Construction					
Severance, delay, amenity, fear and intimidation and road user and pedestrian safety	Production of CEMP and Construction Logistics Plan	Negligible effect of temporary nature which is Not Significant	N/A	Condition	Residual effects on road users will remain as Negligible which is Not Significant .
Completed and Operational					
Severance of communities	Improved crossings on Rectory Lane. New accesses into Proposed Development for pedestrians and cyclists.	Negligible effect which is Not Significant	N/A	Design measures secured through condition.	Negligible effect which is Not Significant
Driver/passenger delay	N/A	Negligible to Minor adverse effect which is Not Significant	Framework Travel Plan implementation, Parking Management Strategy and review of Traffic Regulation Order (TRO) on surrounding streets.	Condition and measures in relation to TRO secured through S106 Obligation.	Negligible to Minor Adverse effect which is Not Significant
Non-motorised user delay	Improved crossings on Rectory Lane. New, more convenient cycle parking.	Negligible effect which is Not Significant	N/A	Design measures secured through condition.	Negligible effect which is Not Significant
Non-motorised user amenity	New high-quality public realm within the site. Improvements to Rectory Lane to create a more pleasant environment, including wider footways.	Moderate beneficial effect which is Significant	N/A	Design measures secured through condition.	Moderate Beneficial effect which is Significant
Fear and intimidation	New high-quality public realm within the site. Improvements to Rectory Lane to create a more pleasant environment, including wider footways.	Negligible to Minor adverse effect which is Not Significant	N/A	Design measures secured through condition.	Negligible to Minor Adverse effect which is Not Significant

Description of Effect	Embedded Mitigation	Potential Effect	Additional Mitigation / Enhancement Measures	How are Mitigation / Enhancement Measures secured?	Residual Effect
Road user and pedestrian safety	New high-quality public realm within the site. Improvements to Rectory Lane to create a more pleasant environment, including wider footways.	Negligible effect which is Not Significant	N/A	Design measures secured through condition.	Negligible effect which is Not Significant

Summary of Residual Effects and Mitigation Measures

- 8.102 The impact of the temporary additional traffic during each phase of enabling, demolition and construction works on the possible impacts of the Proposed Development on delay, amenity, fear and intimidation, road users and pedestrian safety is assessed as Negligible which is Not Significant. This assessment takes account of the scale and programme of the work, and together with measures to be contained in a CEMP and Construction Logistics Plan.
- 8.103 Taking account of the identified mitigation measures, traffic associated with the Proposed Development will be satisfactorily accommodated during the completed and operational phase of the Proposed Development and will not give rise to any significant adverse effects. A Moderate Beneficial effect has been identified in terms of the amenity of non-motorised users of Fairfax Road which is considered to be Significant.

Assessment of Cumulative Effects

- 8.104 An assessment of cumulative effects has been scoped out as agreed at the Scoping stage.

Assessment of Significance Summary and Conclusions

- 8.105 This Chapter has assessed the potential impacts of the Proposed Development on traffic conditions in the local area. In particular, it has considered the potential effects of traffic associated with the Proposed Development on severance, driver delay, pedestrian delay, pedestrian amenity and accidents and safety.
- 8.106 Within this Chapter, the baseline conditions currently existing at the site and the surrounding area have been considered before the potential impacts of the Proposed Development have been identified (both during the construction and completed Development phases). Mitigation measures to prevent, reduce, or offset the potential adverse effects have been identified, where appropriate, and the residual effects of the Proposed Development have been assessed.

Summary of Baseline Conditions

- 8.107 The road network within and immediately surrounding the site area comprises Fairfax Road, Rectory Lane, and the A56 Bury New Road.
- 8.108 Fairfax Road and Rectory Lane are both single carriageway roads with one lane in each direction. These roads provide local access to the town centre and include connections into the town's two main car parking areas. Pedestrian crossing points are located at key

positions, linking the car parks to the town's facilities and linking with the Metrolink Tram Stop adjacent to Rectory Lane where bus stops are also located. Additional bus stops are located towards the eastern end of Fairfax Road.

- 8.109 Bury New Road is part of the A56 which is a key arterial route linking Manchester City Centre with the orbital M60 Motorway and Bury to the north of Prestwich. In the vicinity of the site, Bury New Road comprises a single carriageway with one lane in each direction, with additional traffic lanes developing locally at junctions to aid turning movements. Bus stops are located on Bury New Road towards the south-western corner of the site, just south of Warwick Road.
- 8.110 The site is a very sustainable location as it benefits from the presence of a Metrolink Tram Stop and several bus stops which all serve to connect the town to neighbouring residential areas and towns, as well as Manchester and Salford City Centres.
- 8.111 Walking and cycling are viable alternative means of travel, particularly for short journeys, enabling those living within the residential catchment areas of up to 15 minutes' walking distance to embrace active travel in order to access the facilities and amenities within the town centre.

Summary of Likely Significant Effects

Enabling, Demolition and Construction Phase

- 8.112 During the enabling and construction phase, traffic will be generated from contractor staff and other construction material being brought to site. Generally, the flow of construction traffic would be spread evenly across the working day and in practice the contractor will likely look seek to minimise HGV movements during peak hours.
- 8.113 The impact of this temporary additional traffic during each phase of enabling, demolition and construction works on the possible impacts of the Proposed Development on delay, amenity, fear and intimidation, road users and pedestrian safety is assessed as Negligible which is Not Significant. This assessment takes account of the scale and programme of the work and together with measures to be contained in a CEMP and Construction Logistics Plan.

The Completed and Operational Phase

- 8.114 The effect of the Proposed Development on severance is assessed as Negligible on all receptors and therefore Not Significant.

- 8.115 The effect of the Proposed Development on driver and passenger delay is assessed as Negligible on all receptors except for Fairfax Road which is assessed as Minor Adverse, and therefore Not Significant.
- 8.116 The effect of the Proposed Development on non-motorised user delay is assessed as Negligible on all receptors and therefore Not Significant.
- 8.117 The effect of the Proposed Development on non-motorised user amenity is assessed as Moderate Beneficial on all receptors and therefore Significant.
- 8.118 The effect of the Proposed Development on fear and intimidation is assessed as Negligible on all receptors except for Fairfax Road which is assessed as Minor Adverse, and therefore Not Significant.
- 8.119 The effect of the Proposed Development on road users and pedestrian safety is assessed as Negligible on all receptors except therefore Not Significant.

Summary of Mitigation and Enhancement Measures

Demolition, Enabling and Construction Phase

- 8.120 Notwithstanding that the assessed effects of the enabling, demolition and construction phase are considered to be Negligible and temporary in nature, measures will be undertaken during the enabling and construction phase to minimise disruption and manage the effects of the Proposed Development during both phases of construction.
- 8.121 The potential effects of the Proposed Development during the construction phase will be mitigated through the preparation of a Construction Environmental Management Plan (CEMP) and Construction Logistics Plan which will be prepared and agreed with the relevant bodies, prior to construction commencing and secured by a suitably worded planning condition.

The Completed and Operational Phase

- 8.122 A Framework Travel Plan has been prepared in parallel with the Transport Assessment. The Framework Travel Plan sets out practical measures to maximise the proportion of future users of the Proposed Development that travel by sustainable (non-car) modes of transport.
- 8.123 As outlined further within the Framework Travel Plan, it will provide the following;

- Communications about the Travel Plan.

- Provision of secure cycle parking.
- Provision of bike mechanic sessions.
- Provision of Beryl Bike and e-scooter docks and funding.
- Integration of existing bus and tram stops.
- Funding for discounted/free public transport.
- Provision of Car Club vehicles.
- Provision of delivery lockers.

8.124 A Parking Management Strategy has also been prepared which provides a framework for how the Travel Hub will be managed. As part of the Strategy, parking surveys on local roads will be undertaken and if required a Traffic Regulation Order (to restrict on-site parking) will be implemented.

8.125 In summary, the following mitigation measures are recommended;

- Adoption of a CEMP to minimise disruption and manage the effects on the local highway network to be secured by a suitably worded planning condition.
- Adoption of a Construction Logistics Plan to manage enabling works / construction traffic routing on the local highway network to be secured by a suitably worded planning condition.
- Adoption of a Framework Travel Plan to be secured by a suitably worded planning condition.
- Adoption of a Travel Hub Parking Management Strategy to be secured by a suitably worded planning condition.
- Implementation of a Traffic Regulation Order (TRO) on local roads if required, to be secured by a S106 Obligation.

Conclusion

8.126 Taking account of the identified mitigation measures, traffic associated with the Proposed Development will be satisfactorily accommodated and will not give rise to any significant adverse effects. A Moderate Beneficial effect has been identified in terms of the amenity of non-motorised users which is considered to be Significant.

References

Guidelines for the Environmental Assessment of Traffic and Movement Identification of Effects, IEMA(2023)

Traffic Appraisal Manual (TAM); Manual of Recommended Practice for Traffic Forecasting in Scheme Appraisal Trunk Road, Department of Transport, Assessments, Policy and Methods Division (1991)