

Proposed Electric Vehicle Charging Points

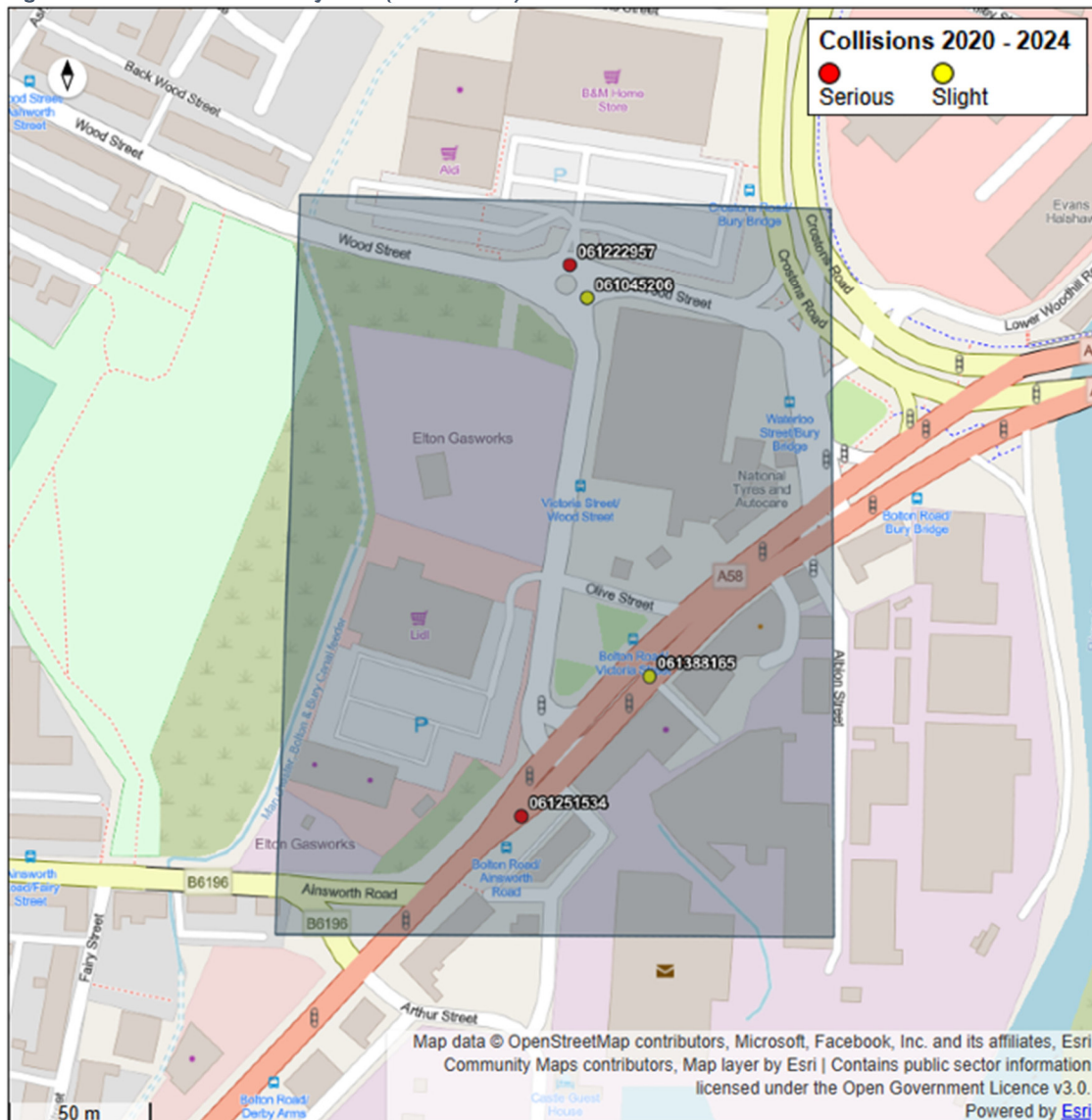
Bolton Road

- 2.6. The A58 Bolton Road is a two-way dual carriageway with northbound bus lane, connecting Bury and the M66 to the east with Bolton to the west. There are parking restrictions along the length of the site frontage and a bus stop is located outside of the site.
- 2.7. There are signalised pedestrian crossing facilities located towards the south of the site on Bolton Road.

PIC analysis

- 2.8. To provide an understanding of any underlying deficiencies in the highway network which may be exacerbated by the proposals, a review of Personal Injury Collision (PIC) data has been undertaken. STATS19 data for the most recent 5-year period available (2020 – 2024) has been assessed. **Figure 1** provides an overview of this data below.

Figure 1: PICs within the study area (2020 – 2024)

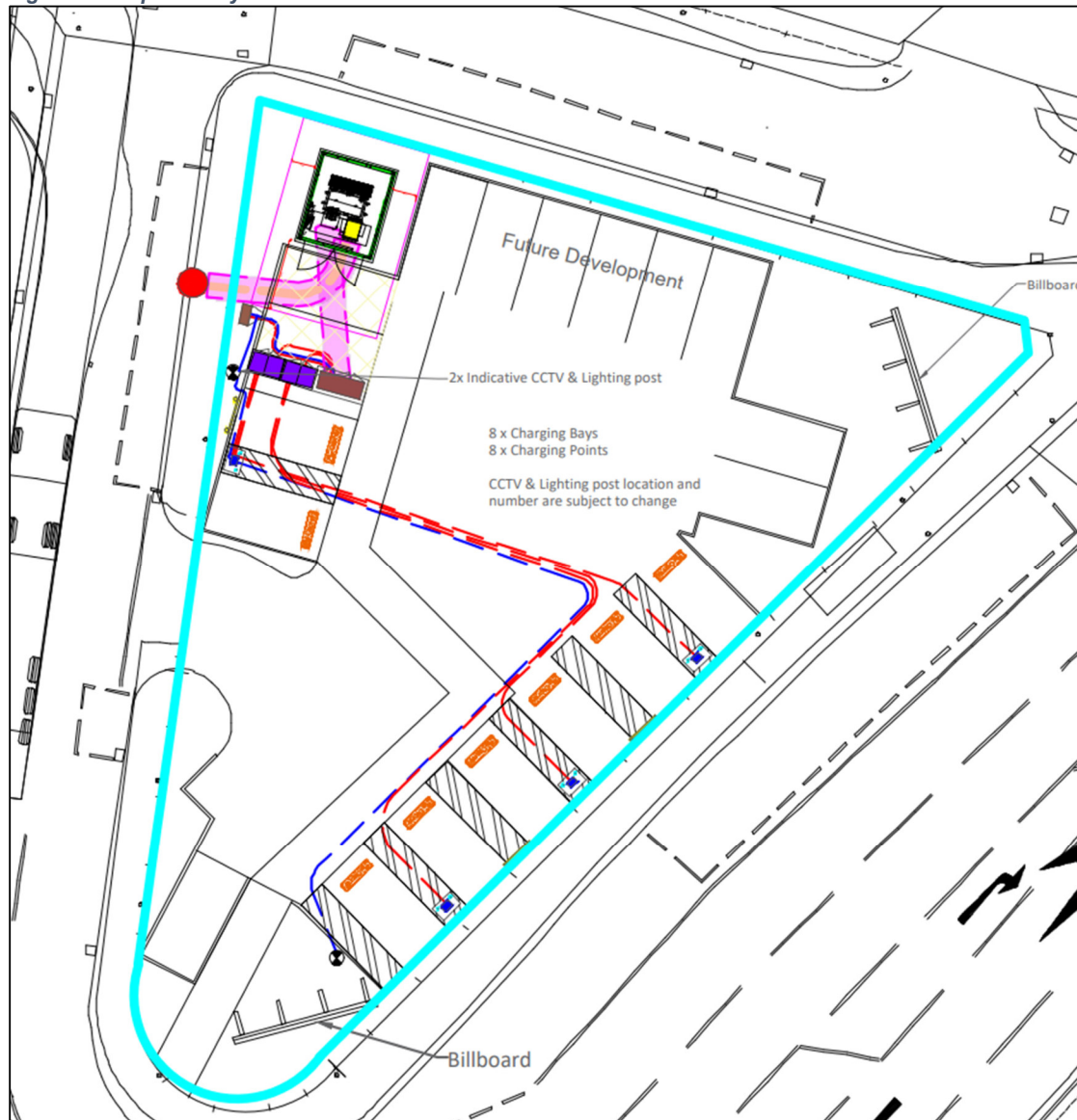


- 2.9. As illustrated above, in the vicinity of the Site two slight and two serious collisions were identified. Two of these occurred at the roundabout to the north of Victoria Street, and two occurred along the A58 Bolton Road. No collisions occurred along Victoria Street along the Site frontage.
- 2.10. Overall, there is no indication of any collision clusters, and the distribution and frequency of these collisions does not provide any indication that there are any underlying flaws in the highway network infrastructure.

3.0 PROPOSED DEVELOPMENT

- 3.1. The proposals comprise eight EVCP parking bays for public use, a substation, two billboards, and an improved vehicular access off Victoria Street, as illustrated in **Figure 2**.

Figure 2: Proposed layout of new EVCPs



- 3.2. Vehicular access is proposed to be taken from the existing priority T-junction, as per the previously consented application, which is to be widened to 5.5m. The consented application also demonstrated that suitable visibility splays could be achieved from this access location (2.4m by 43m to the north, and 2.4m by 52m to the south).
- 3.3. A pedestrian access is proposed to the south of the Site, linking to existing controlled pedestrian crossing facilities on Victoria Street and A58 Bolton Road.
- 3.4. No changes are proposed to the existing bus stop on the A58 Bolton Road.

4.0 TRIP GENERATION

- 4.1. The anticipated demand for the EVCPs upon opening is three sessions per charger, per day. With eight EVCPs, this is equivalent to 24 vehicles per day, equating to 48 total movements (arrivals and departures). These are expected to be spread across the day and it is unlikely that, in any one hour, vehicles would depart all eight bays and arrive in all eight bays. Though if this were to occur, it would only result in 16 movements spread across an hour.
- 4.2. The site is well located with onward connections on foot to the surrounding area, allowing customers to go off site for shopping, employment or leisure purposes.
- 4.3. Whilst the demand for the EVCPs is anticipated to gradually increase in the years after opening, it is unlikely this would significantly increase from the base demand.
- 4.4. Furthermore, the Site is currently used for informal parking and so the net impact of the proposals is likely to be similar to the anticipated trip generation.
- 4.5. Overall, the trip generation of the Site is not expected to have a significant impact on the local highway network, and any additional trips are unlikely to be discernible against daily traffic fluctuations.

5.0 SUMMARY AND CONCLUSIONS

- 5.1. This Technical Note has been prepared by SCP on behalf of Osprey Charging Network Ltd in support of eight EVCPs located off Victoria Street, Bury.
- 5.2. Notably, the Site was previously the subject of a consented planning application for staff car parking associated with the neighbouring Lidl store (ref: 59851) in 2016, although these proposals were never implemented.
- 5.3. Vehicular and pedestrian access is proposed to be in line with previously consented proposals, which demonstrated suitable visibility splays.
- 5.4. The anticipated demand for the EVCPs upon opening is three sessions per charger, per day. These are anticipated to be spread across the day and so the trip generation in any one hour is unlikely to have a significant impact on the local highway network, especially as the Site is already currently used for informal parking.