

SCP response to TfGM comments

Of the proposed staff and visitors on site day to day (20 + 14 respectively), from the staff travel surveys undertaken in January 2020 it appears that 89% travel by car and there is some flexibility in times of arrival and departure. As a worst case scenario, even if all of these trips were within the peak hours of 0800-0900 and 1700-1800, this equates to 30 vehicle trips. Some of these staff and volunteers are already using the site and making these journeys. On special event days there may be a further 8 volunteers on site. This level of traffic generation does not warrant any further investigation and does not represent a severe impact on the road network. The introduction of a Travel Plan will introduce measures to reduce the use of the single occupancy car and encourage car sharing, cycling, walking and use of public transport to reach the site.

The additional car parking will be utilised on occasion by staff and volunteers from across the whole ELR, to free up parking at stations when large events are on.

The timing of the servicing of the site, particularly for the infrequent abnormal loads, can be conditioned if necessary.

On the issue of the accessibility of the site, the TS includes a full Chapter on the accessibility of the site on foot, cycle and public transport. It includes GIS plans showing the areas that can be reached within a 2km walk distance, 5km cycle distance and 60 minute public transport journey, not just a list of facilities within a 2km walk distance. The facilities listed are those that we commonly pick up for workplaces: i.e they are useful facilities to reach within a break time or before or after work without the use of a car. As the site on the edge of Bury Town Centre the site has excellent accessibility and the content of the TA reflects this.

