



Confidential

National Highways

**M66 Junction 1, Land East of
Walmsersley Road, Bury**

EIA Scoping Note

July 2026

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Document distribution

National Highways

North Region Spatial Planning Framework

M66 Junction 1 Land East of Walmersley Road, Bury

EIA Scoping Note Review

July 2026

UK0044412.0139 NW 26/27 0159

Submitted to:

Shivam Sagwal – National Highways

Prepared by

WSP in the UK
8 First Street, Manchester, M15 4RP

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1. Introduction

Preamble

National Highways have been appointed by the Secretary of State as a strategic highway company under the provisions of the Infrastructure Act 2015. National Highways is responsible for operating, maintaining, and improving the Strategic Road Network (SRN) in England, in accordance with the License issued by the Secretary of State for Transport (April 2015) and Government policies and objectives.

National Highways' approach to engaging with the planning system is governed by the advice set out in:

The Strategic Road Network: Planning for the Future – A guide to working with National Highways on Planning Matters (October 2023).

The document is written in the context of statutory responsibilities as set out in National Highways' License, and considering Government policy and regulation, including the:

- National Planning Policy Framework (NPPF);
- Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and
- DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development ("the circular").

As a statutory consultee in the planning system; National Highways have a regulatory duty to co-operate. Consequently, National Highways are obliged to consider all proposals received and to provide appropriate, timely and substantive responses. National Highways' desire to be a proactive planning partner goes beyond the statutory role, but follows the spirit of the license which stipulates that National Highways should:

"Support local and national economic growth and regeneration."

1.1 Task Overview

National Highways has been consulted by Bury Council in relation to a request for a EIA Scoping Opinion for a proposed development comprising a mixed-use scheme including 350 dwellings (ref: 72821), employment / commercial floorspace, a local centre / retail floorspace, mobility hub, public open and appropriate infrastructure, with access applied for in detail and all other matters reserved.

WSP has been requested to review the submitted Scoping Report and supporting transport information on behalf of National Highways, with specific regard to the potential implications for the Strategic Road Network (SRN). The submitted EIA Scoping Report will be reviewed, alongside the supporting Transport Assessment (TA) within Appendix 6 of the EIA Scoping Report. The site is located adjacent to the A56 Walmersley Road and is in close proximity to the M66 Junction 1.

1.2 Previous Scoping Activities

National Highways has previously been consulted on a transport scoping exercise relating to a residential-led development at Walmersley Brook, Bury, located adjacent to M66 Junction 1. The previous proposal was reviewed in August 2025 and comprised 350 dwellings, employment uses, a neighbourhood centre, public open space and a potential park and ride facility and was reviewed through a Transport Assessment Scoping Note written by Eddisons on behalf of Hollins Strategic Land.

The key points raised by National Highways during the previous scoping review included:

- Consideration of the requirements of DfT Circular 01/2022 and National Highways' Planning for the Future guidance;
- The need to assess impacts beyond M66 Junction 1, including M66 Junction 2 and the M66/A56 Edenfield Roundabout where development traffic may interact with the SRN;
- The importance of considering all relevant development across the plan period, including development within neighbouring authorities, given the site's non-allocation status;
- The need for both opening year and future year assessment scenarios in accordance with DfT Circular 01/2022;
- Consideration of existing operational constraints associated with queues on the M66 Junction 1 off-slip and the potential for development traffic to exacerbate these conditions; and
- The requirement for appropriate assessment of traffic assignment, SRN junction impacts and, where necessary, merge-diverge assessments in accordance with DMRB guidance.

It is stated within the TA within the Appendix that the scope of the assessment has been discussed with National Highways, and therefore the above points will be considered during this review.

WSP Comment	Comment 1-01
Following a review of the submitted information within the TA, a number of matters which have been raised during the previous scoping exercise have been incorporated into the assessment, however, further clarification is required regarding the approach to: ■ The approach to relevant development in accordance with DfT Circular 01/2022 Footnote 21; ■ No merge-diverge assessment has been submitted.	

1.3 Technical Information

This review note considers the following document:

- **EIA Scoping Report** – Proposed Residential Development Land East of Walmersley Road, Bury (February 2026, Eddisons).

Appendix 6 of the EIA Scoping Report contains a Transport Assessment, written by Eddisons, which will be the main focus of this report.

2. Policy

2.1 Policy Context

The TA includes a Transport Planning Policy chapter, which sets out current relevant policies and guidance, including the following:

- National Planning Policy Framework (NPPF);
- Greater Manchester Transport Strategy 2040;
- Bury Local Transport Strategy;
- Bury Unitary Development Plan;
- DfT Circular 01/2022;
- National Highways: Planning for the Future;
- Places for Everyone Joint Development Plan 2022-2039; and
- Emerging New Bury Local Plan 2022-2043.

WSP Comment

Comment 2-01

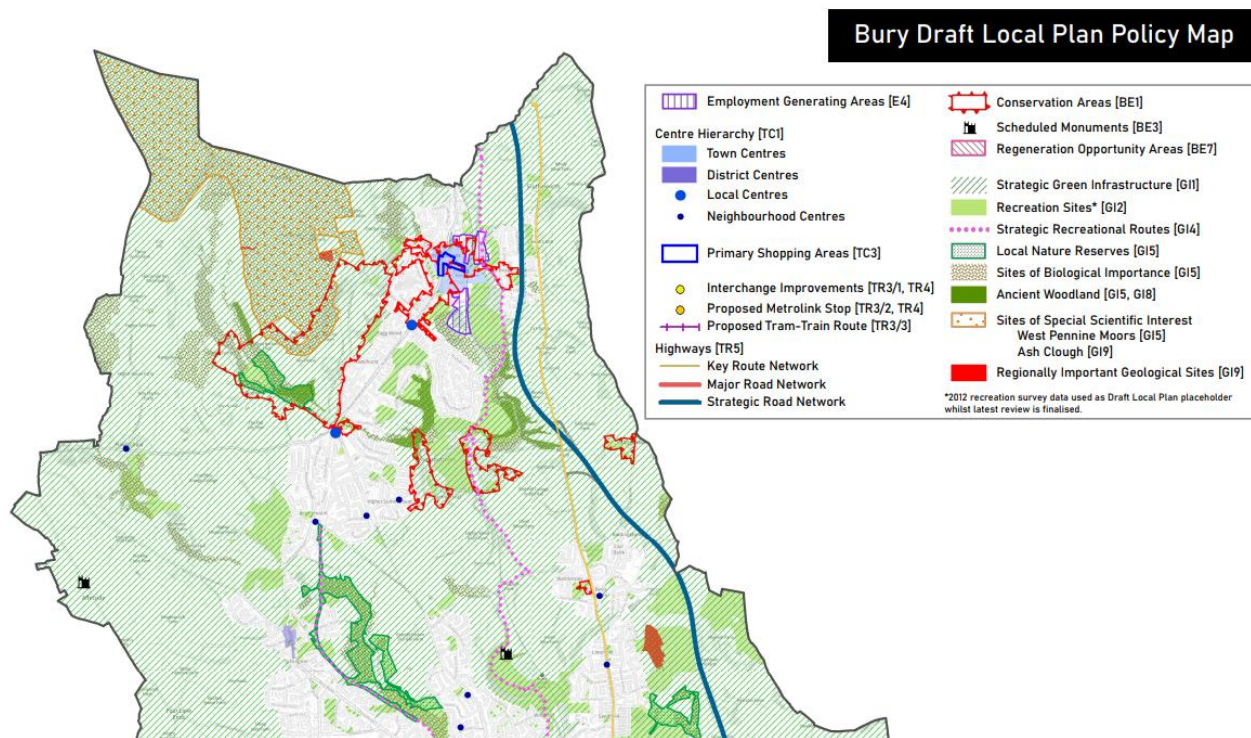
The inclusion of DfT Circular 01/2022 and National Highways: Planning for the Future guidance is considered appropriate and contributes to an understanding of the policy requirements relevant to the assessment of impacts on the SRN.

2.2 Site Allocation Status

The proposed development site is not allocated for development in the emerging Bury Local Plan (Up to 2043). The proposed Local Plan will provide a detailed set of locally specific planning policies that support the strategic planning framework of the Places for Everyone (PfE) Joint Development Plan for nine of the ten boroughs within the City Region. The Local Plan policy map is presented within Figure 2-1.

In the emerging Bury Local Plan, the proposed development site is planned to be designated as Strategic Green Infrastructure which it is stated that *'The Local Plan seeks to conserve and enhance key areas of Green Infrastructure'*.

Figure 2-1 - Bury Draft Local Plan Policy Map



The site is also not allocated in the adopted PfE Joint Development Plan.

WSP Comment

Comment 2-02

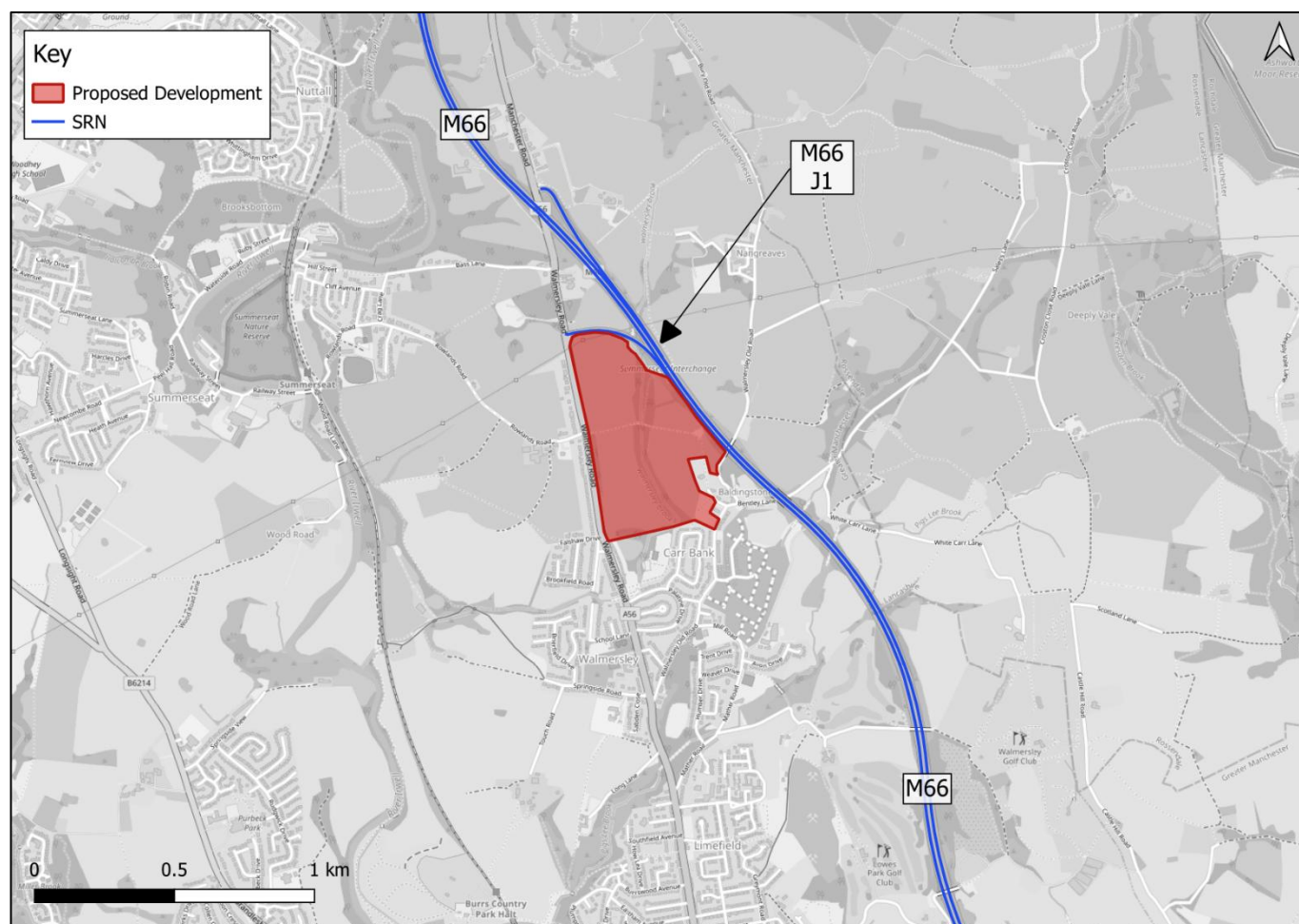
The proposed development site is expected to emerge as a site that is not allocated for development. Therefore, the assessment of transport impact of the site on the nearby SRN should be consider in line relevant sections of the DfT Circular 01/2022, in particular the guidance set out in Footnote 21.

3. Existing Site

3.1 Site Location

The Proposed Development is located on land to the east of Walmersley Road (A56), approximately 4km to the north of Bury. The site is bounded by the M66 motorway to the north and the east, with Walmersley Road and existing residential development to the south and west. The site location is presented within Figure 3-1 with SRN Context.

Figure 3-1 - Site Location with SRN Context



3.2 Baseline Traffic Data

Baseline traffic surveys have been obtained in the form of turning count surveys in 2023 at the following junctions:

- Junction 1: A56 Walmersley Road / Walmersley Old Road / Springside Road;
- Junction 2: A56 Walmersley Road / M66 Off-Slip;

- Junction 3: A56 Walmersley Road / M66 On-Slip;
- Junction 4: A56 Manchester Road / Bury New Road;
- Junction 5: A56 Whalley Road / Wood Lane; and
- Junction 6: M66 / A56 (Edenfield) Roundabout.

It is stated that the traffic survey analysis will identify the typical weekday AM peak and weekday PM peak.

WSP Comment	Comment 3-01
The survey dates, methodology and raw traffic data flows have not been presented within the TA or appendix. It is required that the survey dates and associated traffic data is to be provided to enable confirmation that the surveys were undertaken during a neutral period and are representative of existing operating conditions, in accordance with DfT TAG Unit M1.2. Furthermore, where the survey data is not recent, the baseline traffic data should be validated against available independent sources, such as National Highways WebTRIS data where available, to provide confidence that the survey data is representative of typical traffic conditions on the SRN. Whilst the TA refers to observed queueing at the M66 Junction 1 off-slip junction, it is not currently clear whether the submitted information provides a sufficient understanding of existing operational constraints associated with traffic exiting the motorway. Further evidence is required regarding existing queue lengths, delays and operational conditions at the off-slip junction to establish an appropriate baseline and assess whether the proposed development could exacerbate the existing constraints on the SRN.	

3.3 Collision Data Analysis

The TA presents a review of five years of Personal Injury Collision data (2019 – 2023) obtained from the DfT STATS19 database. The study area includes:

- A56 Walmersley Road in the vicinity of the proposed site accesses;
- Walmersley Old Road in the vicinity of the proposed secondary site accesses;
- A56 / M66 Junction 1 - Off-Slip;
- A56/ Bass Lane priority junction;
- A56 / M66 Junction 1 – On-Slip;
- A56 / A56 Bury Road priority junction; and
- Edenfield Roundabout – A56 / M66 Junction 2.

A total of nine collisions have been recorded within the 2019 – 2023 study period, two serious in severity and seven slight in severity. The highest collision frequency occurred at Edenfield Roundabout (M66 Junction 2) with four collisions. The summary of PICs by severity and location is presented within Figure 3-1.

Table 3-1 - Summary of PICs within Study Area

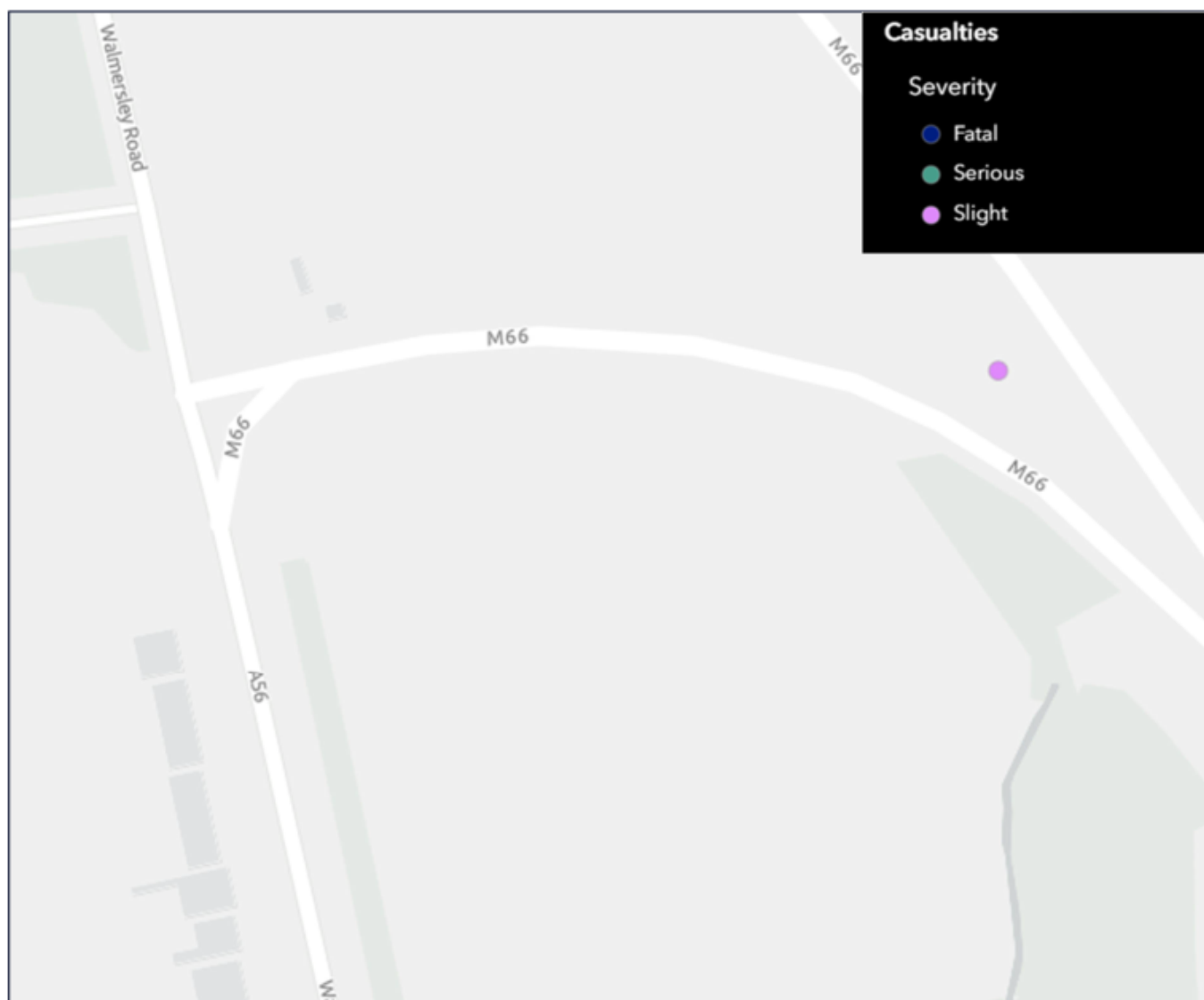
Location	Slight	Serious	Fatal
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A56 Walmersley Road / Site Access Frontage	0	0	0
Walmersley Old Road / Site Access Frontage	0	0	0
A56 / M66 Junction 1 - Off-Slip	1	0	0
A56 / Bass Lane Priority Junction	2	0	0
A56 / M66 Junction 1 – On-Slip	1	0	0
A56 / A56 Bury Road Priority Junction	1	0	0
Edenfield Roundabout – A56 / M66 Junction 2	2	2	0
Total	7	2	0

A56 / M66 Junction 1 – Off-Slip

Within the vicinity of the A56 / M66 Junction 1 off-slip during the 2019-2023 study period, the collision was classified as slight in severity, occurred away from the junction with the A56, the collision involved vehicles. This is shown spatially within Figure 3-2.

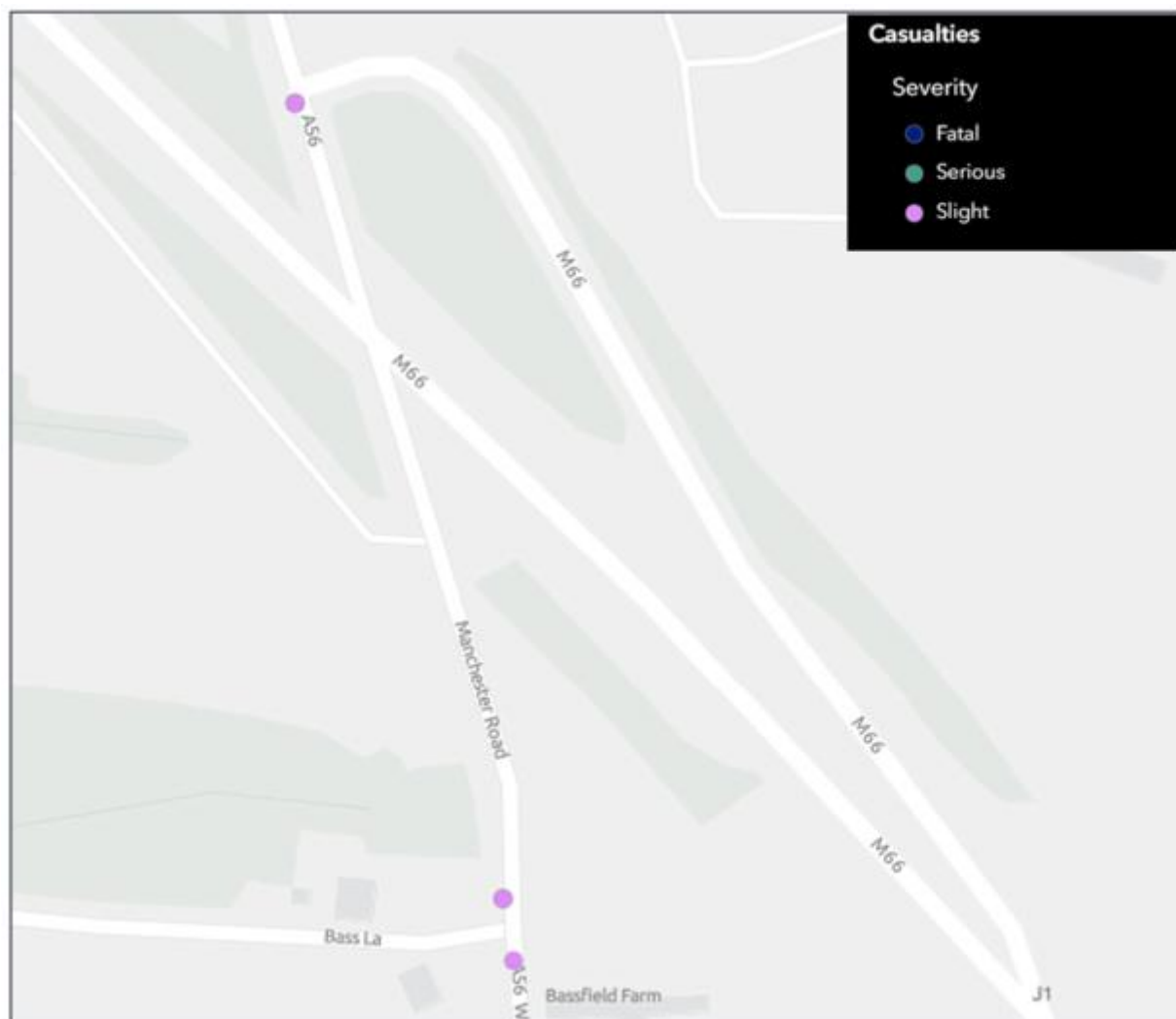
Figure 3-2 - DfT Stats 19 Collision Plot - A56 / M66 Junction 1 - Off-slip



A56 / M66 Junction 1 – On-slip

One PIC was recorded during the five-year study period. The collision was classified as slight in severity and involved a vehicular collision, with no pedestrian or cyclist casualties recorded. This is shown spatially within Figure 3-3.

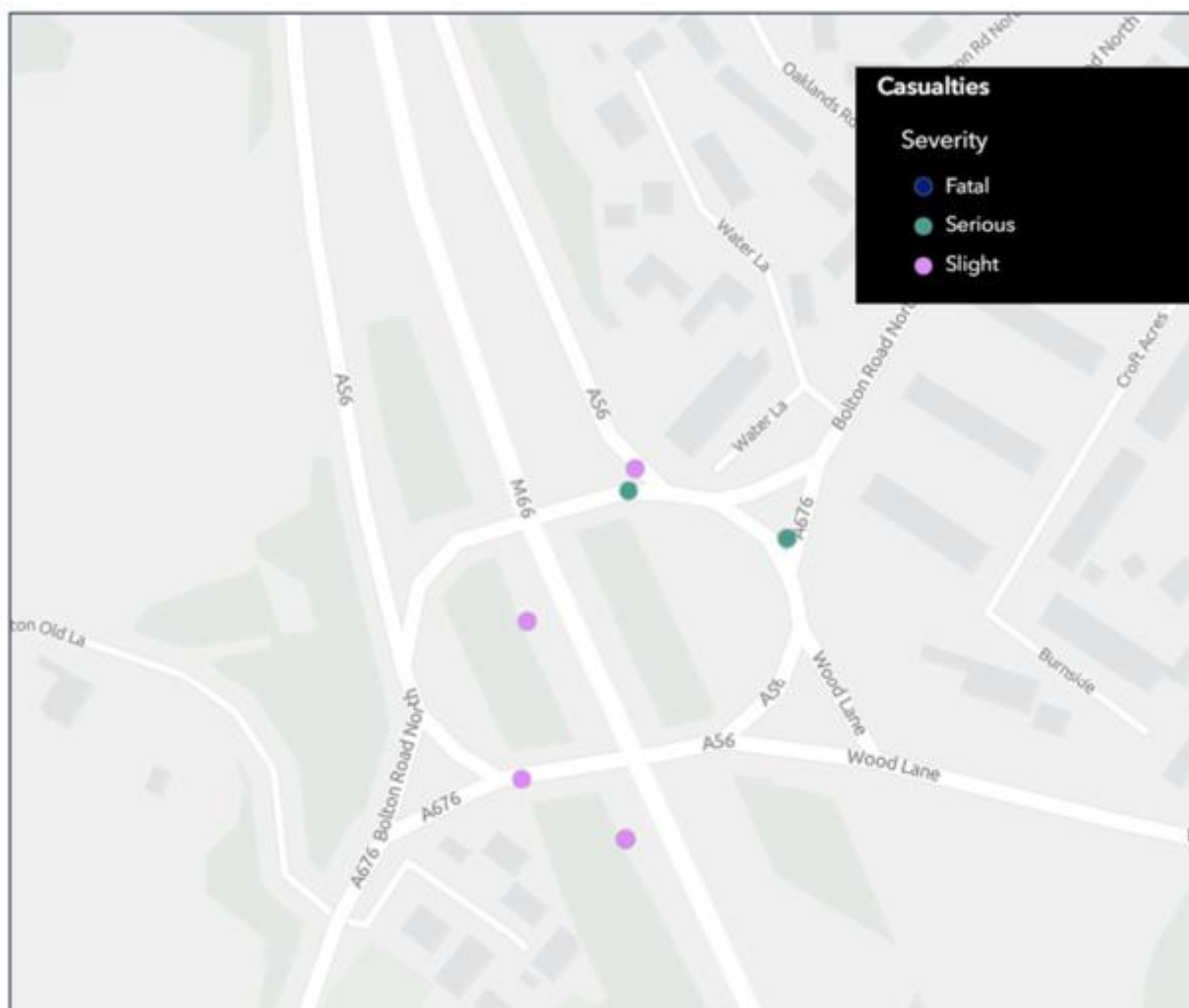
Figure 3-3 - DfT STATS19 Collision Plot - A56 M66 Junction 1 - On-Slip



Edenfield Roundabout – A56 / M66 Junction 2

Four PICs were recorded during the five-year study period, comprising of two slight and two serious collisions. It is stated that one of the serious collisions located in the vicinity of the M66 off-slip, involved a pedal cyclist, whilst the remaining collisions involved vehicles only. The collisions are show spatially within Figure 3-4.

Figure 3-4 - DfT STATS 18 Collision Plot - Edenfield Roundabout - A56 / M66 Junction 2



WSP Comment

Comment 3-01

The collision analysis should be updated to reflect the most recent collision data available, as 2024 collision data is now available. In addition, the study area should be expanded to include the full M66 Junction 1 slip roads and associated motorway mainline sections to ensure that the assessment appropriately captures highway safety conditions on the SRN.

3.4 Vision

The TA is underpinned by a vision-led approach, which seeks to deliver a sustainable, inclusive and well-connected neighbourhood that promotes active travel and reduces reliance on the private car. The proposed development includes a range of measures intended to support this vision, including:

- Employment opportunities;
- Local centre uses;
- A mobility hub;
- Active travel infrastructure;

- Enhanced connections to public rights of way;
- Electric vehicle charging provision; and
- Framework Travel Plan.

The subsequent trip generation assessment seeks to reflect these measures through the application of reductions associated with trip internalisation and sustainable travel behaviour.

Mobility Hub

The TA identifies a proposed Mobility Hub within the local centre, which is intended to support sustainable travel and reduce reliance on private car use. Whilst the final specification is to be confirmed, the Mobility Hub could include:

- Cycle hub – cycle parking, bike and e-bike hire, cycle repair, mobility aid hire;
- EV visitor charging hub;
- Co-working space to promote hybrid working / working local;
- Improved public transport connections;
- Real time public transport Information;
- Parcel lockers and last mile delivery services;
- A Library of Things – a one-stop item sharing library;
- Car Club spaces (subject to commercial viability); and
- Taxi drop-off (for consideration).

4. Proposed Development

4.1 Development Proposals

The proposed development comprises a mixed-use scheme on approximately 19.9 hectares of land east of Walmersley Road. The application is submitted in outline with all matters reserved other than access and includes the following development quantum:

- Up to 350 dwellings;
- Up to 2,500 sqm of employment/commercial floorspace;
- A local centre comprising up to 249 sqm of retail floorspace; and
- A mobility hub, public open space and associated infrastructure.

The illustrative masterplan is presented within Figure 4-1, which has been taken from the TA.

Figure 4-1 - Development Proposals



4.2 Phasing

The TA does not set out a phasing strategy for the proposed development, however it does state that 2028 is the opening year and will be completed by 2033.

WSP Comment

Comment 4-01

It is noted that the TA acknowledges the requirement for an opening year assessment. However, should the development be delivered in multiple phases, it is required that additional assessment scenarios be undertaken for the opening of each phase.

This is in accordance with DfT Circular 01/2022, paragraph 50, which states that:

“For multi-phase developments, additional assessments shall be provided based on the opening of each phase.”

Furthermore, as the site is not allocated within an adopted Local Plan, the assessment scenarios should also include all relevant committed and allocated development across the plan period. This is consistent with DfT Circular 01/2022 Footnote 21, which states that:

“Where development proposals are not consistent with an up-to-date plan or strategy, this should include all relevant development that is consented or allocated over the entirety of the plan period. In some instances, due regard should be had to permissions and allocations in neighbouring authorities. The inclusion or exclusion of specific developments should be agreed with the local planning authority at pre-application stage”

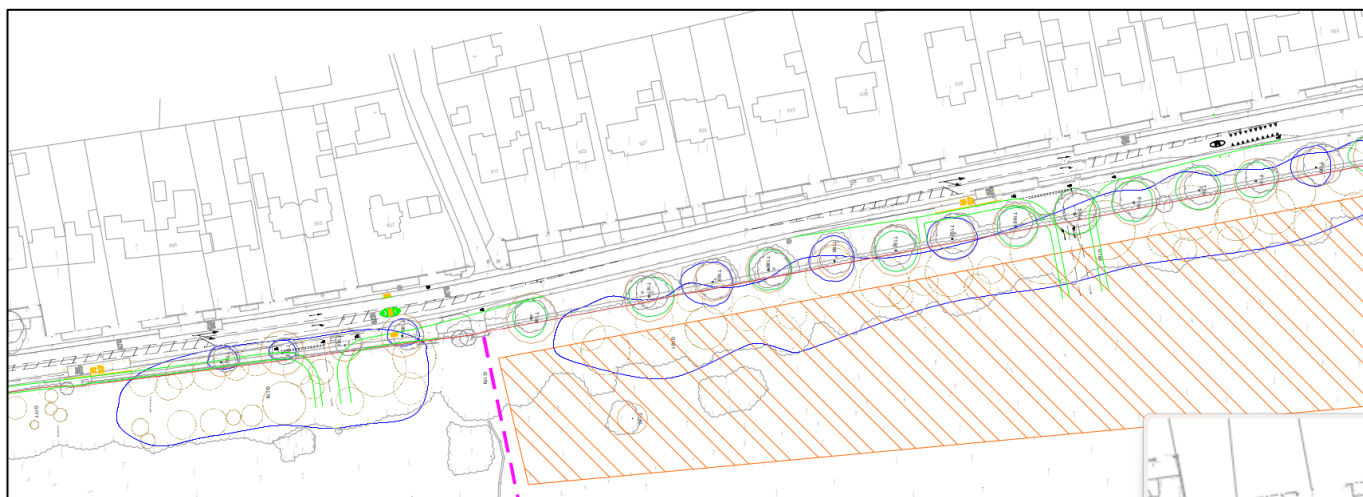
4.3 Access

The Proposed Development would be accessed via two new priority junctions on the A56 Walmersley Road. In addition, two secondary vehicular access points are proposed from Walmersley Old Road, which are intended to serve a limited number of dwellings and provide connections for active travel movements.

Additionally, the applicant is proposing that Bury Council pursues a Traffic Regulation Order (TRO) to extend the existing 30mph speed limit northwards to encompass the full site frontage.

The access points are presented within Figure 4-2, which has been taken from the TA.

Figure 4-2 - Walmersley Road Access Points



WSP Comment	Comment 4-02
The proposed access arrangements are a matter for agreement with the LHA. However, given the close proximity to the M66 Junction 1 off slip further information is required on any potential interaction between the junctions (see further comments in this Note).	

4.4 Parking

The parking provision is stated to be subject to a future reserved matters application; however, the parking will comply to the Bury Council's parking standards.

WSP Comment	Comment 4-03
The proposed parking provision is a matter for agreement with the LHA.	

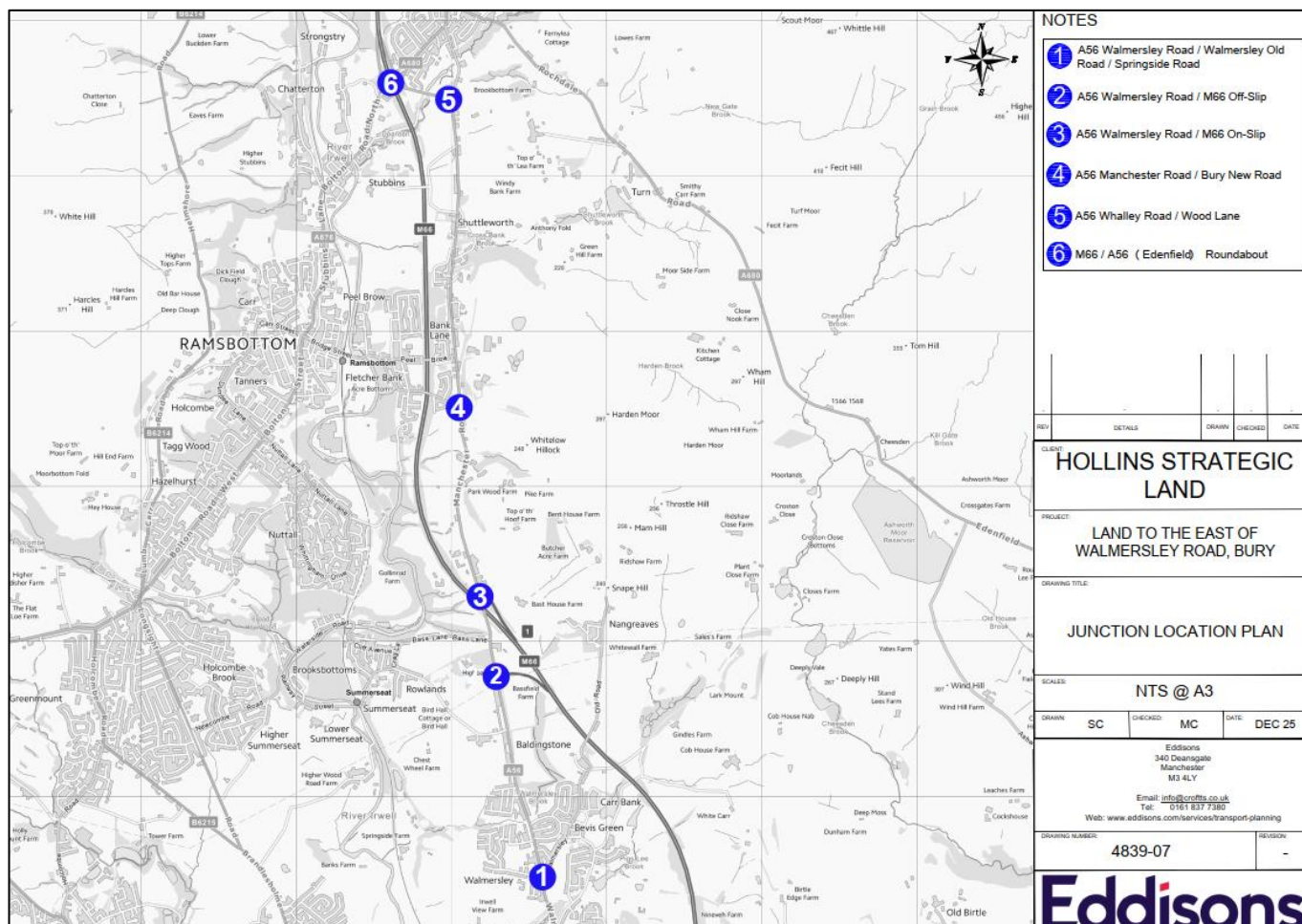
5. Traffic Impact Assessment

5.1 Study Area

The TA identifies a study area comprising the following junctions:

- Proposed Site Accesses / A56 Walmersley Road.
- A56 Walmersley Road / Walmersley Old Road / Springside Road.
- A56 Walmersley Road / M66 Off-Slip.
- A56 Walmersley Road / M66 On-Slip.
- A56 Manchester Road / Bury New Road.
- A56 Whalley Road / Wood Lane.
- M66 / A56 (Edenfield) Roundabout.

These junctions form the basis of the traffic surveys, impact assessment and junction capacity assessments presented within the TA and are shown spatially in Figure 4-2, which has been taken from the TA.



5.2 Assessment Scenarios

The TA states that the proposed development is anticipated to have an opening year of 2028 and be fully completed by 2033. Assessment scenarios have therefore been developed for the 2028 opening year and a 2033 future year.

The TA notes that National Highways requires an opening year assessment assuming full build out and occupation of the development.

WSP Comment	Comment 5-01
It is noted that the TA has identified a 2028 opening year, with a 2033 future year assuming full build out. However, should the development be delivered in distinct phases, it is required that all phasing scenarios are assessed in accordance with DfT Circular 01/2022 (paragraph 50), which states: <i>“For multi-phase developments, additional assessments shall be provided based on the opening of each phase.”</i> Furthermore, as the site is not allocated within an adopted Local Plan, the assessment scenarios should also include all relevant committed and allocated development across the plan period. This is consistent with DfT Circular 01/2022 Footnote 21, which states that: <i>“Where development proposals are not consistent with an up-to-date plan or strategy, this should include all relevant development that is consented or allocated over the entirety of the plan period. In some instances, due regard should be had to permissions and allocations in neighbouring authorities. The inclusion or exclusion of specific developments should be agreed with the local planning authority at pre-application stage”</i>	

5.3 Background Traffic Growth

Background traffic growth has been derived from TEMPro v8.1 using the Bury 004 MSOA, the resulting growth factors are presented within Table 5-1.

Table 5-1 - Growth Factors

	AM Peak	PM Peak
2023 – 2028	1.0445	1.0453
2023 – 2033	1.0961	1.0972

WSP Comment	Comment 5-02
WSP has undertaken an independent review of the growth assumptions using TEMPro and identified higher growth factors when applying the motorway road type within the Bury geographical area. Given the proximity to the M66 corridor and potential for changes in traffic demand, this should be updated and demonstrated when assessing future conditions.	

5.4 Relevant Development & Infrastructure

The TA identifies a single committed development for inclusion within the assessment:

- Land West of Market Street, Edenfield (Ref:22/0451), comprising 238 dwellings and associated infrastructure.

It is stated that apart from this development, the applicant are not aware of any other committed developments that require explicit consideration within the assessment and consider that wider planned growth will be captured through the application of TEMPro growth factors.

Traffic flows associated with the Edenfield Masterplan have been taken from the TA prepared in support of Application Ref: 22/0451 and incorporated into the assessment scenarios. The development has planning permission subject to conditions and is identified as having a material impact on the highway network.

WSP Comment	Comment 5-03
The inclusion of the Edenfield Masterplan development is noted, as this was identified by WSP during the previous scoping exercise as a development that should be considered within the cumulative assessment. However, the proposed development site is located close to the administrative boundary between Bury and Rossendale, and development from both authorities has the potential to influence traffic conditions on the M66 corridor, including M66 Junctions 1 and 2. National Highways previously advised that relevant developments within both Bury and neighbouring authorities should be considered when establishing cumulative assessment scenarios. Whilst the inclusion of the Edenfield Masterplan is welcomed, it is not clear whether all relevant committed and allocated developments have been identified and assessed. In addition to committed developments, the assessment should also account for all relevant development across the entirety of the plan period, as the site is not allocated, or proposed to be allocated, within an adopted Local Plan. This is consistent with DfT Circular 01/2022 Footnote 21, which states: <i>Where development proposals are not consistent with an up-to-date plan or strategy, this should include all relevant development that is consented or allocated over the entirety of the plan period. In some instances, due regard should be had to permissions and allocations in neighbouring authorities. The inclusion or exclusion of specific developments should be agreed with the local planning authority at pre-application stage</i>	

5.5 Traffic Generation

Residential Element

The TA adopts a vision-led, total person trip approach, as advised by TfGM, using TRICS trip rates and Census and National Travel Survey data. The assessment assumes that a proportion of education, employment, shopping and leisure trips will be internalised or undertaken by sustainable modes due to

the provision of a local centre, employment opportunities, a mobility hub, active travel infrastructure and proximity to existing schools.

The following parameters were selected to derive the trip rates:

- Category 03 – Residential, Sub-category A – Houses Privately Owned;
- ‘Edge of Town,’ ‘Neighbourhood Centre,’ and ‘Suburban Area’ Location Types;
- 250 – 550 dwellings;
- Date Range: 01/01/2016 – 17/09/2024;
- Monday – Thursday Survey days;
- Exclusion of Covid-19 Pandemic Surveys.

The trip rates derived are presented within Table 5-2

Table 5-2 - TRICS Trip Rates - Residential Element

Mode	Period	Trip Rate		Total Person Trips
		Arrivals	Departures	
Person	AM Peak	0.220	0.752	340
	PM Peak	0.587	0.274	301

WSP Comment	Comment 5-04
WSP undertook an independent review of the residential trip generation using the TRICS database. The selected TRICS parameters were found to be broadly consistent with those adopted by the applicant and the resulting trip rates were comparable to those presented within the TA. Therefore, WSP consider the baseline TRICS trip generation to be appropriate for use in this assessment.	

The person trips were then categorised by trip purpose using data from the National Travel Survey (NTS), with commuting/business, education, shopping and other trip purposes identified separately. This is presented within Table 5-3.

Table 5-3 – National Travel Survey – Peak Hour Trips by Journey Purpose

Trip Purpose Percentage				
Peak Period	Commuting / Business	Education / Education Escort	Shopping	Other
AM Peak	31.5%	38.5%	4.0%	26.5%
PM Peak	28.0%	6.0%	13.0%	53.0%
Trip Purpose Trips				

Peak Period	Commuting / Business	Education / Education Escort	Shopping	Other
AM Peak	107	131	14	90
PM Peak	84	18	39	160

The TA then applies a mode share assumption derived from Census and NTS data to convert person trips into vehicle trips. Following this exercise, the residential element is forecast to generate 144 two-way trips in the AM peak and 138 two-way vehicle trips in the PM peak hour, prior to the application of any trip reductions.

Table 5-4 – Summary of Vehicular Trips by Journey Purpose

Two-way Vehicular Trips (350 Dwellings)										
Mode	Work		Education		Shopping		Other		Total	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Car Driver	74	58	32	4	6	18	32	57	144	138

Then the two-way vehicle trips from Table 5-2 and converting them into directional trips (arrivals and departures) for assignment onto the network, this is presented within Table 5-5. The directional distribution of trips has been derived from the TRICS arrival and departure profiles. The TA identifies that the AM peak comprises approximately 23% arrivals and 77% departures, whilst the PM peak comprises approximately 68% arrivals and 32% departures. These proportions have been applied to the calculated vehicle trips by journey purpose to derive directional development traffic for assignment onto the highway network.

Table 5-5 – Summary of Vehicular Trips by Journey Purpose by Direction

Two-way Vehicular Trips (350 Dwellings)										
Mode	Work		Education		Shopping		Other		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	17	57	7	24	1	5	7	25	33	112
PM Peak	40	19	3	1	12	6	39	18	94	44

Education Reductions

The TA assumes that a proportion of education trips will be undertaken on foot due to the site's proximity to existing educational facilities. Using Census and NTS data, the applicant assumes that approximately 45% of car-borne education trips relate to primary schools and therefore applies a 45% reduction to education vehicle trips.

The application of education reduction reduced AM peak education vehicle trips from 31 to 17 and PM peak education vehicle trips from 4 to 3 trips.

Employment Reductions

The TA assumes that some residents will work within the proposed employment floorspace or nearby employment areas. On this basis, a 10% reduction has been applied to work-related vehicle trips to reflect the anticipated internalisation of commuting trips.

The application of the employment reduction reduces AM peak work-related vehicle trips from 74 to 67 trips and PM peak work-related vehicle trips from 58 to 53 trips.

Shopping Trips

The TA assumes that the proposed local centre will reduce off-site shopping demand, therefore a 25% reduction has been applied to shopping-related vehicle trips.

The application of the shopping reduction reduces AM peak shopping vehicle trips from 6 to 5 trips and PM peak shopping vehicle trips from 18 to 13 trips.

Final Trip Reduction

Following the application of the education, employment and shopping trips reductions, the residential element is a forecast to generate 121 two-way trips in the AM peak and 126 two-way trips in the PM peak, this is presented within Table 5-6.

Table 5-6 – Summary of Vehicular Trips by Journey Purpose with Reductions.

Two-way Vehicular Trips (350 Dwellings)										
Mode	Work		Education		Shopping		Other		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	15	52	4	13	1	4	7	25	27	94
PM Peak	36	17	2	1	9	4	39	18	86	40

WSP Comment	Comment 5-05
The vision-led approach adopted within the TA is noted, together with the proposed mobility hub, local centre, employment floorspace and active travel measures intended to encourage sustainable travel behaviour. However, the forecast residential tri generation relies upon a series of reductions to education, employment and shopping trips to reflect internalisation and modal trips. In relation to the education trip reduction, the assessment applies a 45% reduction based on the assumption that a proportion of school trips will be undertaken on foot due to the proximity of local schools. However, it is not clear whether the availability and capacity of these schools has been considered.	

WSP Comment	Comment 5-05
National Highways would welcome the presentation of a sensitivity test excluding this reduction to demonstrate the potential impact should the forecast level of trip internalisation not be realised. The assessment also applies a 10% reduction in employment-related trips based on the assumption that a proportion of residents will work within the proposed employment space or nearby employment areas. However, limited evidence has been provided to demonstrate that this assumption would be realised in practice, particularly given the scale and nature of the proposed employment floorspace. Further justification is therefore required to support this reduction. Collectively, these reductions reduce residential vehicle trips from 144 to 121 two-way trips during the AM peak and from 138 to 126 two-way trips during the PM peak. National Highways therefore requires further evidence to demonstrate that the assumed levels of trip internalisation and modal shift are realistic, deliverable and representative, additionally, a scenario without the reductions should be presented.	

Employment Element

The TA assesses the employment element separately from the residential development. Trip generation has been derived using the TRICS database based on the following parameters:

- Category 02 – Employment, Sub-Category, B - Business Park;
- 'Edge of Town,' 'Neighbourhood Centre,' and 'Suburban Area' Location Types;
- Sites between 0 and 6,000 sqm;
- Weekday surveys (Mon-Fri);
- COVID surveys excluded;
- Date Range: 01/01/2016 – 17/09/2024;
- Greater London sites excluded; and
- Republic of Ireland sites excluded.

The TRICS assessment forecasts that the employment element would generate 42 two-way vehicle trips during the AM peak hour and 21 two-way trips during the PM peak hour, this is presented within Table 5-7.

Table 5-7 – Employment Trip Rates and Trips

	Trip Rate	
	Arrivals	Departures
AM Peak	1.424	0.220
PM Peak	0.289	0.533
	Trip Rate	
	Arrivals	Departures

AM Peak	36	6
PM Peak	7	14

The TA acknowledges that a proportion of employment may reside within the proposed residential development and therefore some employment trips could be internalised. However, no reduction has been applied to the employment trip generation to account for this with the TA stating it provides a robust assessment.

WSP Comment	Comment 5-06
Given the relatively small scale of the proposed employment provision (2,500 sqm) and its location within a wider mixed-use development, it is not clear that Business Park land use category represents the most appropriate category type. The applicant should provide justification for the selected TRICS parameters and demonstrate that the chosen sites are representative of the scale, nature and location of the proposed employment uses.	

Local Centre Element

The proposed development includes up to 249 sqm of local centre floorspace. The TA states that due to its small scale and local function, trips associated with the local centre would be internalised within the wider development and are therefore treated as ancillary to the residential development.

5.6 Distribution & Assignment

The TA derives the distribution of residential development traffic using the 2011 Census 'Location of Usual Residence and Place of Work' dataset. The site is located within the MSOA Bury 004, and the Census data is used to identify the destinations of residents travelling by car.

Route planning software has then been used to determine the likely route that would be taken between the site and the identified destinations. The resulting residential trip distribution is presented within the appendix.

The distribution of employment trips is also derived using the 2011 Census 'Location of Usual Residence and Place of Work' dataset. The same methodology has been used to identify likely employee origins and assign employment-related traffic onto the surround network. The employee resulting distribution is presented within the appendix.

The forecast development trips have then been assigned onto the highway network using the derived residential and employment trip distributions, which are presented as traffic flow diagrams in the appendix.

WSP Comment	Comment 5-07
The applicant is required to present the provision of a gravity model, or similar supporting evidence, to validate the adopted assumptions to ensure the development traffic has been appropriately distributed across the network.	

5.7 Junction Modelling

The TA assesses the operational performance of the study area junctions using a combination of industry-standard junction modelling software. This includes:

- A56 Walmersley Road / M66 On-Slip junction (PICADY); and
- A56 Walmersley Road / M66 Off-Slip junction (LINSIG).

The modelling assesses future year baseline and future year with development scenarios and considers the impact of background growth, committed development and development traffic on junction operation.

Table 5-8 presents the junction capacity assessment for A56 Walmersley Road / M66 Off-slip, showing that the junction would continue to operate within capacity during both the 2033 base and with development scenario, with a maximum increase in queue lengths of two vehicles

Table 5-8 - A56 Walmersley Road / M66 Off-slip (LINSIG)

Approach	2033 Base DoS	2033 Base MMQ	2033 With Dev DoS	2033 With Dev MMQ
A56 North Ahead	61.3%	16	64.1%	17
M66 Off-Slip Left	4.3%	0	4.5%	0
M66 Off-Slip Right	42.1%	9	44.2%	9
A56 South Ahead	61.6%	15	64.6%	16

Table 5-9 presents the junction capacity assessment for A56 Walmersley Road / M66 On-slip, showing that the junction would continue to operate within capacity during both the 2033 base and with development scenarios, with only a limited increase in queueing predicted.

Table 5-9 - A56 Walmersley Road / M66 On-slip (PICADY)

Movement	2033 Base RFC	2033 Base Queue	2033 With Dev RFC	2033 With Dev Queue
A56 Manchester Road (S) Right Turn	0.76	3	0.87	6

WSP Comment	Comment 5-08
It is noted that the LINSIG model used to assess the A56 Walmersley Road / M66 Off-slip junction is based on a model previously agreed with National Highways as part of the Land West of Market Street, Edenfield development. However, given time has elapsed since this exercise, it is required that evidence is presented to demonstrate that the model remains representative of current operating conditions.	

WSP Comment	Comment 5-08
In particular, supporting information should be provided regarding model calibration and validation, including signal specifications, traffic survey data and observed queue survey information. This should demonstrate that the model accurately reflects existing traffic conditions and operational constraints at the M66 northbound off-slip. In addition, the relevant model files should be provided to enable an independent audit of the modelling assumptions and outputs. A review of the modelling will be undertaken following receipt of the calibration and validation evidence and associated model files,	

6. Travel Plan

6.1 Introduction

A Framework Travel Plan (FTP) has been prepared in support of the proposed development by Eddisons. The FTP seeks to encourage residents and visitors to travel by sustainable modes and reduce reliance on the private car through a package of measures, monitoring and ongoing management. An initial residents travel survey is proposed within three months of the development reaching 50% occupancy, with subsequent targets to be agreed with Bury Council.

6.2 Policy & Guidance

The FTP references relevant national travel planning policy and guidance, including:

- DfT's 'Making Residential Travel Plans Work';
- National Planning Policy Framework;

The FTP adopts the Travel Plan Pyramid approach, which recognises the importance of site location, site design and supporting travel planning measures in achieving sustainable travel outcomes.

6.3 Travel Plan Aim

The FTP identifies the following aims:

- Encourage residents and visitors to utilise alternatives to the private car;
- Increase awareness of sustainable travel opportunities; and
- Introduce measures that facilitate travel by modes other than the private car.

6.4 Travel Plan Targets/Objectives

The FTP states that a baseline travel survey will be undertaken within three months of the development reaching 50% occupancy. The results will be to establish modal split targets, which are proposed to be agreed with Bury Council. Potential target areas identified within the FTP include:

- Car trips per household;
- Uptake of sustainable travel alternatives;
- Car ownership and mode of travel; and
- Travel Plan awareness.

6.5 Measures & Initiatives

The FTP proposes a range of measures intended to encourage sustainable travel, including:

- Appointment of a Travel Plan Co-ordinator;
- Provision of a Residents Travel Pack;

- Travel awareness and information initiatives;
- Promotion of car sharing and Liftshare schemes;
- Promotion of walking and cycling;
- Walking bus and Park & Stride initiatives for local schools;
- Encouragement of home working and delivery services;
- Promotion of public transport use; and
- Marketing and awareness campaigns.

WSP Comment	Comment 6-01
The Framework Travel Plan includes a range of measures intended to promote sustainable travel, however, the FTP does not currently include quantified modal share or trip reduction targets, which are proposed to be developed following post-occupation surveys. Given that the TA adopts a vision-led approach and applies reductions to residential trip generation based on assumed levels of trip internalisation and modal shift, it is considered it important that the FTP contains clear, measurable and time-bound targets against which its success can be assessed. Consideration should also be given to the inclusion of tangible incentives and interventions to encourage behavioural change.	

7. Summary

WSP has reviewed the submitted EIA Scoping Report and supporting Transport Assessment on behalf of National Highways in relation to the proposed mixed-use development comprising up to 350 dwellings, employment/commercial floorspace, local centre/retail floorspace, mobility hub, public open space and associated infrastructure on land east of Walmersley Road, Bury. The site is located adjacent to the A56 Walmersley Road and in close proximity to M66 Junction 1.

The review has considered the potential implications of the development on the SRN, including the scope of the proposed assessment, baseline assumptions, traffic generation methodology, distribution and assignment, and the operational assessment of key SRN junctions.

The key points arising from the review are summarised below:

- **Previous National Highways Scoping Comments**

A number of the matters raised during the previous scoping exercise have been incorporated within the assessment. However, further clarification is required regarding the approach to relevant development in accordance with DfT Circular 01/2022 Footnote 21 and no merge-diverge assessment has been identified within the submitted information.

- **Baseline Conditions**

Further information is required regarding the traffic surveys, including survey dates, methodology and raw traffic flow information. Additional evidence is also required to demonstrate existing operational conditions at the M66 Junction 1 northbound off-slip, including existing queueing, delays and operational constraints.

- **Collision Analysis**

The collision analysis should be updated to include the most recent collision data available and should be expanded to include the full M66 Junction 1 slip roads and associated motorway mainline sections.

- **Assessment Scenarios and Phasing**

Whilst opening year and future year assessments have been undertaken, additional assessment scenarios should be provided should the development be delivered in multiple phases. As the site is not allocated within an adopted Local Plan, the assessment should also consider all relevant development across the plan period in accordance with DfT Circular 01/2022 Footnote 21.

- **Background Growth and Relevant Development**

WSP's independent review identified higher TEMPro growth factors for the motorway network when applying the motorway road type. In addition, it is not clear that all relevant committed and allocated development has been included within the cumulative assessment.

- **Residential Trip Generation**

WSP's independent review found the selected TRICS parameters and resulting residential trip rates to be broadly appropriate. However, further justification is required for the reductions applied to education, employment and shopping trips. National Highways would welcome the presentation of a sensitivity test excluding these reductions to demonstrate a robust worst-case assessment.

- **Employment Trip Generation**

Further justification should be provided regarding the use of the Business Park TRICS category and its suitability for the proposed employment provision.

- **Distribution and Assignment**

Whilst a distribution and assignment exercise has been undertaken, a gravity model or similar supporting evidence should be provided to validate the adopted assumptions and demonstrate that development traffic has been appropriately distributed across the network.

- **Junction Modelling**

The modelling indicates that the M66 Junction 1 slip road junctions are forecast to continue operating within capacity. However, additional information is required regarding model calibration and validation, including traffic survey data, observed queue information, signal specifications and model files, to enable an independent review of the modelling.

- **Framework Travel Plan**

The Framework Travel Plan contains a range of measures intended to promote sustainable travel; however, it does not currently contain quantified modal shift or trip reduction targets. Given the reliance placed on sustainable travel measures within the trip generation assessment, clear and measurable targets together with tangible incentives should be incorporated into the final Travel Plan.

WSP

