

## 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 Walmsersley Road, Bury. The site is located adjacent to the A56 Walmsersley 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.