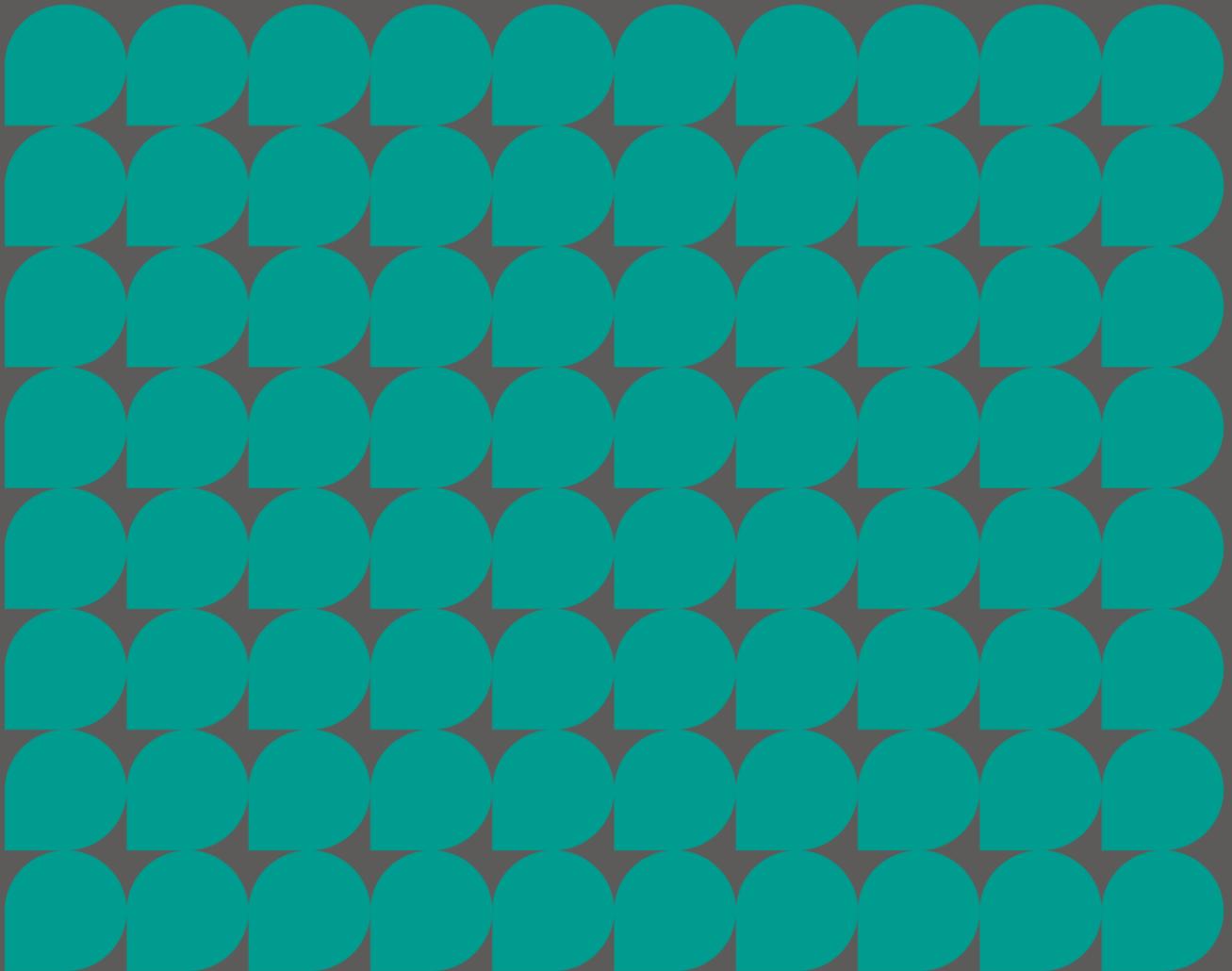


Transport Locality Assessments Addendum

Manchester

Places for Everyone – July 2021



Review Note

PLACES FOR EVERYONE

Manchester Locality Assessment Review Note

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1. Executive Summary

- 1.1.1 The conclusions of each of the Manchester Locality Assessments, November 2020, remain robust. The 2020 assessments gave an initial indication that the traffic impacts of the allocations can be sufficiently mitigated and that the allocations are deliverable with the proposed mitigations in place.
- 1.1.2 These conclusions have been tested again, using updated modelling where necessary, to reflect recent changes – such as Stockport’s withdrawal from GMSF. The review has not identified any significant changes and, on this basis, the conclusions arrived at in the 2020 Locality Assessments are still considered to be valid.
- 1.1.3 As part of the original Locality Assessment for GMA 10 Global logistics it was identified that mitigation was required at M56 junction 6. At that time no mitigation was identified. As part of this review mitigation has been identified for this location. However it should be noted that a study is currently underway which aims to develop a strategic approach to mitigate the significant impacts of developments over and above those considered as part of the Places for Everyone (Pfe) including HS2, NPR and other major development including Airport City in the vicinity of Manchester Airport.
- 1.1.4 GMA3.1 Roundthorn Medipark Extension and GMA3.2 Timperley Wedge Locality Assessment Review is covered in a separate document.
- 1.1.5 Further work and a full Transport Assessment will be necessary to ensure that potential mitigation measures are designed in more detail and remain appropriate as the allocations move through the planning process. The allocations will also need to be supported by continuing wider transport investment across Greater Manchester.



2. Introduction

2.1. Background

2.1.1. Since April 2019, SYSTRA Ltd has been leading, on behalf of the nine Places for Everyone Local Authorities and Transport for Greater Manchester, on the assessment and mitigation of the transport impacts of the development Allocations identified in the Places for Everyone joint development plan (formerly the Greater Manchester Spatial Framework). This work resulted in the publication of a series of Locality Assessments which:

- Forecast the pattern of traffic movement in 2025 and 2040 on the Greater Manchester transport network, both before and after the addition of traffic resulting from the delivery of the GMSF Allocations;
- Assessed the impact of that additional traffic on existing transport infrastructure;
- Identified measures which would mitigate the impact of the additional traffic by examining enhancements to the public transport, active travel and highway network;
- Priced those enhancements on a consistent basis to support the evaluation of the viability of the Plan; and,
- On the basis of the above, confirmed whether or not the Allocation was appropriate from a transport perspective.

2.1.2. Following the withdrawal of Stockport Council from the original Greater Manchester Spatial Framework 2020 Joint Development Plan Document (Joint DPD) preparations, the nine remaining Local Authorities have agreed to use the GMSF as the basis for a new Places for Everyone Plan Joint DPD. This new plan has been prepared on the basis that it will have ‘substantially the same effect’ as the GMSF. Full details of the processes, dates of consultations and key decision meetings are set out in the Topic Papers.

2.1.3. The “Transport Locality Assessment – Manchester – GMSF 2020” document formed part of the original evidence base which was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the PfE has been prepared, the GMSF evidence



base remains valid in relation to the PfE 2021. That said, the original Locality Assessment for Manchester has been reviewed in the light of the change from GMSF 2020 to the PfE2021 and this addendum report has been produced to identify any minor amendments. This addendum should therefore be read in conjunction with the “Transport Locality Assessment – Manchester – GMSF 2020” document made available in October 2020.

2.1.4. Since then a number of factors have necessitated a review of the conclusions of those Locality Assessments and revision or confirmations to those findings as appropriate. Those factors include:

- The removal of some Allocations from the Plan;
- Changes to the quantum of development proposed within some Allocations;
- Changes to the scale or type of transport supply (also known as transport mitigation schemes or interventions) proposed close to or within some Allocations;
- The withdrawal of Stockport Council and their associated Allocations from the Greater Manchester Spatial Framework; and,
- Modifications to the reference transport network to include newly committed schemes on the strategic road network (SRN).

2.1.5. These are factors which, taken together, may alter the pattern of traffic movements close to the remaining Allocations and impact on wider traffic movements across the conurbation. As such, it was considered necessary to check that the conclusions of the original assessments remain robust. This note sets out the processes behind, and conclusions of, the review for Manchester. This note identifies whether any of these changes are likely to significantly impact on the conclusions of the original assessments and where needed it sets out an updated technical assessment of the impact of the Allocations in Manchester on the operation of the transport network, and where necessary reviews and revises the transport infrastructure necessary to mitigate the impacts of the site.



2.2. Approach to the production of the Locality Assessment Addendum

2.2.1. Since the completion of the original Locality Assessments in September 2020, a number of factors have necessitated a review of the original conclusions. These include the decision of Stockport Council to withdraw from GMSF 2020, resulting in a number of Allocations and supporting infrastructure schemes being removed from the Plan. Other local authorities have chosen for various reasons to either remove Allocations or to make changes to the amount of development, the development type, its phasing, or the type of supporting infrastructure, all of which may have an impact on the operation of the Allocation and its impact it may generate on the transport network. As a result of this SYSTRA Ltd were asked to look again at the assumptions and conclusions of their original work to reassess its validity.

2.2.2. This work began with an update to the to the transport model to reflect the changes summarised above in order to obtain a more relevant forecast of likely trip generation and distribution in the two forecast years of 2025 and 2040.

2.2.3. At the outset of the review process it became clear that the level of detail required would vary between allocations. Some would require only a fairly high-level qualitative review while others would require a more detailed quantitative review. There are a number of reasons for this distinction; some of which are Allocation-specific and some related to regional / GM-wide changes.

2.2.4. In terms of the allocation-specific changes, the key considerations in adopting a quantitative review approach were as follows:

- A material change in development quantum as compared to that which was assessed in Summer 2020 (either an increase or a decrease)
- Proposed changes to the transport interventions serving an allocation made after the core assessment in Summer 2020
- Requested changes relating to the analytical approach; e.g modified trip generation rates, increased spatial extent of the study area, sensitivity tests of alternative networks etc.



2.2.5. In terms of the regional / GM-wide changes, the key considerations in adopting a quantitative review approach were as follows:

- The removal of all of the Stockport allocations and the associated reduction in transport demand; most directly relevant to the neighbouring districts
- Changes in the status of major transport infrastructure; for example, the confirmation of the Simister Island highway network improvements was expected to change traffic distribution and flow patterns in the NE area of GM

2.2.6. The outputs of the strategic modelling at the small number of sites which were considered suitable for a qualitative review were compared to the outputs from the previous round of modelling which was used to inform the production of the original Locality Assessment, in those instances where the outputs were considered to be comparable no further work was deemed necessary.

2.2.7. In the majority of cases however, changes between the model outputs indicated that a quantitative review would be necessary. The scope for this was discussed and agreed with officers of the relevant Local Authority and Transport for Greater Manchester before work began.

2.2.8. The outputs from the strategic modelling exercise were inputted into the local junction models developed for the original Locality Assessment work. Where the strategic modelling indicated that new junctions were likely to come under strain in either of the two future year scenarios, these were built using industry standard 'Linsig v3' or 'Junctions 9' software. Traffic signal information, including signal phasing and timings, and lane geometry (alignment, profile and lane position) was obtained from TfGM in order to replicate the junctions as closely as possible.

2.2.9. In a manner which replicates the method originally used for the Locality Assessment work, junction performance was tested in both the Reference and PfE Scenarios and, assessed to confirm if the mitigations originally developed for the Allocations remained adequate, needed to be expanded, or in fact could be de-scoped or removed all together as a result of



changes in traffic flow and distribution. As with the original work the objective here was to mitigate back to the Reference Case, rather than to reduce traffic flow back to the Base Case. This means that the mitigation may not result in the junction operating within capacity in the forecast year.

2.2.10. In a limited number of instances, the updated Locality Assessment work has indicated that traffic flow and distribution may be lower than originally forecast, but the decision has been made not to de-scope or remove a mitigation. This is in order to provide robustness and to future proof the PfE recommendations, recognising that further, more detailed work will be done on a site-by-site basis as part of the planning application process.

2.2.11. In addition to reviewing highways scheme, the non-highway and sustainable transport proposals were also reviewed. These included proposals for new or extended bus services, Metrolink extensions and cycling and walking. The transport evidence documents produced for the GMSF/PfE Plan refer to the Bee Network as Greater Manchester's walking and cycling network. Moving forward the Mayor's intention is for trams, buses, trains, taxis and private hire combined with walking and cycling in Greater Manchester to be branded under the terminology of the Bee Network.

2.2.12. Whilst this analysis considered primarily the local highway network, SYSTRA is undertaking a separate, parallel exercise in conjunction with TfGM and Highways England to examine wider impacts on the strategic road network (SRN). This parallel exercise is investigating cumulative PfE impacts on the SRN mainline links and is expected to deliver key findings in late Summer 2021. Any allocation-specific impacts, such as those occurring at SRN junctions, have been set out in the Locality Review documentation.

2.3. Conclusion

2.3.1. The Locality Assessment review exercise has confirmed the Transport Locality Assessment work published in October 2020 as robust in the light of recent changes and that the Allocations remain viable from a transport perspective. However, further work, including a full transport Assessment will need to be carried out on each Allocation as it comes



forward for planning permission, which will ensure that the mitigation measure are revised in more detail and remain appropriate for the size and type of development.

N.B This note uses the GMSF reference numbers of each of the allocations to link them to the original Locality Assessment documents. For information, the new reference numbers for the Places for Everyone Joint Plan are shown in the table below:

Table 1. Allocation specific changes

Allocation	GMSF 2020 Reference	Pfe 2021 Reference
Global Logistics	GMA10	JPA11
Southwick Park	GMA11	JPA11



3. Changes since the publication of the locality assessment

3.1 Broad changes

- 3.1.1 When the original Locality Assessment¹ was developed the M56 smart motorway scheme between junctions 6 and 8 had been paused following the announcement of a government led review into smart motorways. Following publication of the Evidence Stocktake Report and Action Plan the sequencing of smart motorway projects is being revised, however the overall smart motorways programme has been allowed to go forward. Highways England will provide more detail on the status of individual smart motorway project in 2021. These developments have resulted the smart motorway scheme for the M56 between junctions 6 and 8 being included within the fifth round of modelling. The inclusion of this scheme provided significant additional capacity along the section of the M56 approaching south Manchester and has therefore attracted trips on to the M56 strategic corridor.
- 3.1.2 In December 2020 Stockport Metropolitan Borough Council (MBC) voted to withdraw from the Greater Manchester Spatial Framework process, this has resulted in the removal of B1/B8 employment land and dwellings from the plan. The Stockport sites are located to the north east of the Manchester City Council sites included within PfE Joint development plan and a number of within proximity of the M56 and A555, locations which are impacted by the development of sites within Manchester and Trafford.
- 3.1.3 A further significant change which is relevant to the Manchester City Council is the change in the quantum of development being proposed within neighbouring Trafford Council's allocations namely the reduction in dwellings proposed as part of the New Carrington allocation from 3598 houses and 899 apartments to 2505 houses and 626 apartments. A reduction of 30%. The allocation also now includes 62,160sqm of

¹ The original Locality Assessment for Roundthorn Medipark Extension (GMA3.1) and Timperley Wedge (GMA 3.2) erroneously indicated that the Smart Motorway scheme on the M56 between Junction 6 and 8 was included in the modelling at that stage.

employment land. The New Carrington allocation is located to the west of the Manchester City Council allocations. There are also changes to the quantum of development being considered at GMA 3.2 Timperley Wedge. GMA3.1 Roundthorn Medipark Extension and GMA3.2 Timperley Wedge Locality Assessment Review is covered in a separate document.

3.2 Allocation specific changes

Table 2. Allocation Specific Changes

Allocation	Change	Notes
GMA 10	Quantum: 2025: Unchanged 2040: Unchanged Other: Addition of Smart motorways between junction 8 and 6 on the M56. Changes in quantum to GMA3.2.	No change in 2015 No change in 2040 Potentially significant impact – more detailed review of changes in traffic patterns required.
GMA11	Quantum: 2025: Unchanged 2040: Unchanged	Minimal impact – no further review required.

3.2.1 Whilst no direct changes have been made to GMA10 this allocation is within close proximity to GMA 3.1 Roundthorn Medipark and GMA 3.2 Timperley Wedge.

3.3 Supporting interventions in Manchester

3.3.1 Manchester City Council and TfGM have planned a number of improvements across Manchester which are intended to make it easier for people to travel sustainably. This includes elements of the Bee Network, a comprehensive cycling and walking network which covers all Districts within Greater Manchester. The overall delivery plan of



strategic transport interventions that will support all allocations in Manchester is shown in Figure 1, and detail of the Bee Network in Manchester is shown in Figure 2.



Figure 1. Manchester Delivery Plan

MANCHESTER DISTRICT DELIVERY PLAN MAP 1, 2 AND 3

Legend:

- Committed to delivering in next 5 years
- Business case to be completed in next 5 years
- Options to be developed in next 5 years
- Metrolink and Metro/tram-train services
- Rapid Transit
- Streets for All & bus corridor upgrade and new bus corridors
- Quality Bus Transit and bus network improvements
- Rail infrastructure improvements
- Rail service improvements
- High Speed Rail
- Motorway improvements
- New highway links associated with new developments
- Local road network improvements
- Town centre improvements, including interchanges and public realm
- Asset Management and Maintenance Programmes
- Potential new or replacement stations

SEMMMS South East Manchester Multi-Modal Study (SEMMMS) refresh

- Built up area within Manchester district
- Built up area within neighbouring districts

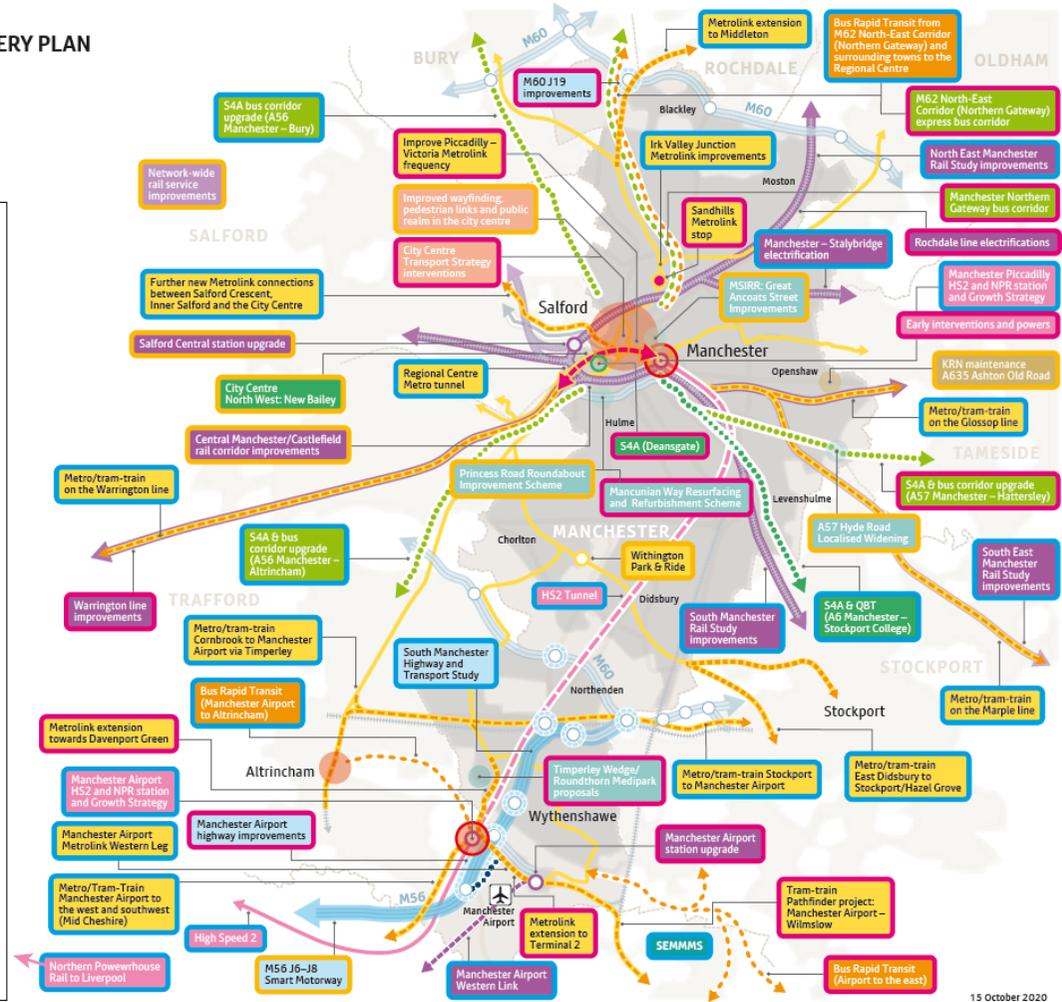
Other strategic interventions not shown on the map:

- Mayor's Challenge Fund for Cycling and Walking Schemes and other minor walking and cycling improvements including crossing points and junction upgrades
- Development of a Clean Air Plan
- Implementation of the Congestion Deal
- Additional Metrolink vehicles (27 new trams) and associated infrastructure
- Metrolink service and ticketing enhancements
- Mobility Hubs/ Park & Ride upgrades
- Station accessibility improvements
- Implementation of the GM Freight and Logistics Strategy
- Electric vehicle charging network
- Behaviour change programmes

Looking beyond this five year development programme, we will investigate potential rapid transit corridors:

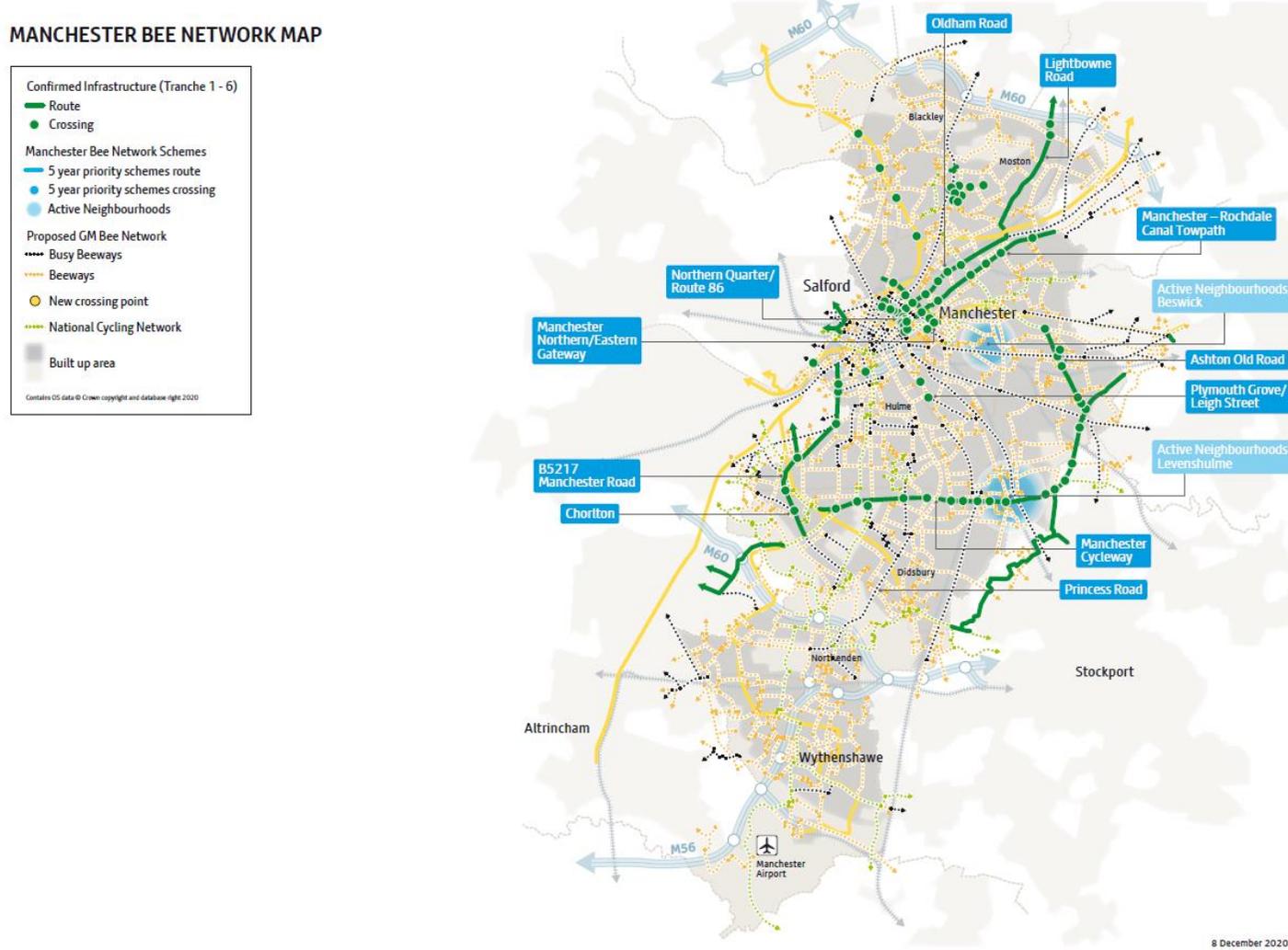
- Airport – Carrington – Itam

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15 October 2020

Figure 2. Bee Network for Manchester



4. GMA 10 Global Logistics

4.1 Changes to the quantum of development

4.1.1 There are no changes to the quantum of development proposed at this site.

4.1.2 The latest agreed development quantum is shown in the table below.

Table 3. Updated Development Quantum: GMA10 – Global Logistics

Use	Use Sub-Category	Development Quantum 2025	Development Quantum 2040
Residential	Houses	0	0
Residential	Apartments	0	0
	Total	0	0
Industrial	B2/B8m ²	0	25,000

4.2 Transport infrastructure changes

4.2.1 M56 junction 6 was identified in the previous locality assessment as requiring mitigation, however mitigation was not identified. A study is currently underway which aims to develop a strategic approach to mitigate the significant impacts of HS2, NPR and other major developments including PFE and Airport City in the vicinity of Manchester Airport. This multi modal highway and transport study will develop an approach to mitigating the impact on the M56 which can be implemented in phases over a period of time as development are realised but which provides a holistic solution.

4.2.2 In addition a parallel piece of work is currently underway which is examining the impact of PFE on the SRN, this piece of work aims to identify solutions to issues on the SRN as a

result of PfE development, where possible findings from this work have been fed into this Locality Assessment Review.

4.3 Updated trip generation and distribution

4.3.1 The estimated traffic generation for both the constrained and high scenarios is shown in Table 3.

Table 4. Updated Allocation Traffic Generation: GMA10 – Global Logistics

Year	AM Peak Hour DEPARTURES	AM Peak Hour ARRIVALS	PM Peak Hour DEPARTURES	PM Peak Hour ARRIVALS
2025 PfE Constrained	0	0	0	0
2025 PfE High-Side	0	0	0	0
2040 PfE Constrained	51	90	79	30
2040 PfE High-Side	58	97	79	31

Units are in PCU (passenger car units/hr)

4.3.2 Table 4 indicates the distribution of traffic on the network to and from the allocation. The primary movements are to/from M56.



Table 5. Updated Allocation Traffic Distribution, 2040 PfE High-Side (Origin/Destination Combined)

Route	AM Peak Hour	PM Peak Hour
Wilmslow Road (Northbound)	11%	10%
Castle Mill Lane	3%	1%
Chapel Lane/Sunbank Lane	3%	5%
M56 (Eastbound)/Sunbank Lane	6%	0%
M56 (Eastbound)/ Wilmslow Road (Southbound)	29%	39%
M56 (Southbound)	47%	44%
Runger Lane	1%	1%

4.4 Impact of Allocation before mitigation on the local road network

4.4.1 The original Locality Assessment identified that Sunbank Lane/A538 Wilmslow Road does not experience a significant impact as a result of development traffic from Global Logistics allocation. The expected changes in traffic routeings and volumes in and around the GMA10 Global Logistics allocation as a result changes in quantum of neighbouring allocations, the removal of the Stockport allocations and update to SRN interventions were not significant in this location. This junction has therefore not been reassessed as part of this review.

4.5 Impact of the allocation on the strategic road network

4.5.1 The expected changes in traffic routeings and volumes in and around the GMA10 Global Logistics allocation as a result changes in quantum of neighbouring allocations, the removal of the Stockport allocations and update to SRN interventions necessitate the reassessment of one of the previously assessed junctions on the SRN.



4.5.2 No development is proposed at this location prior to 2025 and only very minor amounts of development are proposed in PfE allocations within the vicinity of this site therefore reassessment of the 2025 situation is unnecessary. The remainder of this review will focus on the 2040 situation.

4.5.3 Table 5 below provides a comparison between the operation of M56 junction 6 in the 2040 reference case and the 2040 ‘high side’ scenarios, as well as the site development flows through the junction. The table shows a comparison between the ratio of flow to capacity on the worst case arm at each junction as well as the total development flows through the junction. For reference, a figure of between 85% and 99% illustrates that the junction is nearing its operational capacity, and a figure of 100% or over illustrates that flows exceed the operational capacity at the junction and increased vehicle queuing and delay are likely to occur.

4.5.4 The assessment below is based on outputs from Greater Manchester’s Variable Demand Model (GMVDM). While every effort has been made to accurately reflect the existing and planned road networks, it remains a strategic model. It may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes

Table 6. Results of Local Junction Capacity Analysis Before Mitigation – Year 2040

No.	Junction	Ref Case AM	Ref Case PM	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
1	M56 Junction 6	119%	111%	125%	116%	127	87

4.5.5 The local junction modelling indicates PfE flows have a negative impact on the operation of the junction. Although it is clear from the reference scenario that the junction is already over capacity by 2040 without PfE.



4.6 Review of interventions

- 4.6.1 M56 junction 6 was identified in the previous locality assessment as requiring mitigation, however mitigation was not identified. A study is currently underway which aims to develop a strategic approach to mitigate the significant impacts of HS2, NPR and other major developments including PfE and Airport City in the vicinity of Manchester Airport. This multi modal highway and transport study will develop an approach to mitigating the impact on the M56 which can be implemented in phases over a period of time as development are realised but which provides a holistic solution.
- 4.6.2 It has been requested by Highways England that a ‘PfE only’ solution is provided in the location to take account of the uncertainty surrounding the other developments such as HS2. M56 Junction 6 has therefore been revisited through this locality assessment review to establish a solution for this junction which addresses the impact of PfE in this location. It is important to note that this location is significantly over capacity in the reference and that the impact of PfE whilst worthy of further investigation is not the root cause of the capacity issues at this location, these are as a result of the general growth of background traffic over the period up to 2040.
- 4.6.3 A programme of junction upgrades known as the rainbow works are included in the reference scenario at M56 junction 6 works. Mitigation at this junction takes this as the baseline. The PfE only mitigation presented as part of this locality assessment review is a redesign of the pedestrian and cycle infrastructure proposed as part of the rainbow works in proximity of M56 junction 6. Since the original rainbow works were designed, a significant junction upgrade has been introduced to the east of M56 junction 6, this includes toucan crossing facilities at the junction of Wilmslow Road/Sunbank Road.
- 4.6.4 The mitigation for M56 junction 6 provides an upgrade of the pedestrian/cycling facilities between Sunbank Lane and M56 junction 6 adjacent to the east bound carriageway in the form of new footway and cycleway infrastructure to provide a more direct and convenient route for pedestrians and cyclists travelling along Wilmslow Road. Conversely the pedestrian and cycle crossing facilities proposed on the Wilmslow Road arm of M56 junction 6 rainbow works upgrade will not be implemented, that movement is now

provided for at Wilmslow Road/Sunbank Road junction toucan crossing. Finally the crossing facilities proposed on Runger Lane will be provided to the north of the junction with corresponding footway and cycleway provision adjacent to the northbound Runger Lane carriageway. See Appendix A for an indicative outline design of this mitigation.

4.6.5 The justification for this approach is the significant improvement in walking and cycling facilities provided at the Wilmslow Road/Sunbank Lane junction which supersede the facilities at junction 6 in terms of the Airport Orbital route and provide a more direct and appropriate route for both pedestrians and cyclists from key generators in that location. Whilst providing additional capacity for vehicles at M56 Junction 6.

4.6.6 It is important to note that this mitigation is unlikely to form the actual mitigation delivered at this location, as the previously referenced study looking at the impacts of HS2, NPR and other major developments including PfE and Airport City in the vicinity of Manchester Airport is developing a holistic solution which can be built out in line with the development timeframes.

4.7 Impact of the changes

4.7.1 Table 6 below provides a comparison between the operation of M56 Junction 6 in the 2040 reference case and the 2040 ‘high side’ scenarios with mitigation identified as part of this locality assessment review.

Table 7. Results of Local Junction Capacity Analysis After Mitigation – Year 2040

No.	Junction	Ref Case AM	Ref Case PM	PfE High AM	PfE High PM
5	M56 Junction 6	119	111	114	108

4.7.2 The table below confirms the mitigation associated with SRN junctions as a result of the PfE developments.



Table 8. Approach to mitigation identified in Locality Assessment review

Junction	Mitigation Approach
5. M56 Junction 6	Redesign of pedestrian and cycle facilities associated with rainbow works in this location, including new two way cycle and pedestrian facilities between Sunbank Lane and junction 6 adjacent to the east bound carriageway and not including the pedestrian and cycle crossing facilities on the Wilmslow Road arm of M56 junction 6 in the rainbow works. Relocation of Toucan crossing on Runger Lane.

4.8 GMA 10 Concluding Remarks

- 4.8.1 The conclusions of the previous Locality Assessment remain robust.
- 4.8.2 The previous assessment concluded that GMA10, both in isolation and in consideration of the cumulative impacts with other nearby PfE allocations is expected to materially impact on the strategic road networks.
- 4.8.3 As part of the original Locality Assessment no mitigation was developed for M56 junction 6, however it was identified that an improvement was required in this location. This review has reassessed the impact at M56 junction 6 where modelling showed flows had changed significantly. As part of this review mitigation has been identified at M56 junction 6.
- 4.8.4 Further review may be necessary as the allocation moves through the planning process should the allocation be approved. The allocation would need to be supported by continuing wider transport investment across Greater Manchester.



5. GMA11 Southwick Park

5.1 Changes to the quantum of development

5.1.1 As outlined in Table 8 above there are no changes to GMA 11 Southwick Park.

5.1.2 The agreed development quantum is shown in the table below.

Table 9. Updated Development Quantum: GMA11 Southwick Park

Use	Use Sub-Category	Development Quantum 2025	Development Quantum 2040
Residential	Houses	16	8
Residential	Apartments	0	0
	Total	16	8

5.2 Transport infrastructure changes

5.2.1 No interventions were identified previously in relation to this site.

5.3 Updated trip generation and distribution

5.3.1 The estimated traffic generation for the high scenarios is shown in Table 9.



Table 10. Allocation Traffic Generation: GMA11 – Southwick Park

Year	AM peak hour DEPARTURES	AM peak hour ARRIVALS	PM peak hour DEPARTURES	PM peak hour ARRIVALS
2025 PfE High-Side	6	2	3	6
2040 PfE High-Side	8	3	5	9

Units are in PCU (passenger car units/hr)

5.3.2 Table 10 indicates the distribution of traffic on the network to and from this allocations.

Table 11. GMA 11 Southwick Park Allocation Traffic Distribution, 2040 PfE High-Side (Origin/Destination Combined)

Route	AM peak hour	PM peak hour
Wythenshawe Road (via B5166 Sale Road/Orton Road)	9%	8%
B5166 Sale Road (eastbound)	45%	46%
B5166 Northenden Road (westbound)	45%	46%

5.4 GMA 11 Southwick Park concluding remarks

5.4.1 The conclusions of the previous Locality Assessment remain robust. The previous assessment gave an initial indication that the traffic impacts of the allocation are minimal, and that the allocation is deliverable. There are no development quantum changes or significant additional changes within the vicinity of this site.

5.4.2 However, further review may be necessary as the allocation moves through the planning process should the allocation be approved. The allocation would need to be supported by continuing wider transport investment across Greater Manchester.

6. Overall Conclusion

- 6.1.1 The conclusions of each of the Manchester Locality Assessments, November 2020, remain robust. The 2020 assessments gave an initial indication that the traffic impacts of the allocations can be sufficiently mitigated and that the allocations are deliverable with the proposed mitigations in place.
- 6.1.2 Through this review process additional mitigation has been identified at M56 junction 6.
- 6.1.3 GMA3.1 Roundthorn Medipark Extension and GMA3.2 Timperley Wedge Locality Assessment Review is covered in a separate document.



Approval

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