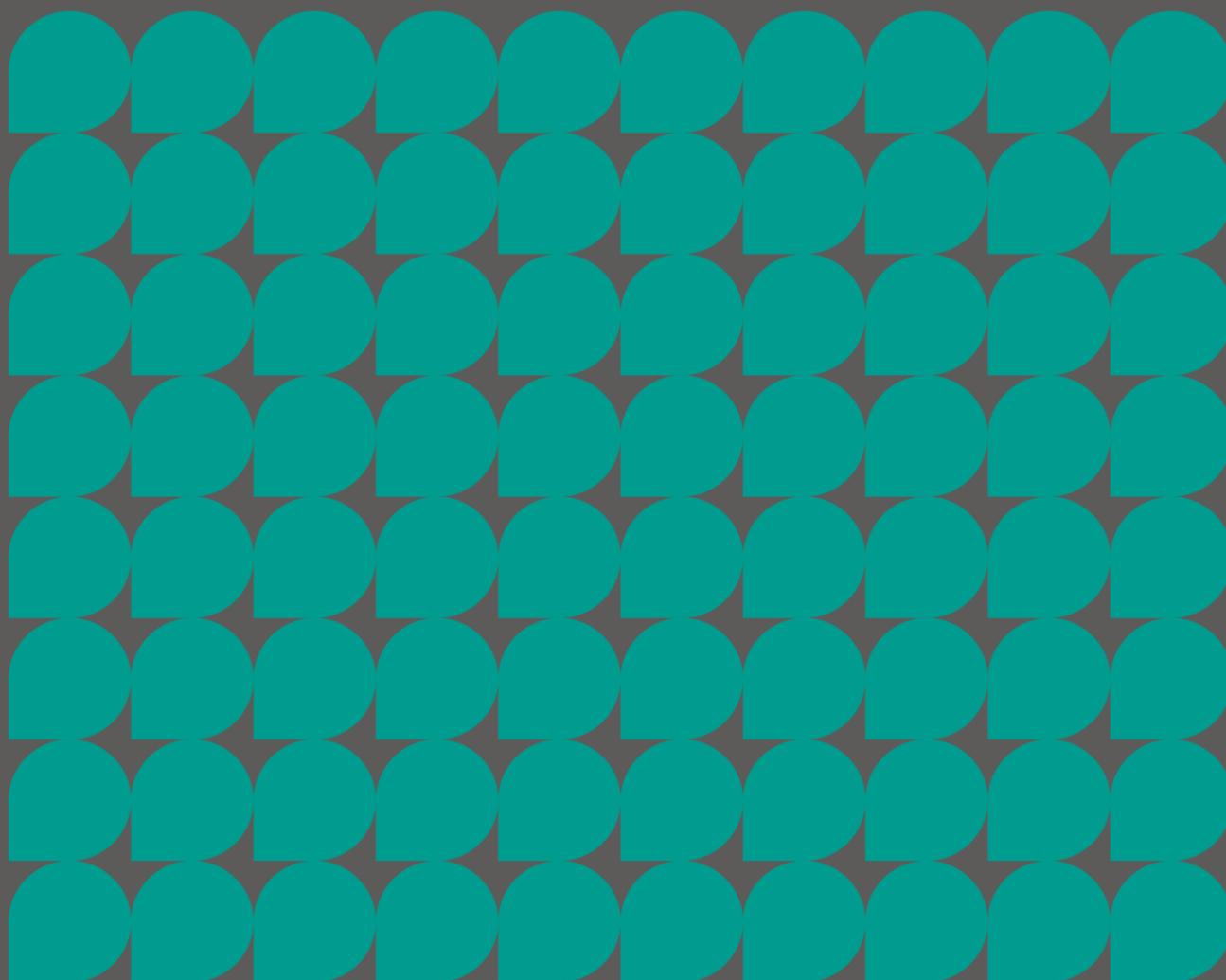


Transport Locality Assessments Addendum

Salford

Places for Everyone – July 2021



Salford City Council Locality Assessment UPDATE NOTE

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Executive Summary

- 1.1.1 Based on the most recent round of modelling work undertaken (June 2021), the conclusions of each of the Salford City 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 with the exception of Port Salford Extension.
- 1.1.2 In the June 2021 round of modelling, a sensitivity test was undertaken in order to assess the impact of reducing the number of trips to and from the allocation to reflect the tri-modal nature of the development. In addition, a link road connecting the A57 Liverpool Road with a new Junction on the M62 has also been tested which would afford access to the allocation. This is a potential option for the infrastructure that could mitigate the impact of development, but further work will be needed to identify the details of any infrastructure package.
- 1.1.3 The model also includes Full WGIS as a committed scheme and it is unlikely that both the link road and Full WGIS could be delivered in tandem. Whilst the addition of the link road and revised trip rates do reduce the impact in the local area, further work will be required to demonstrate that the allocation is deliverable and the details of infrastructure needed to support this.
- 1.1.4 This work should be coordinated with partners such as Highways England who are leading a study into the operation of the Strategic Road Network within Manchester's North West Quadrant, running in parallel with the PfE plan and has strong geographical connections to the Port Salford study area.
- 1.1.5 However, 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.



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 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 Places for Everyone background documents.



2.1.3. The “Transport Locality Assessment – Salford – 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 Salford 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 – Salford – 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 Salford. 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 Salford 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 Ltd 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.

2.1.1 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. Revised allocation reference numbers

Allocation	GMSF 2020 Reference	PfE 2021 Reference
Land At Hazelhurst Farm	GMA27	JPA26
Land East Of Boothstown	GMA28	JPA27
North Of Irlam Station	GMA29	JPA28
Port Salford Extension	GMA30	JPA29



Changes since the publication of the Locality Assessment

3.1 Broad changes

- 3.1.1 The largest change to demand since the publication of the locality assessments has been the removal of the seven Stockport allocations from the plan. This has meant that a number of homes and employment allocations have been removed from the modelling work. Whilst the removal of potential development sites is not considered to be insignificant, it is not considered that the removal will have a significant impact on the Salford allocations.
- 3.1.2 Further analysis of the model has been undertaken in order to understand the impact of removing the Stockport allocations. The impact of the removal of Stockport allocations leads to a reduction in flows in the vicinity of the allocations and around Stockport, principally on the M60, A34 and A555.

3.2 Allocation specific changes

Allocation	Change	Notes
GMA27 Land at Hazelhurst Farm	Quantum: No changes Infrastructure: No changes.	Minimal impact – wider model updates led to flow differences between 4th and 5th round modelling. Further assessment required at limited number of junctions to validate previous conclusions.
GMA28 Land East of Boothstown	Quantum: No changes Infrastructure: No changes.	Minimal impact – wider model updates led to flow

Allocation	Change	Notes
		<p>differences between 4th and 5th round modelling. Further assessment required at limited number of junctions to validate previous conclusions.</p>
<p>GMA29 North of Irlam Station</p>	<p>Quantum: Reduction of homes to 800 (from 1,100)</p> <p>Infrastructure: No significant changes (localised model updates to better reflect access)</p>	<p>Further assessment required at all previously assessed Junctions to validate previous conclusions. Test for Port Salford also carried out with further assessments undertaken for North of Irlam to assess impact</p>
<p>GMA30 Port Salford Extension</p>	<p>Quantum: No reduction in quantum, however, revision to trip rates leading to fewer arrivals and departures</p> <p>Infrastructure: Introduction of A57-M62 link road</p>	<p>Further assessment required at all previously assessed Junctions to assess impact of A57-M62 link road.</p>

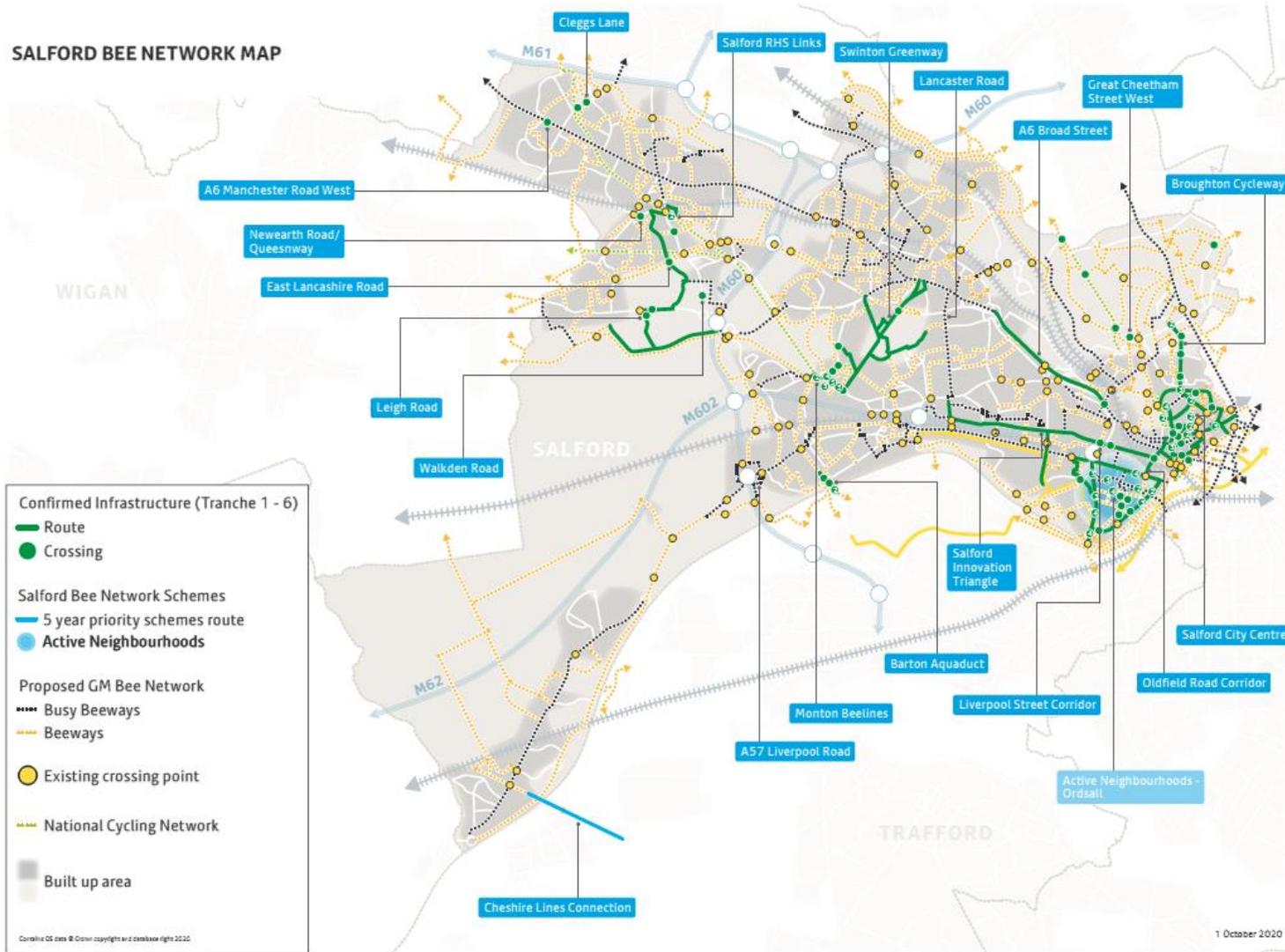


3.3 Supporting interventions in Salford

- 3.3.1 Salford City Council and TfGM have planned a number of improvements across Salford 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 2040 5 Year Delivery Plan of strategic transport interventions that will support all allocations, and detail of the Bee Network, in Salford are shown in Figures 1 and 2.
- 3.3.2 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.



Figure 2. Salford Bee Network



4.1 Changes to the quantum of development

4.1.1 There have been no changes to the quantum of development for GMA27 Land at Hazelhurst Farm. Table 2 indicates the quantum of development for the allocation.

Table 2. GMA27 Land at Hazelhurst Farm development quantum

Development type	2025 development quantum	2040 development quantum
Houses	50	400
Apartments	0	0
Employment	0	0
Total	50 homes (as previous)	400homes (as previous)

4.1.2 With no changes to the quantum of development, allocation-specific impacts are not anticipated to change.

4.2 Transport infrastructure changes

4.2.1 The following interventions and the indicative timescales for their implementation (where applicable) were identified in the previous Locality Assessment.

Site access

- Potential access off Richmond Drive, Hazelhall Close or Cartmel Grove

Necessary local mitigations

- Between 2020 and 2030:
 - A580 East Lancashire Road/ Moorside Road crossing facilities
 - A572 Worsley Road crossing

- Ramped cycle and disabled access
- Permeable network for pedestrian and cyclist priority within the development
- Local Transport Network Improvements

4.3 Updated trip generation and distribution

4.3.1 Table 9. GMA28 Land East of Boothstown vehicular trip generation Table 3 shows the updated traffic generation for the GMA27 Land at Hazelhurst Farm allocation.

Table 3. GMA27 Land at Hazelhurst Farm vehicular trip generation

	Am peak hour departures	Am peak hour arrivals	Pm peak hour departures	Pm peak hour arrivals
2025 High scenario	18	7	11	20
2040 High scenario	138	55	84	152

4.3.2 There are slight differences in the arrivals and departures compared with previous round of modelling even though the quantum of development is identical. In the June 2021 model round there are updates to quantum of other PfE allocations, various changes to highway mitigations and a review of SRN capacities / speed flow curves. All these changes could result in some allocations becoming more attractive when the Variable Demand Model (VDM) adjusts destination, time period and mode choice. If the attractiveness of a particular allocation increases relative to other zones, this could result in an increase in trips compared to the earlier round of modelling even though the quantum / land use is identical.

4.3.3 Table 4 below indicates the distribution of traffic to and from the allocation.



Table 4. GMA27 Land at Hazelhurst Farm traffic distribution

Route	AM peak hour	PM peak hour
A572 Worsley Road	38%	41%
M60 (West)	7%	11%
A580 (West)	18%	3%
M60 (North)	11%	14%
A580 (East)	14%	18%
Moorside Rd (N)	12%	13%

4.3.4 It can be seen that the major attractor/ generator is the A572 Worsley Road which is consistent with the previous round of modelling. There are differences from the previous distribution, largely attributable to network updates in the model since the previous work, in particular along the M60.

4.4 Impact of allocation on the local road network

4.4.1 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.

4.4.2 The expected changes in traffic routings and volumes in the vicinity of the GMA27 Land at Hazelhurst Farm allocation as a result of changes to other allocations & wider network changes necessitate the reassessment of the following junctions;

- A572 Worsley Road/ Folly Lane
- A572 Worsley Road/ Moorside Road



4.4.3 Table 5 presents the updated junction capacity assessments using flows from the latest high scenario run of the GMVDM, which accounts for the updated quantum of development and wider network changes. The table also includes columns indicating allocation- specific flows through the junction for AM and PM peaks respectively.

Table 5. Results of Local Junction Capacity Analysis Before Mitigation – Year 2040

JUNCTION	2040 ref case AM PEAK HOUR	2040 ref case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR	Allocation flows AM PEAK HOUR	Allocation flows PM PEAK HOUR
A572 Worsley Road/ Folly Lane	182%	181%	227%	191%	26	35
A572 Worsley Road/ Moorside Road	58%	99%	47%	90%	26	35

4.4.11 It can be seen from Table 5 that the A572 Worsley Road/ Folly Lane Junction is anticipated to operate over capacity in the reference case and high scenarios at 2040. The results for the high scenario have increased from the previous round of modelling due to wider network updates as the flows through the Junction associated with the allocation remain low. Mitigation was previously identified for the Junction which has been re-assessed to confirm its validity. Results of the re-assessment are provided in Table 6.

4.4.12 The A572 Worsley Road/ Moorside Road Junction is observed to operate within capacity in the high scenario with improved results compared with the reference case scenario due to re-distribution of traffic. As with the A572 Worsley Road/ Folly Lane Junction, allocation flows are minimal through the Junction.



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

JUNCTION	2040 ref case	2040 ref case	2040 high scenario	2040 high scenario
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
A572 Worsley Road/ Folly Lane	182%	181%	152%	117%

4.4.18 As undertaken previously, the signalisation of the Worsley Road/ B5321 Folly Lane Junction has been tested. It should be noted that the Junction has been tested in isolation and not as part of a wider assessment of neighbouring signals. The results of the Junction modelling indicate that the Junction performance is improved in the 2040 with mitigation GMSF scenario compared with the reference case although still operates above capacity.

4.4.19 TfGM UTC have explored similar improvements at the junction previously and consider the signalisation of the junction to be relatively limited benefit. In the event that this specific junction mitigation scheme is not considered practical, it is recommended that proportionate contributions should be sought from the allocation to support improvements to mitigate the impacts of the development on the local highway network following detailed analysis that would be undertaken during a Transport Appraisal.

4.5 Impact of the allocation on the strategic road network

4.5.1 The same caveats regarding the use of GMVDM model outputs, as set out in Section 4.4, also apply here. That is, it may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.

4.5.2 The previous Locality Assessment found that the GMA27 Land at Hazelhurst Farm allocation would not have a material impact on the operation of the SRN, however, Junction 13 of the M60 has been re-assessed to ensure network updates haven't adversely affected conclusions drawn from the previous round of work.



Table 7. Results of SRN Junction Capacity Analysis Before Mitigation – Year 2040

JUNCTION	2040 ref case AM PEAK HOUR	2040 ref case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR	Allocation flows AM PEAK HOUR	Allocation flows PM PEAK HOUR
Junction 13 M60	126%	143%	123%	147%	110	123

4.5.10 Local Junction modelling was undertaken for Junction 13 of the M60. The assessment indicates that the Junction operates over capacity in both the reference case and high scenarios and are broadly comparable.

4.5.11 A scheme to improve the operation of the roundabouts has recently been introduced at Junction 13 and this is anticipated to improve the operation of the Junction slightly, however, it will not address fundamental issues on the SRN during the peak periods.

4.6 Review of interventions

4.6.1 As outlined above, the necessary local interventions identified in the previous round of work to support the GMA27 Land at Hazelhurst Farm allocation are:

- Site access (multiple access points under consideration, however, likely that x2 will be required)
- Introduction of crossing facilities at A580 East Lancashire Road/ Moorside Road and A572 Worsley Road crossing
- Provision of a permeable network for pedestrian and cyclist priority within the development
- Ramped cycle and disabled access to NCN55 at Greenleach Lane
- Local Transport Improvements

4.6.2 In terms of the allocation access junction, and the improvements proposed for walking, cycling and public transport modes, the changes to the wider network do not



affect the requirement for these interventions or the indicative timescales proposed in the previous Locality Assessment.

4.7 Impact of the changes

4.7.1 There are no changes to the quantum of development for GMA27 Land at Hazelhurst Farm that require the active mode and public transport interventions previously proposed to be amended. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by Greater Manchester Combined Authority and Transport for Greater Manchester. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation will need to follow this Design Guide or equivalent.

4.8 GMA27 Hazelhurst Farm concluding remarks

4.8.1 The previous assessment gave an indication that the traffic impacts of the allocation are considered to be minimal, and that the allocation is deliverable with the proposed mitigation measures in place.

4.8.2 With no changes to the development quantum and subsequent vehicular trip generation, no additional forms of intervention are considered necessary to support the allocation.

4.8.3 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 allocation moves through the planning process. The allocation will also need to be supported by continuing wider transport investment across Greater Manchester.



GMA28 Land East of Boothstown

5.1 Changes to the quantum of development

5.1.1 There have been no changes to the overall quantum of development for GMA28 Land East of Boothstown. Table 8 indicates the quantum of development for the allocation.

Table 8. GMA28 Land East of Boothstown development quantum

Development type	2025 development quantum	2040 development quantum
Houses	30 homes	300 homes
Apartments	0	0
Employment	0	0
Total	30 homes (as previous)	300 homes (as previous)

5.1.2 The impact of the allocation on the network is not anticipated to have changed from the previous work undertaken as part of the Locality Assessment.

5.2 Transport infrastructure changes

5.2.1 The following interventions were identified in the previous Locality Assessment with an indicative delivery between 2020 and 2038.

Site access

- Priority Junction required to serve the allocation from Occupation Road with an emergency access potentially off Quayside Close

Necessary local interventions

- Sustainable transport measures
- Introduction of footpath along Leigh Road

- Footpath from canal to Occupation Rd access
- Safe active travel crossing of Leigh Road (at Ellenbrook Road)
- Safe active travel crossing of Newearth Road (near Ellenbrook Primary School)
- Permeable network for active travel priority within the development

5.3 Updated trip generation and distribution

5.3.1 Table 9 shows the updated traffic generation for the GMA28 Lane East of Boothstown allocation.

Table 9. GMA28 Land East of Boothstown vehicular trip generation

	AM peak hour departures	AM peak hour arrivals	PM peak hour departures	PM peak hour arrivals
2025 High scenario	11	4	6	12
2040 High scenario	103	41	63	110

5.3.2 There are slight differences in the arrivals and departures compared with previous round of modelling even though the quantum remains the same. In the June 2021 model round there are updates to quantum of other PfE allocations, various changes to highway mitigations and a review of SRN capacities / speed flow curves. All these changes could result in some allocations becoming more attractive when the VDM adjusts destination, time period and mode choice. If the attractiveness of a particular allocation increases relative to other zones this could result in an increase in trips compared to the 4th round modelling even though the quantum / land use is identical.

5.3.3 Table 10 below provides the distribution of traffic to and from the allocation.



Table 10. GMA28 Land East of Boothstown traffic distribution

Route	AM peak hour	PM peak hour
M60 (North)	59%	56%
M60 (South)	16%	14%
A572 Leigh Road	18%	16%
A580 East Lancashire Road (West)	1%	2%
B5232 Newearth Road	3%	6%
A580 East Lancashire Road (East)	3%	7%

5.3.4 The distribution of traffic to and from the allocation is consistent with the previous round of modelling with the model predicting that in both the AM and PM Peak hours, the majority of traffic is originating from or destined for the M60 north with significantly less destined for or originating from the M60 south. The model predicts that very little traffic (in both peaks) will use the A580 East Lancashire Road east or west and this is likely to be as a consequence of congestion along the corridor, and the frequency of public transport services providing a better alternative than private car use.

5.4 Impact of allocation on the local road network

5.4.1 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.



5.4.2 The expected changes in traffic routings and volumes in the vicinity of the GMA28 Lane East of Boothstown allocation as a result of changes to other allocations necessitate the reassessment of the following junction;

- A580 East Lancashire Road/ Mosley Common Road
- A580 East Lancashire Road/ Walkden Road

5.4.3 Table 11 presents the updated junction capacity assessments using flows from the latest high scenario run of the GMVDM, which accounts for the updated quantum of development.

Table 11. Results of Local Junction Capacity Analysis Before Mitigation – Year 2040

JUNCTION	2040 ref case AM PEAK HOUR	2040 ref case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR	Allocation flows AM AM PEAK HOUR	Allocation flows PM PM PEAK HOUR
A580 East Lancashire Road/ Mosley Common Road	120%	116%	129%	142%	4	8
A580 East Lancashire Road/ Walkden Road	270%	120%	288%	194%	6	4

5.4.11 It can be seen from Table 11 that the A580 East Lancashire Road/ Mosley Common Road junction is over capacity at 2040 in the reference case and high scenario.

5.4.12 A joint improvement scheme for the A580 East Lancashire Road/ A577 Mosley Common Road Junction has been developed by Salford and Wigan Councils. The scheme introduces a second approach lane on Mosley Common Road from the north and a dedicated left turning lane into Mosley Common Road north. As part of the scheme, improvements to pedestrian and cycling facilities will also be implemented.



Section 106 funds have been secured from adjacent residential developments to improve the operation of the Junction. The scheme has been tested and results are provided in table 12 below.

- 5.4.13 The A580 East Lancashire Road/ Walkden Road junction results are worse than in the previous round of modelling. The allocation-specific flows through the junction are minimal (6 trips in the AM peak and 4 in the PM peak) and are identical to the previous round of modelling which suggests that the increased flows at the junction are as a consequence of wider changes to the network putting the junction under greater strain. An improved scheme for the junction to accommodate this wider reassignment cannot be identified without the acquisition of third party land.
- 5.4.14 The transport interventions being explored are purely highway infrastructural interventions and do not take account of the impact public transport improvements could have along the A580 corridor. High frequency services to and from the Regional Centre are already established along the corridor with further improvements being considered. The neighbouring GMA43 North of Mosley Common allocation will introduce a stop on the guided busway which will further minimise the need to travel by private car.
- 5.4.15 Should the flows associated with the high side modelling forecasts become reality, significant infrastructural changes could be explored at junctions along the A580 East Lancashire Road, largely associated with complex cumulative growth.

Table 12. Results of Local Junction Capacity Analysis After Mitigation – Year 2040

JUNCTION	2040 ref case AM PEAK HOUR	2040 ref case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR
A580 East Lancashire Road/ Mosley Common Road	120%	116%	119%	123%



5.4.21 It can be observed that the mitigation scheme at the junction is broadly still valid from the previous modelling work with the AM situation improving compared with the reference case scenario. The PM peak results do not perform as well as the reference case scenario, however, as previously identified, very few allocation-specific trips pass through the Junction. (4 trips in the AM peak and 8 in the PM Peak).

5.5 Impact of the allocation on the strategic road network

5.5.1 The same caveats regarding the use of GMVDM model outputs, as set out in Section 5.4, also apply here. That is, it may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.

5.5.2 The previous Locality Assessment found that the GMA28 Land East of Boothstown allocation would not have a significant impact on the operation of the SRN.

5.5.3 Given that there are no significant changes to the quantum of development for the allocation, and the negligible impact at the local road network junction outlined above, it is likely that the changes will not result in a material impact on the SRN and that the conclusions of the previous Locality Assessment remain valid.

5.6 Review of interventions

5.6.1 As outlined above, the interventions identified in the previous round of work to support the GMA28 Land East of Boothstown allocation are:

- Allocation access off Occupation Road with provision of emergency access
- Introduction of sustainable transport measures
- Provision of safe active travel crossing facilities on Leigh Road and Newearth Road
- Introduction of footpaths along Leigh Road and from the Canal to Occupation Road
- Permeable network for active travel priority within the development



5.6.2 In terms of the interventions identified above, the changes to the quantum of development do not affect the requirement for these interventions or the indicative timescales proposed in the previous Locality Assessment.

5.7 Impact of the changes

5.7.1 There are no changes to the quantum of development for GMA28 Land East of Boothstown that require the active mode and public transport interventions previously proposed to be amended. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by Greater Manchester Combined Authority and Transport for Greater Manchester. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation will need to follow this Design Guide.

5.8 GMA28 Lane East of Boothstown concluding remarks

5.8.1 The previous assessment gave an indication that the traffic impacts of the allocation are considered to be minimal, and that the allocation is deliverable with the proposed mitigation measures in place.

5.8.2 With no changes to the development quantum and minimal changes to vehicular trip generation, no additional forms of intervention are considered necessary to support the allocation.

5.8.3 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 allocation moves through the planning process. The allocation will also need to be supported by continuing wider transport investment across Greater Manchester.



GMA29 North of Irlam Station

6.1 Changes to the quantum of development

6.1.1 There have been changes to the overall quantum of development for the GMA29 North of Irlam Station allocation necessitating the re-assessment of Junctions in proximity to the allocation. There has been a slight revision in the phasing assumptions whereby no development is expected to be delivered by 2025.

6.1.2 Table 13 summarises the changes to the quantum of development for this allocation.

Table 13. GMA29 North of Irlam development quantum

Development type	2025 development quantum	2040 development quantum
Houses	0 (<i>previously 80</i>)	800 (<i>previously 880</i>)
Apartments	0 (<i>previously 20</i>)	0 (<i>previously 220</i>)
Employment	0	0
Total	0 (<i>previously 100 homes</i>)	800 homes (<i>previously 1100 homes</i>)

6.1.3 The impact associated with the reduction in quantum for the allocation at 2025 and 2040 is likely to be less significant than the impact previously forecast.

6.2 Transport infrastructure changes

6.2.1 A number of interventions were identified in the previous round of work to support the GMA29 North of Irlam Station allocation. These interventions were based on the 2020 round of modelling which did not consider a link road between the A57



Liverpool Road and M62 to support the GMA30 Port Salford Extension allocation (further information on this is available in the next section). The interventions identified and their indicative timescales for GMA29 North of Irlam Station are outlined below.

Allocation access

6.2.2 Primary access to the allocation is likely to be required from Astley Road and New Moss Road.

Supporting strategic mitigations

- CLC line capacity improvements (2025 – 2030)
- Tram-train services on the CLC line (2030-2037)

Necessary local mitigations

6.2.3 The local area will benefit from the following necessary local mitigation to support the allocation:

- Improvement schemes at the following Junctions;
 - B5320 Liverpool Road / B5471 Brinell Drive (2020-2025)
 - A57 Cadishead Way / B5311 Fairhills Road (2020-2025)
 - B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road (2025-2030)
- Bridge replacement to provide access via Moss Lane (2025-2030)
- Irlam Station access and active travel improvements (2025-2030)
- Irlam Bee network links (2025-2030)
- Increased provision of cycle parking at Irlam Station (2025-2030)

Supporting strategic mitigations

- A57 Liverpool Road/ Stadium Way Junction improvement (2025-2030)
- Bus service improvements (2025-2030)
- Cheshire Line Connection / Trafford Green Way – Walking & Cycling Improvements (2025-2030)
- Traffic calming and parking management (2020-2025)



Supporting SRN Interventions

- Improvements likely to be required at Junction 11 of the M60 (2025-2030)

6.3 Updated trip generation and distribution

6.3.1 Using the revised development quantum outlined in Table 14, the vehicular trips generated by the proposed development are set out in Table 15.

Table 14. GMA29 North of Irlam Station vehicular trip generation (high scenario)

	AM peak hour departures	AM peak hour arrivals	PM peak hour departures	PM peak hour arrivals
2025 high scenario	0	0	0	0
2040 high scenario	276	110	168	261

6.3.2 The distribution of allocation trips onto the surrounding highway network is presented in Table 15.

Table 15. GMA29 North of Irlam Station traffic distribution

Route	AM peak hour	PM peak hour
B5320 Liverpool Road (North)	71%	71%
A57 Cadishead Way (South)	16%	14%
Liverpool Road (South)	13%	19%

6.3.3 It can be seen from Table 14 that the distribution of traffic is similar to the previous round of modelling with the majority of traffic originating or destined for the B5320 Liverpool Road (north) and ultimately the M60 south and north. Significantly less



traffic is predicted to travel to/ from the A57 Cadishead Way (south) or B5320 Liverpool Road (south).

6.4 Impact of allocation on the local road network

6.4.1 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.

6.4.2 With a revision in quantum for the allocation in the June 2021 round of modelling, all Junctions previously assessed have been re-assessed to test the impact of the changes. In addition to revision of development quantum, localised network updates have also been made in the strategic model to better reflect access to and from the development zone. The following Junctions have been re-assessed with flows from the latest strategic model run:

- B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road
- B5320 Liverpool Road / Excalibur Way
- B5320 Liverpool Road / B5471 Brinell Drive
- A57 Cadishead Way / B5311 Fairhills Road
- B5320 Liverpool Road / A57 Liverpool Road/ A57 Cadishead Way
- A57 Manchester Road / B5320 Liverpool Road/ A57 Cadishead Way
- A57 Manchester Road / B5212 Glazebrook Lane
- B5320 Liverpool Rd/ New Moss Rd
- B5320 Liverpool Rd/ Astley Rd

6.4.3 Table 16 presents the updated junction capacity assessments using flows from the latest high scenario run of the GMVDM, which accounts for the updated quantum of development.



Table 16. Updated junction capacity assessments (June 2021)

JUNCTION	2040 ref case AM peak hour	2040 ref case PM peak hour	2040 high scenario AM peak hour	2040 high scenario PM peak hour	Allocation flows AM	Allocation flows PM
B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road	109%	127%	102%	148%	171	195
B5320 Liverpool Road / Excalibur Way	60%	76%	52%	58%	92	105
B5320 Liverpool Road / B5471 Brinell Drive	119%	143%	120%	161%	153	190
A57 Cadishead Way / B5311 Fairhills Road	173%	194%	244%	302%	99	136
B5320 Liverpool Road / A57 Liverpool Road/ A57 Cadishead Way	94%	91%	88%	88%	263	302
A57 Manchester Road / B5320 Liverpool Road/ A57 Cadishead Way	94%	88%	69%	73%	120	140
A57 Manchester Road / B5212 Glazebrook Lane	70%	75%	75%	80%	119	140
B5320 Liverpool Rd/ New Moss Rd	n/a	n/a	41%	39%	218	268
B5320 Liverpool Rd/ Astley Rd	n/a	n/a	22%	29%	225	253



- 6.4.4 It can be seen that B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road, B5320 Liverpool Road / B5471 Brinell Drive and A57 Cadishead Way / B5311 Fairhills Road Junctions are all anticipated to operate over capacity in 2040 .
- 6.4.5 A scheme was previously identified at the B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road Junction which has been tested with the June 2021 round flows to assess its validity. The results are presented in Table 17.
- 6.4.6 Further assessment is required at the B5320 Liverpool Road / B5471 Brinell Drive Junction due to an increased impact in the ‘high’ scenario. Mitigation has been explored with results presented in Table 17.
- 6.4.7 The A57 Cadishead Way / B5311 Fairhills Road Junction is modelled as a priority Junction in the reference case and high scenarios. A mitigation scheme signalling the Junction has been tested with the results presented in Table17.
- 6.4.8 With greater certainty over the location of allocation access, the B5320 Liverpool Road/ New Moss Rd and B5320 Liverpool Rd/ Astley Road Junctions have also been assessed in the high scenario as there is no demand in the reference case situation. It can be seen that the junctions experience no capacity issues with development in place. An assumption has been made that 50% of the allocation will use each of the accesses to better reflect the reality.
- 6.4.9 Assessments of the other local junctions indicate that the forecast levels can be accommodated on the network.



Table 17. Results of Local Junction Capacity Analysis After Mitigation – Year 2040

JUNCTION	2040 ref case AM peak hour	2040 ref case PM peak hour	2040 high scenario AM peak hour	2040 high scenario PM peak hour
B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road	109%	127%	83%	104%
B5320 Liverpool Road / B5471 Brinell Drive	119%	143%	98%	120%
A57 Cadishead Way / B5311 Fairhills Road	173%	194%	110%	105%

6.4.10 It can be seen that the situation at all three Junctions in the high scenario (with mitigation) is an improvement when compared with both the pre-mitigation ‘high’ scenario and the reference case.

6.4.11 At the B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road Junction, a revision to the signals brings the Junction back within capacity in the AM peak and although the PM peak doesn’t perform as well, it is an improvement on the reference case situation.

6.4.12 Mitigation at the B5320 Liverpool Road / B5471 Brinell Drive is in the form of re-phasing the signals to call Prospect Road every other cycle. The Junction performance is improved when Prospect Road is called every other cycle.

6.4.13 TfGM Urban Traffic Control (UTC) have raised concerns on safety grounds over the impact at the B5320 Liverpool Road / B5471 Brinell Drive Junction as Prospect Road would only be called every other cycle. Further mitigation has been explored at the Junction, however, the Junction is constrained with limited opportunity for reconfiguration. Further opportunities for improvement and junction safety would need to be explored as part of any future planning application.



6.4.14 The junction performance at the A57 Cadishead Way / B5311 Fairhills Road Junction is improved when signalised.

6.5 Impact of the allocation on the strategic road network

6.5.1 The same caveats regarding the use of GMVDM model outputs, as set out in Section 6.4, also apply here. That is, it may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.

6.5.2 The previous Locality Assessment found that the GMA29 North of Irlam Station allocation would have a limited impact on the operation of the SRN at Junction 11 of the M60.

6.5.1 Junction 11 of the M60 has been re-assessed to ensure network updates haven't adversely affected conclusions drawn from the previous round of work.

Table 18. Results of SRN Junction Capacity Analysis Before Mitigation – Year 2040

JUNCTION	2040 ref case AM peak hour	2040 ref case PM peak hour	2040 high scenario AM peak hour	2040 high scenario PM peak hour	Allocation flows AM	Allocation flows PM
M60 Junction 11	104%	104%	105%	92%	219	228

6.5.2 Local Junction modelling was undertaken for Junction 11 of the M60. The assessment indicates that the Junction 11 'high scenario' compares well with the reference case situation. In the PM peak, the situation is observed to be an improvement on the reference case, and this is due to model re-assignment.

6.6 Further Sensitivity Testing

6.6.1 A further test has been conducted for the GMA30 Port Salford Extension allocation, introducing a link road between the A57 Liverpool Road and M62 and revising trip rates for the allocation. The GMA29 North of Irlam Junctions highlighted in this

section have been re-assessed to test the impact the link road will have on the allocation.

6.6.2 Table 19 below indicates the results of the assessment with revised flows associated with the Port Salford sensitivity.

Table 19. Updated junction capacity assessments (June 2021) Port Salford Sensitivity Test

JUNCTION	2040 ref case AM peak hour	2040 ref case PM peak hour	2040 high scenario AM peak hour	2040 high scenario PM peak hour	Allocation flows AM	Allocation flows PM
B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road	109%	127%	112%	123%	177	218
B5320 Liverpool Road / Excalibur Way	60%	76%	48%	61%	87	104
B5320 Liverpool Road / B5471 Brinell Drive	119%	143%	101%	104%	154	196
A57 Cadishead Way / B5311 Fairhills Road	173%	194%	117%	144%	100	126
B5320 Liverpool Road / A57 Liverpool Road / A57 Cadishead Way	94%	91%	80%	81%	275	331



JUNCTION	2040 ref case AM peak hour	2040 ref case PM peak hour	2040 high scenario AM peak hour	2040 high scenario PM peak hour	Allocation flows AM	Allocation flows PM
A57 Manchester Road / B5320 Liverpool Road/ A57 Cadishead Way	94%	88%	84%	80%	108	127
A57 Manchester Road / B5212 Glazebrook Lane	70%	75%	59%	67%	108	124
B5320 Liverpool Rd/ New Moss Rd	n/a	n/a	24%	34%	215	272
B5320 Liverpool Rd/ Astley Rd	n/a	n/a	35%	37%	225	269

6.6.3 It can be seen that the situation at the Junctions experiencing no issues in the reference case is improved in the sensitivity test with the introduction of the A57-M62 link road removing trips from the local network and the decrease in number of trips associated with the revision in trip rates for the Port Salford allocation. The allocation-specific related flows through each of the Junctions are notably consistent with the previous assessment.

6.6.4 Junctions previously identified as requiring mitigation have also been re-assessed with the mitigation identified and results are presented below.



Table 20. Results of Local Junction Capacity Analysis After Mitigation – Year 2040 (Port Salford Sensitivity Test)

JUNCTION	2040 ref case AM PEAK HOUR	2040 ref case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR
B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road	109%	127%	75%	99%
B5320 Liverpool Road / B5471 Brinell Drive	119%	143%	89%	116%
A57 Cadishead Way / B5311 Fairhills Road	173%	194%	92%	96%

6.6.10 Table 20 indicates that the introduction of mitigation at each of the Junctions improves the situation when compared with the reference case and ‘high’ test. This can be attributed to fewer trips associated with the Port Salford trip rate reduction and the link road attracting trips away from the A57 and Irlam area.

6.7 Review of interventions

6.7.1 As outlined above, the interventions identified in the previous round of work to support the GMA29 North of Irlam Station allocation are:

- Allocation access junctions likely to be Astley Road and New Moss Road
- CLC line capacity improvements and Tram-train services on the CLC line
- Junction improvement schemes at the B5320 Liverpool Road / B5471 Brinell Drive, A57 Cadishead Way / B5311 Fairhills Road, B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road and A57 Liverpool Road/ Stadium Way Junctions
- Bridge replacement on Moss Lane

- Irlam Station access and active travel improvements inclusive of cycle parking provision
- Irlam Bee network links
- Bus service improvements
- Cheshire Line Connection / Trafford Green Way – Walking & Cycling Improvements
- Traffic calming and parking management (2020-2025)
- Improvements likely to be required at Junction 11 of the M60 (2025-2030)

6.7.2 In terms of the allocation access junctions, works to other junctions, and the improvements proposed for walking, cycling and public transport modes, the changes to the quantum of development do not affect the requirement for these interventions or the indicative timescales proposed in the previous Locality Assessment.

6.8 Impact of the changes

6.8.1 The changes to the quantum of development set out above do not affect the need for the active mode and public transport interventions previously proposed. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by Greater Manchester Combined Authority and Transport for Greater Manchester. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation will need to follow this Design Guide.

6.9 GMA29 North of Irlam Station concluding remarks

6.9.1 The conclusions of the previous Locality Assessment are considered to remain valid. The previous assessment gave an indication that the traffic impacts of the allocation could be accommodated, and that the allocation is deliverable with the proposed mitigation measures in place. Further work is required to progress with a scheme at



the A57 Liverpool Road/ B5471 Brinell Drive Junction, however, workable solutions are considered feasible.

6.9.2 Further work will be required in parallel with Highways England to assess the impact at Junction 11 depending on the approach to the Port Salford Extension and the emerging North West Quadrant Study.

6.9.3 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 allocation moves through the planning process. The allocation will also need to be supported by continuing wider transport investment across Greater Manchester.



GMA30 Port Salford Extension

7.1 Changes to the quantum of development

7.1.1 There have been no changes to the overall quantum of development for the GMA30 Port Salford Extension allocation, however, a sensitivity test has been undertaken to assess the impact of introducing a link road between the A57 Liverpool Road and M62 to support access to and from the allocation. A revision in trip rates has also been included in the model test to better reflect the tri-modal nature of the development. It is important to note that the identified infrastructure interventions represent potential measures to address impacts in this part of the network. However, the nature of infrastructure interventions will be subject to further engagement, strategy and design work between stakeholders including Highways England GMCA/TfGM, Salford City Council and developers. There is the potential for alternative highways infrastructure proposals to be developed that could similarly mitigate the transport impacts of the proposed expansion of Port Salford.

7.1.2 Table 21 summarises the changes to the quantum of development for this allocation.

Table 21. GMA30 Port Salford Extension development quantum

Development type	2025 development quantum	2040 development quantum
Houses	0	0
Apartments	0	0
Employment	0	320,000sqm
Total	0	320,000sqm



7.2 Transport infrastructure changes

7.2.1 A number of interventions were identified in the previous round of work to support the GMA30 Port Salford Extension allocation. These interventions were based on the 2020 round of modelling which did not consider a link road between the A57 Liverpool Road and M62. The interventions identified and their indicative timescales are outlined below.

Allocation access

7.2.2 Primary access to the allocation would be taken from a new Junction on the A57 Liverpool Road. A specific access for Red Diesel traffic would also be provided on the A57 Liverpool Road.

Necessary strategic mitigations

- Delivery of a package of highway infrastructure measures to suitably manage impact on the highway network
- Rail freight terminal
- Canal berths & container terminal

Supporting strategic mitigations

- CLC line capacity improvements (2025 – 2030)
- Tram-train services on the CLC line (2030-2037)
- Metrolink Extension
- Rail Study Improvements

Necessary local mitigations

7.2.3 The local area will benefit from the following necessary local mitigation to support the allocation:

- A57 Liverpool Road/ Stadium Way junction improvement
- Bus service improvements
- Walking & cycling improvements



Supporting local mitigations

- A57 Cadishead Way/ B5311 Fairhills Road Junction
- Improvements to Local Link services
- Cheshire Line Connection / Trafford Green Way – Walking & Cycling Improvements (2025-2030)

SRN Interventions

- New Junction on M62
- Improvements likely to be required at Junctions 10, 11 and 12 of the M60

7.3 Updated trip generation and distribution

7.3.1 Using the development quantum outlined in Table 21, the vehicular trips generated by the proposed development are set out in Table 22. These are considerably lower than in the previous round of modelling where approximately 1,900 to way movements were modelled in the AM peak and 1,200 in the PM peak.

7.3.2 Approved trip rates used in the outline planning application for the existing Port Salford development (i.e. those that formed the basis for the extant permission) have been used in the latest round of strategic modelling. Trip rates have been revised to better reflect the unique tri-modal nature of the development.

Table 22. GMA30 Port Salford Extension vehicular trip generation (high scenario)

	AM peak hour departures	AM peak hour arrivals	PM peak hour departures	PM peak hour arrivals
2025 high scenario	0	0	0	0
2040 high scenario	279	645	576	227

7.3.3 The distribution of allocation trips onto the surrounding highway network is presented in Table 23.



Table 23. GMA230 Port Salford Extension traffic distribution

Route	AM peak hour	PM peak hour
A57 Cadishead Way (West)	2%	2%
M62 (West)	23%	24%
M62 (East)	46%	47%
A57 Liverpool Road (East)	29%	27%

7.3.4 It can be seen from Table 23 that the predominant movements are to and from the M62 east. It is notable that with the introduction of the link road, only 2% of traffic to and from the allocation uses the A57 Cadishead Way west. In the previous round of modelling and with the absence of the link road, approaching 20% of allocation-specific traffic was using the A57 Cadishead Way west. This traffic has now switched to the M62 east which is more attractive and relieves the impact along the A57 corridor.

7.4 Impact of allocation on the local road network

7.4.1 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.

7.4.2 With a revision in trip rates and the introduction of the link road for the allocation in the June 2021 round of modelling, all junctions previously assessed have been re-assessed to test the impact of the changes. The following junctions have been re-assessed with flows from the latest strategic model run;

- A57 Manchester Road / B5320 Liverpool Road/ A57 Cadishead Way
- A57 Liverpool Road/ Stadium Way
- A57 Liverpool Road/ B5311 Fairhills Road

- A57 new access Junction from Link Road

7.4.3 Table 24 presents the updated junction capacity assessments using flows from the latest high scenario run (Port Salford sensitivity) of the GMVDM, incorporating the link road.

Table 24. Updated junction capacity assessments (June 2021)

JUNCTION	2040 ref case AM PEAK HOUR	2040 ref case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR	Allocation flows AM AM PEAK HOUR	Allocation flows PM PM PEAK HOUR
A57 Manchester Road / B5320 Liverpool Road/ A57 Cadishead Way	94%	88%	53%	60%	10	13
A57 Liverpool Road/ Stadium Way	118%	113%	138%	151%	264	218
A57 Liverpool Road/ B5311 Fairhills Road	109%	127%	117%	179%	1	4
A57 new access Junction from Link Road	n/a	n/a	109%	114%	300	239

7.4.11 The A57 Manchester Road / B5320 Liverpool Road/ A57 Cadishead Way Junction outperforms the reference case situation with far fewer trips travelling through the Junction as discussed earlier in this section with a transfer to the M62.

7.4.12 At the Stadium Way Junction, over 1350 fewer trips pass through the Junction (compared with the 2020 round assessment) in the AM peak and 860 in the PM peak with the link road in place.



- 7.4.13 A substantial new junction has recently been provided at this location as part of a highway infrastructure package, “WGIS”, to support the permitted Port Salford development. Further mitigation has been explored at the junction and whilst there is land surrounding the junction, it is anticipated a substantial alteration would be required to accommodate the additional development traffic of Port Salford Extension, subject to the interventions to be delivered on the surrounding highway network.
- 7.4.14 The A57 Liverpool Road/ B5311 Fairhills Road Junction is observed to be over capacity in both AM and PM peaks, performing worse in the PM peak. It should be noted however that minimal allocation generated trips pass through the junction in the AM and PM Peaks.
- 7.4.15 A scheme was previously identified at the A57 Liverpool Road/ B5311 Fairhills Road Junction which has been tested with the Port Salford sensitivity flows to assess its validity. The results are presented in Table 25.
- 7.4.16 The A57 Cadishead Way / B5311 Fairhills Road Junction is modelled as a priority Junction in the reference case and high scenarios. A mitigation scheme signalling the Junction has been tested with the results presented in Table 25.
- 7.4.17 Table 24 indicates that a new signalised Junction on the A57 affording access to both the Port Salford Extension allocation and a new Junction on the M62 operates over capacity. A heavy flow from A57 Liverpool Road (north) towards the M62 via the link road along with a heavy flow from A57 Liverpool Road south make it difficult to deliver in practical terms based on flows from the model. The local Junction model is based on four lanes southbound with two dedicated right turning lanes. The northbound approach has three lanes inclusive of a left turn bypass in order to free up additional capacity.
- 7.4.18 The link road is an attractive alternative to using Junction 10, 11 and 12 of the M60 and the impact at the A57 Liverpool Road/ Link Rd is not solely attributable to the allocation . Approximately 1,600 PCUs are observed to travel westbound on the link



road in the AM peak with 1,550 travelling eastbound. In the PM peak, approximately 1,250 are forecast to travel westbound with circa 1,800 travelling eastbound.

7.4.19 Further work will be required as part of the Transport Assessment process to look in greater detail at the operation and design of this Junction.

Table 25. Results of Local Junction Capacity Analysis After Mitigation – Year 2040

JUNCTION	2040 ref case AM PEAK HOUR	2040 ref case PM PEAK HOUR	2040 high scenario AM PEAK HOUR	2040 high scenario PM PEAK HOUR
A57 Liverpool Road/ B5311 Fairhills Road	109%	127%	69%	85%

7.4.25 It can be seen that the performance of the A57 Liverpool Road/ B5311 Fairhills Road Junction is significantly improved when compared with the reference case situation with removal of trips from the A57 corridor.

7.5 Impact of the allocation on the strategic road network

7.5.1 The same caveats regarding the use of GMVDM model outputs, as set out in Section 7.4, also apply here. That is, it may be the case that subsequent planning applications, utilizing more detailed traffic models / tools, may arrive at slightly different outcomes.

7.5.2 The previous Locality Assessment found that the GMA30 Port Salford Extension allocation would have a significant impact on the operation of the SRN at Junction 11 of the M60 and would also impact Junctions 10 and 12 (without the A57-M62 link road in place).

7.5.3 Junctions 11 and 10 of the M60 have been re-assessed to ensure network updates haven't adversely affected conclusions drawn from the previous round of work. Junction 12 will be assessed as part of a parallel piece of work looking specifically at SRN Junctions.



Table 26. Results of SRN Junction Capacity Analysis Before Mitigation – Year 2040 (Port Salford sensitivity)

JUNCTION	2040 ref case AM peak hour	2040 ref case PM peak hour	2040 high scenario AM peak hour	2040 high scenario PM peak hour	Allocation flows AM	Allocation flows PM
M60 Junction 11	104%	104%	105%	92%	242	156
M60 Junction 10	136%	181%	138%	153%	29	57
New M62 junction	n/a	n/a	69%	82%	642	567

7.5.4 The assessment indicates that the junctions perform well against the reference case in the high scenario with far fewer trips travelling through the Junctions with the inclusion of the A57-M62 link road.

7.5.5 The new Junction on the M62 has also been tested and the results above indicate that the flows can be accommodated. Without any detailed drawings for the Junction, it has been assumed that the Junction would be signalised.

7.5.6 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.

7.6 Review of interventions

7.6.1 As outlined above, the interventions identified in the previous round of work to support the GMA30 Port Salford Extension allocation are:

- Allocation access junction off link road with red diesel access directly on to A57 Liverpool road.



- Wider strategic infrastructure such as WGIS, the rail freight terminal, canal berths and container terminal as well as the link road between A57 Liverpool Road and M62.
- Supporting infrastructure consisting of CLC line capacity improvements, Tram-train services on the CLC line, the Metrolink Extension and Rail Study Improvements
- Junction improvements at A57 Liverpool Road/ Stadium Way and A57 Cadishead Way/ B5311 Fairhills Road Junctions
- Bus service improvements as well as improvements to Local Link services
- Walking and cycling improvement and Cheshire Line Connection / Trafford Green Way – Walking & Cycling Improvements as supporting local mitigation
- SRN improvements at Junctions 10, 11 and 12 of the M60 with a possible new Junction on the M62.

7.6.2 In terms of the allocation access junction, and the improvements proposed for walking, cycling and public transport modes, this further assessment does not affect the requirement for these interventions or the indicative timescales proposed in the previous Locality Assessment.

7.7 Impact of the changes

7.7.1 The changes to the network set out above do not affect the need for the active mode and public transport interventions previously proposed. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by Greater Manchester Combined Authority and Transport for Greater Manchester. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation will need to follow this Design Guide.



- 7.7.2 From a highways perspective, the link road does offer relief from the local road network and Junctions 10 and 11 of the M60 which are observed to be operating over capacity in the reference case situation.
- 7.7.3 The mitigation package identified in the previous round of work is still considered to be valid.

7.8 GMA30 Port Salford Extension concluding remarks

- 7.8.1 A test has been undertaken for Port Salford, revising the trip rate for the allocation which has subsequently reduced the volume of traffic entering and leaving the allocation. In parallel to this, a link road has been introduced in the model connecting the A57 Liverpool Road with a new Junction on the M62.
- 7.8.2 This update to the Locality Assessment findings is based on trip rates that are considered more appropriate to the proposed use and the inclusion of a link road between the A57 Liverpool Road and M62 to support access to and from the allocation. It is notable that this relieves the impact of the proposed allocation on the local road network and the performance of the M60 junctions 10 and 11 are also improved when compared to the previous round of modelling. It is considered that testing of this scenario has provided sufficient confidence that the allocation can be delivered without unacceptable highways impacts. However, the nature of infrastructure interventions will be subject to further engagement, strategy and design work between stakeholders including Highways England GMCA/TfGM, Salford City Council and developers. There is the potential for alternative highways infrastructure proposals to be developed that could similarly mitigate the transport impacts of the proposed expansion of Port Salford. Further work will be needed to confirm the details of any infrastructure package to support delivery of the allocation, but the final package should ensure that the impact on the local and strategic highway network, as well as on broader environmental and social priorities, is acceptable. Discussions should continue with the relevant parties to identify and deliver the most appropriate solution.



- 7.8.3 In addition, further work will be required to demonstrate that the impact of the allocation and wider re-assignment on to the link road can be accommodated at the A57 Liverpool Road/ Stadium Way and A57 Liverpool Road/ Link road to M62 Junctions.
- 7.8.4 As noted in the previous assessment, coordination will be required with Highways England to ensure that further work is undertaken in parallel with Highways England and the emerging North West Quadrant Study.

Overall Conclusion

- 8.1.1 Following a further round of modelling work, a number of junctions have been re-assessed to check the validity of conclusions reached in the previously submitted Locality Assessments. For the Salford allocations, the updated assessments have not identified any significant changes and on this basis, the conclusions arrived at in the Locality Assessments are still considered to be valid.
- 8.1.2 The test for Port Salford has identified benefits on the local road network and at key Junctions on the M60, however, it should be reiterated that the modelling work reflects delivery of Full WGIS and the A57/ M62 link road. These are considered a proxy for an effective infrastructure scheme, the details and delivery of which will reflect further work undertaken by key stakeholders.



APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Huw Williams	Associate Director	01/07/2021	First Draft for Comment
	Checked by	Darren Kirkman	Project Manager	05/07/2021	
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