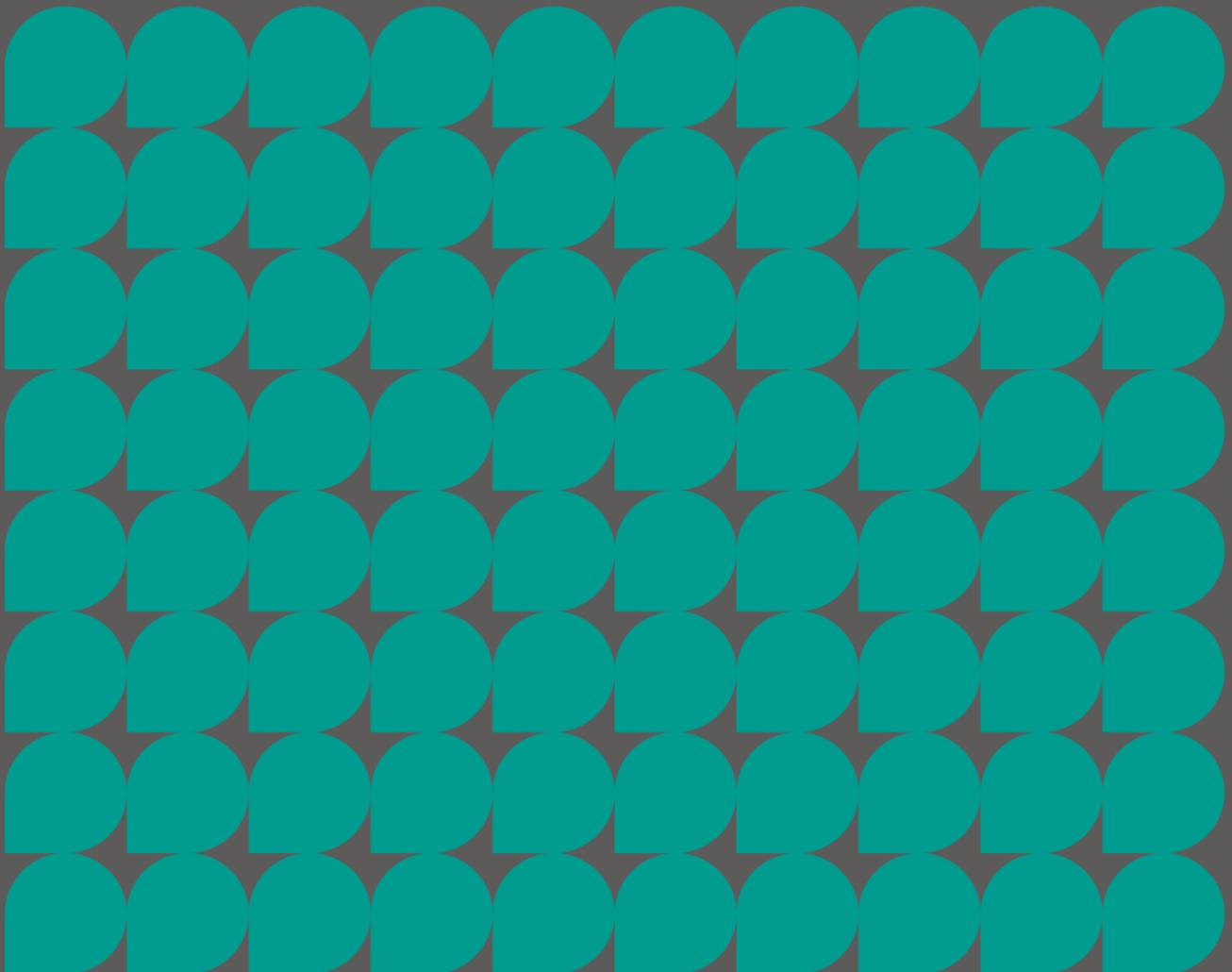


Transport Locality Assessments Addendum

Tameside

Places for Everyone – July 2021



Locality Assessment Update Report **GMSF/ PLACES FOR EVERYONE (PFE)**

Tameside Council – Locality Assessment Update Note

Identification table	
Client/project owner	Tameside Metropolitan Borough Council
Project	GMSF/ Places for Everyone (PFE)
Title of document	Tameside Council – Locality Assessment Update Note
Type of document	Locality Assessment Update Report
Date	06/07/2021
Reference number	GB01T20D99
Number of pages	51



Table of contents

1.	Executive Summary	4
2.	Introduction	5
3.	Changes since the publication of the locality assessment	11
3.1	Broad changes	11
3.2	Allocation specific changes	12
3.3	Supporting interventions in Tameside	14
4.	Implications of the changes	17
4.1	Impact of the changes	17
5.	GMA38 – Ashton Moss West	18
5.1	Changes to the quantum of development	18
5.2	Transport infrastructure changes	19
5.3	Updated trip generation and distribution	20
5.4	Impact of Allocation before mitigation on the local road network	21
5.5	Impact of the allocation on the strategic road network	23
5.6	Review of interventions	25
5.7	Impact of the changes	27
5.8	GMA38 Ashton Moss West Concluding Remarks	28
6.	GMA39 – Godley Green Village	30
6.1	Changes to the quantum of development	30
6.2	Transport infrastructure changes	31
6.3	Updated trip generation and distribution	32
6.4	Impact of Allocation before mitigation on the local road network	33
6.5	Impact of the allocation on the strategic road network	37
6.6	Impact of the changes	40
6.7	GMA39 Godley Green Village Concluding Remarks	42
7.	GMA40 – South of Hyde	43
7.1	Changes to the quantum of development	43
7.2	Transport infrastructure changes	43
7.3	Updated trip generation and distribution	45
7.4	Impact of Allocation before mitigation on the local road network	45
7.5	Impact of the allocation on the strategic road network	48

7.6	Impact of the changes	49
7.7	GMA40 South of Hyde Concluding Remarks	50
8.	Overall Conclusion	50



1. Executive Summary

- 1.1.1 The conclusions of each of the Tameside 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 as part of the Jun 2021 round update of the GMSF strategic model to reflect the recent change – 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 However, confirmation is still required as to a series of possible comprehensive mitigation schemes at M60 Junction 24 (Denton Island), which had previously been assessed by WSP in conjunction with Highways England, and whether a percentage of the cost contribution for these schemes are to be allocated to the Godley Green Garden Village development based on its potential PfE traffic impact.
- 1.1.4 Also, further work and a full Transport Assessment will be necessary to ensure that potential mitigation measures and site access arrangements 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 – Tameside – 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 Tameside 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 – Tameside – 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 Tameside. 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 Tameside 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 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.

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. Allocation specific changes

Allocation	GMSF 2020 Reference	Pfe 2021 Reference
Ashton Moss West	GMA38	JPA30
Godley Green Garden Village	GMA39	JPA31
South of Hyde	GMA40	JPA32



3. 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 during October 2020 (Gravel Bank Road/ Unity Mill was already being withdrawn). This has meant a significant reduction in the number of homes and employment floorspace from the modelling work. At this stage, the plans of Stockport District Council do not form part of the baseline for the future GMSF / Places for Everyone plan, and therefore they will be undertaking development of their own plan and transport evidence base at a later date in consideration of their respective allocations.
- 3.1.2 In consideration of Tameside district's border with Stockport, the removal of certain Stockport allocations from the PfE study has been determined likely to have notable impacts on cumulative traffic flows across southeast Manchester as measured in the previous Locality Assessment study. This, however, does not preclude the possibility of these allocations coming forward as independent developments with impacts that will need to be considered cumulatively with PfE allocations in Tameside. Where appropriate further study may be required to confirm the cumulative impact.
- 3.1.3 Oldham, located immediately north of Tameside, has seven allocations remaining from the original ten, the closest being GMA13 Bottom Field Farm (Woodhouses), GMA18 Land South of Coal Pit Lane (Ashton Road) and GMA19 South of Rosary Road. In consideration of their distance from the nearest Tameside allocation (GMA38 Ashton Moss West) and their comparatively small development quantum, the cumulative impact of these allocations has been determined unlikely to exacerbate PfE traffic impacts emerging from the Tameside allocations.
- 3.1.4 Additionally, due to a fault identified in the previous round of Locality Assessments, changes to the Reference Case have been made in the vicinity of GMA39 Godley Green Village with regard to the removal of Apple Street from the model. Apple Street, which, in its current form, is a single-track gravel road serving a small number

of isolated dwellings and farms, was improperly coded as a thoroughfare that could handle significant levels of traffic, and thus was diverting nearly all flows from the A560 Mottram Old Road along its route between Hattersley and Romiley. This has now been corrected through the removal of the Apple Street link, and traffic now accurately flows along the A560.

3.2 Allocation specific changes

3.2.1 The changes to the Tameside allocations summarised above are outlined in **Table 2**:

Table 2. Allocation specific changes

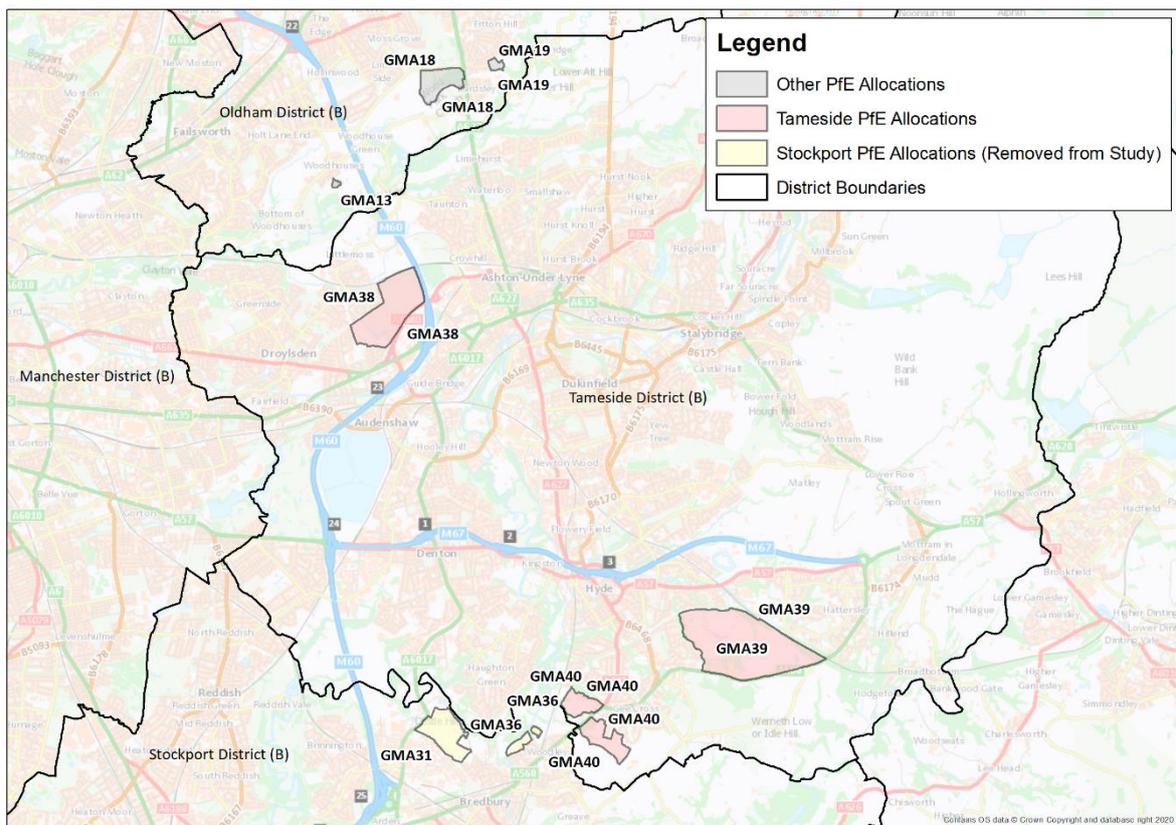
Allocation	Change	Notes
GMA38 Ashton Moss West	Quantum: Reduction from 175,000sqm employment floorspace to 160,000sqm. Infrastructure: No Change. Other: No Change.	Potentially significant impact – more detailed review required.
GMA39 Godley Green Garden Village	Quantum: Reduction from 1,188 residential units (dwellings/apartments) to 1,116 residential units by 2040. Infrastructure: No Change. Other: No Change.	Potentially significant impact – more detailed review required.
GMA40 South of Hyde	Quantum: Apartment unit buildout reduced from 168 to 5 by 2040, while housing	Minimal impact – no further review required.



Allocation	Change	Notes
	<p>unit is increased from 274 to 437 – overall quantum of this allocation remains 442 residential units.</p> <p>Infrastructure: No change.</p> <p>Other: No Change.</p>	

3.2.2 The latest boundaries to the Tameside PFE allocations are illustrated in the following figure:

Figure 1. Tameside Council PFE Allocation Boundaries

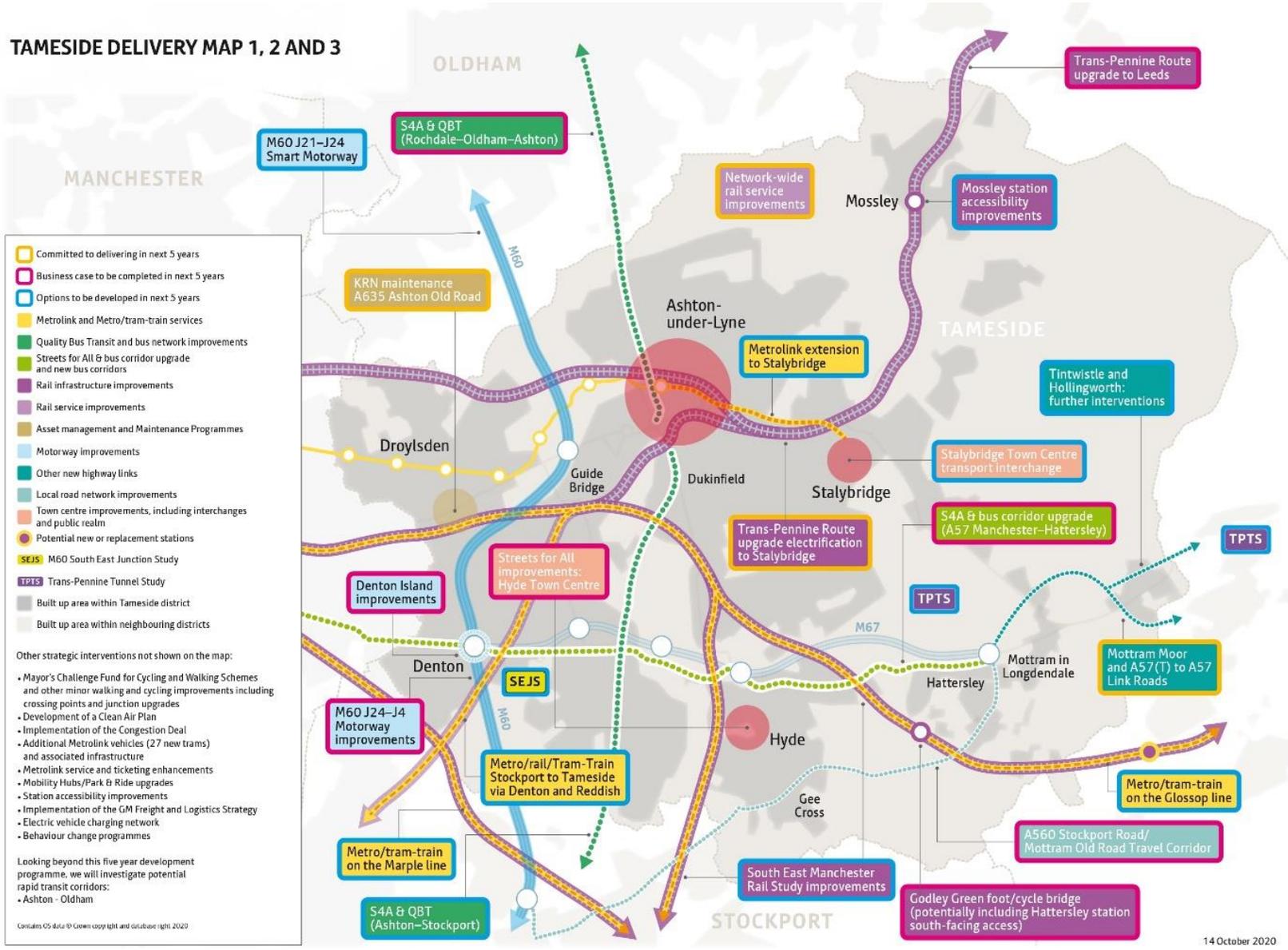


3.3 Supporting interventions in Tameside

- 3.3.1 Tameside Council and TfGM have planned a number of improvements across Tameside 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 Tameside is shown in **Figure 2**, and detail of the Bee Network in Tameside is shown in **Figure 3**.



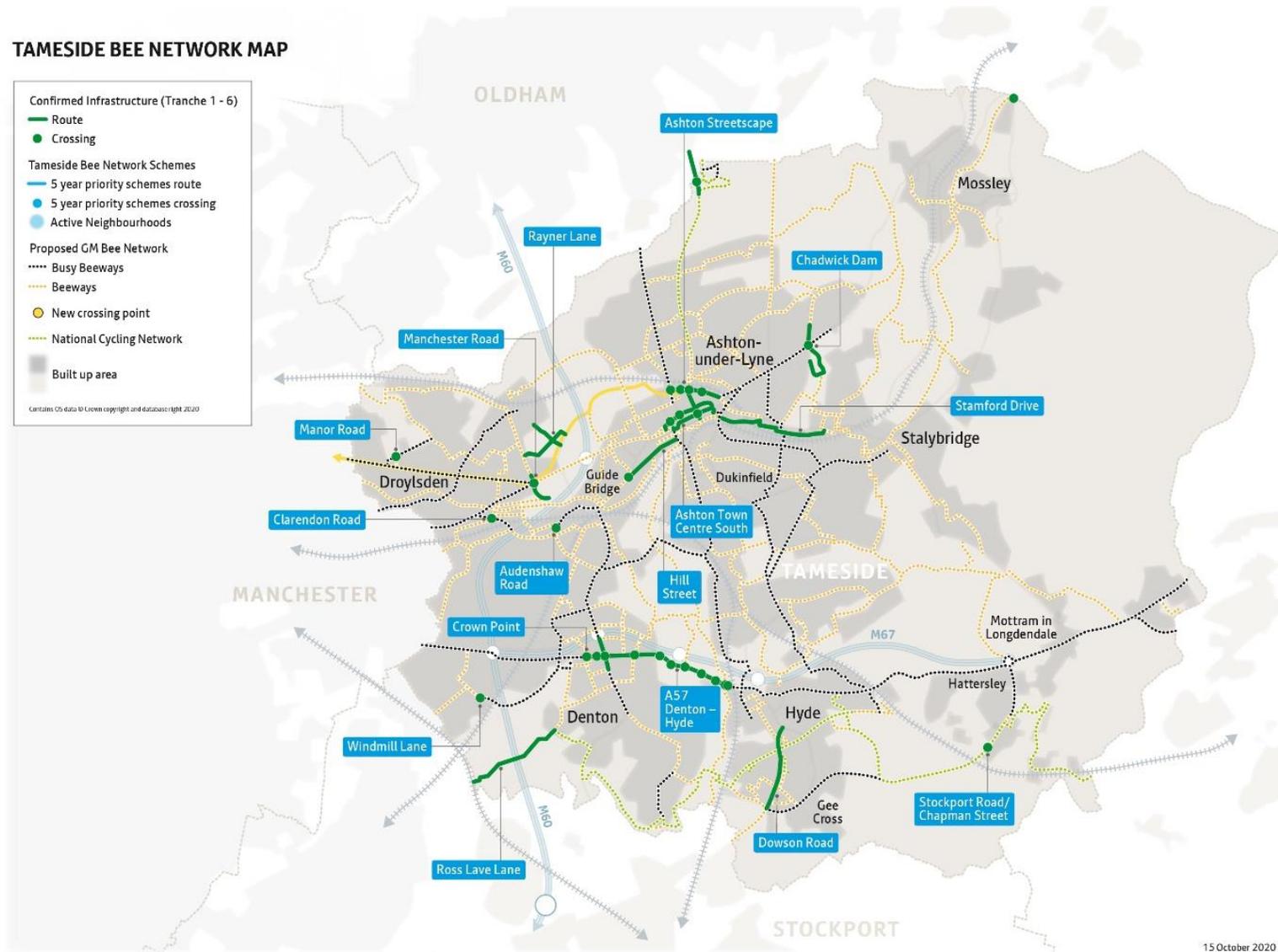
Figure 2. Tameside Delivery Plan



14 October 2020

Registered Office SYSTRA Ltd, 3rd Floor 5 Old Bailey, London, England, EC4M 7BA.
Registered Number 3383212

Figure 3. Tameside Bee Network



4. Implications of the changes

4.1 Impact of the changes

- 4.1.1 Based on the removal of the Stockport allocations as well as a general reduction in development quantum for those allocations remaining within the latest LA study, it is considered unlikely that there will be significant changes or increased implications on both the local and strategic road networks within the district due to PfE related traffic.
- 4.1.2 Notwithstanding this, it is possible that during the updates undertaken to the GMSF strategic model between the Summer 2020 and Jun 2021 round, junctions could potentially see increases in traffic due to background growth, changes in the assignment of traffic or the increased quantum of allocations outside the Tameside district which could have cumulative effects at specific locations.

5. GMA38 – Ashton Moss West

5.1 Changes to the quantum of development

5.1.1 As of September 1st, 2020, the original development quantum for the GMA38 allocation was reduced from 175,000sqm to 160,000sqm – this was reflected in the issued Locality Assessment for Ashton Moss West. This alteration in development size also included the replacement of the previous B1a– Office land use with E(g)(i) – use class comprising 10% of the total development quantum; the remainder is to comprise 65% E(g)(ii)/E(g)(iii)/B2 – R&D/Light Industrial/General Industrial and 25% B8 – Warehousing.

5.1.2 **Table 3** below indicates the quantum of development assessed:

Table 3. GMA38 Ashton Moss West Development Quantum

Development Type	2025 Development Quantum	2040 Development Quantum
Houses	None	None
Apartments	None	None
Employment	None	160,000sqm (Previously 175,000sqm)
Total	None	160,000sqm (Previously 175,000sqm)

5.1.3 This PfE allocation is for 160,000sqm of employment land at the allocation (industrial & warehousing). For the purposes of testing the impact of the allocation through the strategic model, a total of 160,000sqm of employment floorspace has been assumed to be built out by 2040.



5.1.4 From an allocation-specific perspective, there aren't expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and now.

5.2 Transport infrastructure changes

5.2.1 A number of interventions were identified in the previous round of work to support the GMA38 Ashton Moss West allocation. The interventions identified and their indicative timescales are outlined below.

Allocation access

5.2.2 The access arrangements for the GMA38 allocation will comprise direct access onto the existing A6140 Lord Sheldon Way/Alexandria Drive signalised crossroads, and a left-in/left-out access north of the allocation directly onto the A6140 Lord Sheldon Way. This will be delivered by 2040.

Necessary local mitigations

- Between 2020 and 2025:
 - Enhancement of Bus Service 217;
 - Walking and cycling measures;
 - Improvement of cycle lanes on the A635 Manchester Road and A6140 Lord Sheldon Way;
 - MCF proposals for a new pedestrian bridge across the A635 Manchester Road to the Snipe Retail Park; and

SRN Interventions

- Between 2030 and 2040:
 - A6140 Lord Sheldon Way / Notcutts / A6140;
 - A635 Manchester Road / A6140 Lord Sheldon Way / A635 Signalised Crossroads; and



- M60 J23 (North) / A635 Manchester Road.

5.2.3 There have been no changes to the proposed infrastructure since the publication of the Locality Assessment.

5.3 Updated trip generation and distribution

5.3.1 As the development quantum outlined in Table 3 remains unchanged from the previous LA process, the vehicular trips generated by the proposed development are set out in **Table 4**:

Table 4. GMA38 Ashton Moss West vehicular trip generation (high scenario)

Year	AM Peak DEPARTURES	AM Peak ARRIVALS	PM Peak DEPARTURES	PM Peak ARRIVALS
2025	0	0	0	0
2040	375	614	478	198

5.3.2 Furthermore, the distribution of allocation trips onto the surrounding highway network is also unchanged from the previous LA process, as presented in **Table 5**:

Table 5. GMA38 Ashton Moss West vehicular trip distribution (high scenario)

Route	AM Peak Hour	PM Peak Hour
A635 Manchester Rd (W)	14%	19%
A622 Droylsden Rd (NW)	6%	6%
M60 (N)	25%	27%
A6140 Lord Sheldon Way (NE)	17%	19%
M60 (S)	38%	30%



5.4 Impact of Allocation before mitigation on the local road network

5.4.1 The expected changes in traffic routings and volumes in the vicinity of the allocations as a result of changes to other allocations in the district and further afield necessitate the reassessment of five of the previously assessed junctions. These are:

- Snipe Gyratory (Audenshaw Metrolink)
- A6140 Lord Sheldon Way / Ashton Moss Leisure Park roundabout
- Chester Square / St Peters Gyratory (All Arms)
- Richmond Street / A6140 Lord Sheldon Way
- A627 Oldham Road / Wilshaw Lane / Newmarket Road

5.4.2 For the other junctions previously assessed, these have not been re-tested due to the the number of trips generated by the allocation, combined with the previous levels of congestion reported, it was considered unlikely that there would be significant changes in their overall performance or impact by the allocation. Therefore the results presented in the previous Locality Assessment are considered to remain valid.

5.4.3 As in the previous assessment, the table below 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.

5.4.4 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 2040 Local Junction Capacity Analysis Before Mitigation

Junction	Reference Case AM	Reference Case PM	PfE High AM	PfE High PM	Site Flows AM	Site Flows PM
Snipe Gyrotory (Audenshaw Metrolink)	91%	104%	93%	103%	217	166
A6140 Lord Sheldon Way / Ashton Moss Leisure Park roundabout	47%	78%	47%	85%	228	268
Chester Square / St Peters Gyrotory (All Arms)	94%	117%	98%	120%	44	8
Richmond Street / A6140 Lord Sheldon Way	69%	82%	92%	99%	116	76
A627 Oldham Road / Wilshaw Lane / Newmarket Road	140%	137%	135%	136%	4	11

5.4.5 As illustrated in **Table 6**, using the latest traffic flows, the Ashton Moss West allocation is expected to result in some slight / moderate increases in congestion at certain Local Road Network (LRN) junctions across the surrounding area. It should be noted that these results are broadly speaking the same as those provided in the previous round of the Locality Assessments undertaken in 2020.

5.4.6 As determined in **Section 13** of the previous Locality Assessment, the constrained nature of the LRN in the vicinity of the GMA38 allocation would require the filing of Compulsory Purchase Orders (CPO) on surrounding structures and land holders in order to accommodate transport interventions, therefore infrastructural changes required to accommodate traffic associated with this allocation have not been determined at this time. Additionally, the potential number of development trips



routed via Chester Square / St Peters Gyratory and A627 Oldham Road / Wilshaw Lane / Newmarket Road may not be substantial enough to warrant contributions from the developer of the Ashton Moss West allocation.

5.4.7 As with the previous Locality Assessment, the Active Travel Fund (ATF) stated that priority was being made for the improvement of cycling and pedestrian infrastructure as opposed to road-based mitigation schemes so as to encourage increased use of sustainable transport alternatives. Aspirations for non-road mitigations (not yet committed projects) have been summarised as follows:

- Improvement of cycle lanes on the A635 Manchester Road and A6140 Lord Sheldon Way;
- MCF proposals for a new pedestrian bridge across the A635 Manchester Road to the Snipe Retail Park; and
- Enhancement of cycle provision at the Chester Square / St Peters Gyratory in central Ashton.

5.4.8 Based on the preferences outlined in the MCF and Active Travel fund, mitigation of traffic impacts on the LRN should be made through the promotion and encouragement of sustainable transport alternatives including walking, cycling and public transport access.

5.5 Impact of the allocation on the strategic road network

5.5.1 Based on the proposed buildout of the GMA38 allocation, and its proximity to the SRN, Ashton Moss West has been considered likely to result in material implications on the operation of the SRN that will require mitigation measures.

5.5.2 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.

5.5.3 The assessed results for the following component parts of this network are summarised in **Table 7** below:

Table 7. Strategic Junction Capacity Analysis Before Mitigation

Junction	Ref Case AM	Ref Case PM	PfE High AM	PfE High PM	Site Flows AM	Site Flows PM
1a. A635 Manchester Road / A6140 Lord Sheldon Way / Snipe Way	67%	67%	70%	69%	217	166
1b. A6140 Lord Sheldon Way / Notcutts / A6140	47%	60%	61%	63%	872	600
1c. A635 Manchester Road / A6140 Lord Sheldon Way	106%	113%	113%	114%	654	434
1d. M60 J23 (South) / A6140 Lord Sheldon Way	77%	77%	112%	81%	408	253
1e. M60 J23 (North) / A635 Manchester Road	86%	88%	91%	89%	252	185

5.5.4 As with potential mitigation measures on the LRN, the constrained nature of the M60 Junction 23 interchange means that large-scale interventions are currently beyond the scope of this PfE study, and would require further review at the Transport Assessment stage.

5.5.5 However, a shortlist of minor interventions were created to provide marginal improvements wherever possible for allocation traffic travelling between the site access and the M60 motorway – trip distribution analyses illustrated that these were the primary movements to and from the allocation because of its employment-based land use:

- **1b. A6140 Lord Sheldon Way / Notcutts / A6140:** Provision of A6140 Lord Sheldon Way segregated left turn lane to Notcutts Garden Centre and



amended traffic signal phasing to improve priority for Metrolink and A6140 Lord Sheldon Way flows;

- **1c. A635 Manchester Road / A6140 Lord Sheldon Way / A635 Signalised Crossroads:** A6140 Lord Sheldon Way additional southbound direct lane (for left turning traffic). Optimised traffic signal timings; and,
- **1e. M60 J23 (North) / A635 Manchester Road:** Implementation of a restriction on right turning traffic exiting the access from Scapa Group Ltd and associated simplification of traffic signal phasing.

Table 8. Strategic Junction Capacity Analysis After Mitigation

Junction	PfE High AM	PfE High PM	Site Flows AM	Site Flows PM
1b. A6140 Lord Sheldon Way / Notcutts / A6140	45%	49%	872	600
1c. A635 Manchester Road / A6140 Lord Sheldon Way	113%	113%	654	434
1.e M60 J23 (North) / A635 Manchester Road	88%	88%	252	185

5.6 Review of interventions

- 5.6.1 Following the latest round of modelling, the general impact of the GMA38 allocation on some of the junctions listed in **Table 8** for intervention have no longer been considered necessary as the overall performance at these locations is shown to have improved generally from the previous LA process.
- 5.6.2 While the proposed mitigation at Junction 1b. A6140 Lord Sheldon Way / Notcutts / A6140 illustrates significant improvements, the latest model outputs, together with the potential concerns of land acquisition for new accesses and potential concerns



regarding the provision of access to stakeholders utilising the Notcutts Road (the Notcutts Garden Centre and the Sheldon Arms Travelodge and Pub), mitigation proposals at this location can be removed – removal of this mitigation does not result in significant changes or implications to the performance of other junctions within the wider M60 Junction 23/A6140/A635 interchange. It is, however, recommended that the Transport Assessment for this allocation review these findings to confirm that mitigation is no longer required.

- 5.6.1 Based on the performance of mitigation proposed at Junction 1c. A635 Manchester Road / A6140 Lord Sheldon Way, it is recommend that the removal of this mitigation does not result in significant changes or implications to the performance of other junctions within the wider M60 Junction 23/A6140/A635 interchange. It is, however, recommended that this junction is assessed as part of the Transport Assessment for the allocation in order to review these findings to confirm that mitigation is no longer required.
- 5.6.2 Similarly, the proposed mitigation measures at Junction 1.e M60 J23 (North) / A635 Manchester Road (which considers a left-out only movement for vehicles leaving the Scapa Group facility) has now been shown to present few improvements to the general flow of traffic, and again gives rise to issues of stakeholder engagement and suitable locations for vehicles being able to perform U-turns in order to access the M60 northbound. Therefore, it is recommended that this mitigation proposal is also discounted, although it is recommended that the Transport Assessment for this allocation review these findings to confirm that the mitigation scheme is not required.
- 5.6.3 Notwithstanding this, although a comprehensive scheme to improve M60 Junction 23 and the surrounding local road network would be preferable, space constraints and the presence of the Metrolink mean that large-scale interventions would be difficult to deliver without significant disruption or incurring issues of land ownership.
- 5.6.4 Regardless, improvements can still be made to sustainable transport alternatives in line with the proposed MCF and Active Travel Fund schemes, including an extension of the existing bus service (Route 217) into the centre of the Ashton Moss West



allocation at earliest possible opportunity to provide competitive sustainable transport alternatives, while other MCF and Active Travel Fund interventions include the improvement of walking/cycling facilities on the A6140 Lord Sheldon Way and A635 Manchester Road.

- 5.6.5 All pedestrian and cycle networks internal to the site, as well as connecting PRoWs, are to be built or upgraded to the standards outlined in the Bee Network, as well as providing connections to the nearest section of the Bee Network – external upgrades connecting to the GMA38 allocation will be done through contribution from the site developer.

5.7 Impact of the changes

- 5.7.1 The changes to the quantum of development set out above does not affect need for the active mode 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 should follow this Design Guide.
- 5.7.2 The overall 2040 5 year delivery plan of strategic transport interventions that will support all allocations in Tameside is shown in **Figure 2** of this report.
- 5.7.3 Proposals for the Bee Network that will support all allocations in Tameside is shown in **Figure 3** of this report.
- 5.7.4 As the GMA38 allocation, due to its primary land use as an employment-based development, is illustrated to direct most trips onto the M60 Motorway, the implementation of improvements to the M60 between Junctions 21 and 24 (as part of the M60 South East Quadrant Baseline Study) is expected to result in better accommodation of the notable number of strategic trips associated with the



allocation, and thereby allow for delivery of the site without significant implications to the M60.

5.7.5 This is complimented by the A635's designation as a Key Route Network (KRN), which intends to improve the operational performance of key routes across the Greater Manchester area in partnership with Highways England and local authorities. In this instance, the implementation of KRN improvements to the A635, as a primary corridor through Tameside district, is expected to allow for better accommodation of both HGV movements to and from the GMA38 allocation, but also staff trips to and from the site.

5.7.6 In this regard, the KRN and Motorway improvements should suitably accommodate the interventions previously outlined in **Sections 5.4** and **5.5**.

5.8 GMA38 Ashton Moss West Concluding Remarks

5.8.1 Based on the latest information provided within the Jun 2021 round of the GMSF Strategic Model, it is considered that, in light of noted improvements to the general performance of surrounding junctions following an overall reduction in development quantum at the GMA38 allocation, mitigation measures at Junction 1b. A6140 Lord Sheldon Way / Notcutts / A6140 and Junction 1e. M60 J23 (North) / A635 Manchester Road can be discounted.

5.8.2 Notwithstanding this, it is recommended that further work is carried out through the planning process to confirm these findings – mitigation proposals at Junction 1c. A635 Manchester Road / A6140 Lord Sheldon Way continue to be recommended for delivery.

5.8.3 It is anticipated that most of the interventions will be required post 2025, however, by 2025, any necessary local mitigation is anticipated to be required. With no changes to the ultimate quantum of development since the finalised buildout of the allocation was confirmed in September 2020, no additional forms of intervention are considered necessary to support the allocation.





6. GMA39 – Godley Green Village

6.1 Changes to the quantum of development

6.1.1 With the latest round of modelling, there have been moderate changes to the overall quantum of development for GMA39 Godley Green Garden Village allocation, with **Table 9** illustrating the latest quantum for this allocation:

Table 9. GMA39 Godley Green Village Development Quantum

Development Type	2025 Development Quantum	2040 Development Quantum	Post-2040 Development Quantum
Residences	None	1,116 (Previously 1,188)	2,350
Employment	None	None	None
Total	None	1,116 Dwellings/ Apartments	2,350 Dwellings/ Apartments

6.1.2 This PfE allocation is for 1,116 residential units to be delivered by the end of the plan period in 2040 (a proxy for the end of the PfE Plan Period in 2037), but with an overall buildout of 2,350 residential units which will be completed after the end of the plan period. For the purposes of testing the impact of the allocation through the strategic model, a total of 1,116 residential units has been assumed to be built out by 2040, and a full buildout of 2,350 units in the post-plan scenarios.

6.1.3 From an allocation-specific perspective, there aren't expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and now.



6.2 Transport infrastructure changes

6.2.1 A number of interventions were identified in the previous round of work to support the GMA39 Godley Green Village allocation. The interventions identified and their indicative timescales are outlined below.

Allocation access

6.2.2 The access arrangements for the GMA39 allocation will comprise four vehicular accesses onto the A560 Mottram Old Road to the southeast of Hyde – two primary vehicular accesses and two secondary accesses. The western primary access is to comprise a three-arm signalised junction while the eastern primary access comprises a four-arm non-signalised roundabout which would also integrate access onto Apple Street to the south – the inclusion of Apple Street is specifically for the purposes of access to existing dwellings and farms along its course, and will not provide an alternate through route for traffic. This will be delivered by 2040.

Supporting strategic mitigations

- Between 2020 and 2025:
 - Package of measures along the A560 Stockport Road
- Between 2030 and 2040:
 - M60 Junction 24 Denton Island (partial contribution % to be confirmed through further study)

Necessary local mitigations

- Between 2030 and 2040:
 - Provision of bus services within the allocation – the routing of this service will be dependent on the final internal road layout of the allocation, but a circulatory route within both villages would be preferred



- Provision of a direct pedestrian/cycle access bridge to the vicinity of Hattersley train station
- Walking and cycling measures

SRN Interventions

- Between 2020 and 2030:
 - M67/A57 Hyde Road/A560 roundabout

6.2.3 There have been no changes to the proposed infrastructure since the publication of the Locality Assessment.

6.3 Updated trip generation and distribution

6.3.1 As the development quantum outlined in **Table 9** remains largely unchanged from the previous LA process, the vehicular trips generated by the proposed development, as per the latest round of the GMSF strategic model, are set out in **Table 10**:

Table 10. GMA39 Godley Green Village vehicular trip generation (high scenario)

YEAR	AM PEAK DEPARTURES	AM PEAK ARRIVALS	PM PEAK DEPARTURES	PM PEAK ARRIVALS
2025	0	0	0	0
2040	363	141	222	402
2040+ Post-GMSF trips	747	222	383	840

6.3.2 Furthermore, the distribution of allocation trips onto the surrounding highway network is also unchanged from the previous LA process, as presented in **Table 11**:



Table 11. GMA39 Godley Green Village vehicular trip distribution (high scenario)

Route	Am Peak Hour	Pm Peak Hour
M67 Motorway (W)	29%	53%
A57 Hyde Road (E)	10%	2%
A560 Stockport Road (W)	19%	29%
Clark Way (W)	17%	6%
B6170 Newton Street (N)	25%	10%

6.4 Impact of Allocation before mitigation on the local road network

6.4.1 Due to the size and location of the GMA39 allocation, the assessment of trip generations on all previously tested local road junctions has been undertaken to confirm their impact with the latest flows.

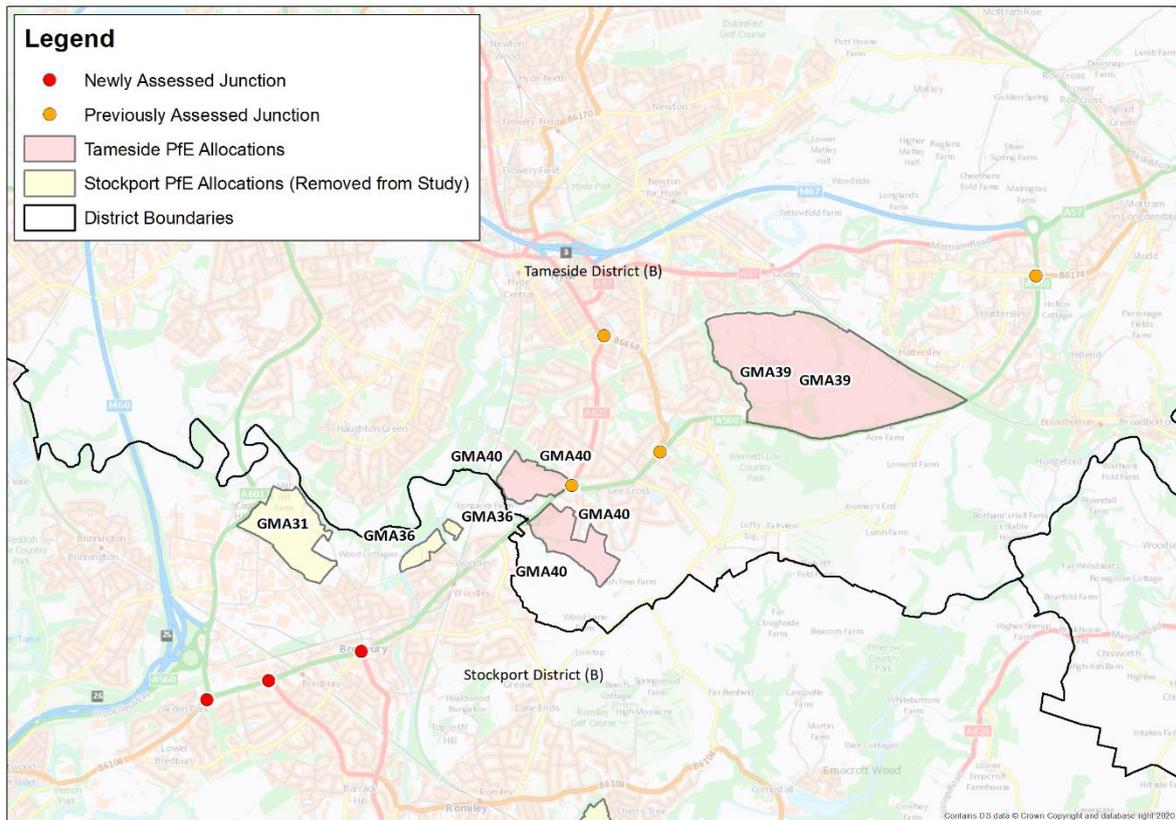
6.4.2 Due to the removal of Stockport from the GMSF/ PfE process it has become necessary to assess three additional junctions:

- A560 Stockport Road E / A627 George Lane / Redhouse Lane
- A560/A6017
- A560/Stockport Road West

6.4.3 LRN junctions assessed as part of this latest LA process are illustrated in the following figure:



Figure 4. Local Junction Modelling Assessments – GMA39 Godley Green Village



6.4.4 As in the previous assessment, The table below 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.

6.4.5 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 12. Results of 2040 Local Junction Capacity Analysis Before Mitigation

Junction	Reference Case AM	Reference Case PM	PfE AM	PfE PM	Post-PfE AM	Post-PfE PM	PfE Flows AM	PfE Flows PM	Post-PfE Flows AM	Post-PfE Flows PM
A560 Stockport Road / Ashworth Lane / Underwood Road	65%	66%	71%	67%	60%	73%	257	322	383	668
A560 Stockport Road (Mottram Old Road) / B6468 Stockport Road	81%	59%	81%	68%	54%	81%	23	85	122	155
Market Street / A627 Dowson Road	80%	68%	81%	72%	84%	74%	65	48	109	74
A560 Stockport Road / A627 Dowson Road	31%	26%	50%	28%	50%	31%	67	81	118	149
A560 Stockport Road E / A627 George Lane / Redhouse Lane	73%	85%	73%	82%	71%	83%	78	117	118	148
A560/A6017	71%	71%	73%	72%	76%	72%	43	62	105	111
A560/Stockport Road West	58%	56%	63%	62%	70%	62%	43	61	104	115

6.4.6 As illustrated in **Table 12**, the Godley Green Village allocation is expected to result in marginal increases in congestion at multiple Local Road Network (LRN) junctions across the surrounding area – traffic distribution from the allocation is primarily routed towards the nearest SRN junctions without widespread distribution across the local network. Also, as was the case in the previous LA assessment, all LRN junctions remain within capacity even in the Post PfE scenario.

6.4.7 It should be noted that A560 Stockport Road (Mottram Old Road) / B6468 Stockport Road junction shows improved capacity in the Post PfE AM scenario despite there being more traffic on the network. This is caused by the strategic model redistributing traffic via different routes to avoid congestion in this case the strategic model moves traffic away from the most congested arms of the junction in the Post PfE scenario. This results in lower result reported from the local junction model.

6.4.8 As determined during the previous round of Locality Assessments undertaken in 2020, based on the proximity of the allocation to multiple sustainable transport alternatives, including the Manchester to Glossop/Hadfield commuter railway, several inter-urban bus routes and off-road PRoWs – most of which utilise the former trackbeds of redundant railways – the Godley Green Village allocation has placed priority in the investment of encouraging and promoting the use of non-car travel, with several sustainable interventions considered within the previous Locality Assessment process:

- **Provision of bus services within the allocation:** Extension of existing bus service (Route 346) into the centre of the Godley Green Village allocation at the earliest possible opportunity to provide a competitive sustainable transport alternative;
- **Provision of a direct pedestrian/cycle access bridge to the vicinity of Hattersley rail station:** Creation of a new wider bridge to the east of the existing structure built to Streets for All standards for use by cycling, pedestrian and equine users allowing for direct access to the rail station and the centre of Hattersley; and,
- **Walking and cycling measures:** Assumed full permeability of cycle and pedestrian access, as well as direct connections to PRoWs either bounding or

near the development and improvement of walking/cycling facilities on the A560 Mottram Old Road. All pedestrian and cycle networks internal to the site, as well as connecting PRowS, should be built or upgraded to the standards outlined in the Bee Network, as well as providing connections to the nearest section of the Bee Network.

- 6.4.9 Based on the preferences outlined by Tameside Council in the previous Locality Assessment process, mitigation of traffic impacts on the LRN should be made through the promotion and encouragement of sustainable transport alternatives including walking, cycling and public transport access – this will be delivered alongside physical infrastructure that will be used to encourage pedestrian and cycle usage.

6.5 Impact of the allocation on the strategic road network

- 6.5.1 Based on the proposed buildout of the GMA39 allocation, and its proximity to the SRN, Godley Green Village has been considered likely to result in material impacts on the operation of the SRN – impacts on the Local Road Network have been determined to be limited as allocation traffic is routed primarily to the nearest SRN junctions rather than widespread distribution across the Local Road Network.
- 6.5.2 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.
- 6.5.3 The junctions assessed in the previous LA report have been reassessed with the latest traffic flows. The results are summarised in **Table 13** below:



Table 13. Strategic Junction Capacity Analysis Before Mitigation

Junction	Reference Case AM	Reference Case PM	PfE AM	PfE PM	Post-PfE AM	Post-PfE PM	PfE Flows AM	PfE Flows PM	Post-PfE Flows AM	Post-PfE Flows PM
M67 Junction 4 /A560 roundabout (with Bypass)	82%	89%	92%	98%	107%	106%	219	290	405	613
M67 Junction 3 / Clark Way	73%	89%	73%	89%	75%	85%	65	36	123	101
M60 Junction 24 Denton Island	283%	284%	276%	356%	290%	403%	236	277	473	605

6.5.4 Presently, Highways England have proposed large-scale interventions at M67 Junction 4 and M60 Junction 24, the latter having three mitigation options developed in consultation with WSP during 2018.

6.5.5 A shortlist of the interventions proposed by Highways England and WSP have been listed below:

- **Mottram Moor Link Road:** Committed under the Highways England Road Investment Strategy 2: 2020–2025 (RIS 2), the Mottram Moor Link Road (MMLR) will create a brand new dual-carriageway route avoiding the centre of Mottram, and thereby alleviating severe congestion issues east of M67 Junction 4 along the A57. To support this, a new arm, widening of the northern circulatory, and partial signalisation is to be introduced at M67 Junction 4. In the event the MMLR project does not come forward, SYSTRA have tested the effects of introducing the partial signalisation and widening of the roundabout in order to measure its effects and reducing congestion at this junction; and
- **Improvement of M60 Junction 24 Denton Island:** Developed in consultation with WSP, Highways England produced three possible mitigation models at M60 Junction 24 in order to reduce significant congestion experienced on all arms of this junction – while the WSP study had been drafted in light of the junction’s existing congestion concerns, the impacts of the Godley Green Village allocation had been measured within WSP’s analysis as a future traffic generator with potential implications on the operation of the junction, considering its full buildout (post-plan) of 2,350 dwellings. The interventions proposed were as follows (the numbering convention of these options has been done to match the ordering of the WSP technical report):
 - **Mitigation Option 2:** At-Grade Hamburger-style Right-Turn from M60 (S) to M67 (E);
 - **Mitigation Option 4:** 3rd Tier Free Flow overpass from M67 (E) to M60 (N) – northbound trips only; and

- **Mitigation Option 5:** 3rd Tier Free Flow overpass between M67 (E) and A57 (W)

6.5.6 It should be noted that the complexity of M60 Junction 24 makes it difficult to accurately represent the operation using a LinSig junction model. WSP previously used a VISSIM microsimulation model to test the junction and improvement options. It is therefore recommended that further study of this junction is needed to define a preferred option.

Table 14. Strategic Junction Capacity Analysis After Mitigation

Junction	PfE AM	PfE PM	PfE Flows AM	PfE Flows PM
M67 Junction 4 /A560 roundabout	48%	42%	219	290
M60 J24 Mitigation Option 2	159%	173%	236	277
M60 J24 Mitigation Option 4	163%	248%	236	277
M60 J24 Mitigation Option 5	134%	194%	236	277

6.6 Impact of the changes

6.6.1 The previous Locality Assessment reported significantly lower capacity results at M60 Junction 24 for all mitigation options when compared to the results shown above. This is due to the strategic model being rerun in Jun 2021 with PfE in place but the mitigation for this junction removed. In the previous assessment the mitigation was included in the strategic model. By not including mitigation in the strategic model this time, traffic is not given the opportunity to reroute away from the exiting junction. Therefore more traffic is tested in the local junction model for all three options than



was previously considered. This was done as there is currently no preferred option and it was not practical to rerun the strategic model with all three options in place. The decision was made to test the options at the local junction model level only leading to the results shown above.

- 6.6.2 Based on the above information for M60 Junction 24, Option 2 was the preferred option of the 2018 WSP technical report, this preference being based on ease of implementation and providing the lowest delivery costs. The results above suggest that Option 2 provides a good level of improvement over the existing junction particularly in the PM peak. However, due to the uncertainties set out above the exact form of the required mitigation should be confirmed and its detailed design developed as part of the planning application process.
- 6.6.3 It should be noted that while Godley Green is a significant generator of trips through M60 Junction 24 it is not the only development which will affect the operation the junction. Therefore further study is need to determine a fair and appropriate contribution to the implementation of the final scheme once it is defined.
- 6.6.4 Enhancements and improvements to active travel routes in the vicinity of the allocation were also previously proposed. As part of the TfGM Bee Network, the Locality Assessment identified proposals to provide £10m of upgrades to the pedestrian and cycle networks of Tameside district as part of the Beeway delivery, the proposed creation of the GMA39 allocation being instrumental as the central convergence point of several Beeway routes to the southeast of Hyde.
- 6.6.5 The overall 2040 5 year delivery plan of strategic transport interventions that will support all allocations in Tameside is shown in **Figure 2** of this report.
- 6.6.6 Proposals for the Bee Network that will support all allocations in Tameside is shown in **Figure 3** of this report.
- 6.6.7 The changes to the quantum of development set out above does not affect need for the active mode 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 follow this Design Guide.

- 6.6.8 As illustrated above, multiple elements of the Tameside Delivery Plan are centred around the GMA39 allocation in order to provide sustainable transport alternatives that complement the large-scale residential development – these had been discussed in detail previously in Section 5.4.

6.7 GMA39 Godley Green Village Concluding Remarks

- 6.7.1 Based on the latest information provided within the Jun 2021 round of the GMSF Strategic Model, it is considered that the findings of the previous Locality Assessment remain robust.
- 6.7.2 In consideration of the strategic and local interventions illustrated, strategic mitigation proposals that had been developed without being directly related to the delivery of the PfE allocations are likely to be completed by the first occupation of the Godley Green site in 2040. Any necessary local mitigation, comprising solely the provision of enhanced sustainable transport alternatives, are anticipated to be required by 2040.
- 6.7.3 With changes to the ultimate quantum of development seeing only a marginal reduction by the end of the current PfE plan period (although the post-plan buildout remains unchanged), no additional forms of intervention are considered necessary to support the allocation.



7. GMA40 – South of Hyde

7.1 Changes to the quantum of development

7.1.1 With the latest round of modelling, there has been no overall change in the quantum of development for GMA40 South of Hyde allocation, although there have been changes to the overall split of the type of residential unit as illustrated in **Table 15**:

Table 15. GMA40 South of Hyde Development Quantum

Development Type	2025 Development Quantum	2040 Development Quantum
Houses	None (Previously 73)	437 (Previously 274)
Apartments	None (Previously 44)	5 (Previously 168)
Employment	None	None
Total	None	442 Dwellings/ Apartments

7.1.2 This PfE allocation is for 442 residential units to be delivered by the end of the plan period in 2040. For the purposes of testing the impact of the allocation through the strategic model, a total of 442 residential units has been assumed to be built out by 2040.

7.1.3 From an allocation-specific perspective, there aren't expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and now.

7.2 Transport infrastructure changes

7.2.1 A number of interventions were identified in the previous round of work to support the GMA40 South of Hyde allocation. The interventions identified and their indicative timescales are outlined below.



Allocation access

7.2.2 Previously, discussions were undertaken as to the provision of a suitable vehicular access to the southern plot of the GMA40 allocation with regard to its proximity to the existing access to Hilda Road – a short residential close serving four dwellings situated less than 10m east of where the proposed GMA40 southern plot access is to join the A560. The proposed solution was to stop up Hilda Road at the junction with A560 and provide the existing residents a new access on the allocations access road.

7.2.3 Following further discussions with Tameside Council, it has been confirmed that Hilda Road is a private road not part of the adopted highway network. Therefore it is potentially difficult and expensive to stop up. The site developers consultant have said based on the low traffic generation of Hilda Road, a substandard junction spacing between Hilda Road and the southern plot access should be permissible without giving rise to potential safety concerns.

7.2.4 SYSTRA do have some safety reservations regarding this arrangement, if traffic were on both Hilda Road and the site access at the same time they could potentially obscure each other’s visibility of traffic on the A560. However as demonstrated previously a suitable arrangement is possible at this location and whether Hilda Road needs to be stopped up is a matter that should be resolved through the planning process and the production of a suitable Transport Assessment.

Supporting strategic mitigations

- Between 2025 and 2030:
 - Package of measures along the A560 Stockport Road
 - M67/A57 Hyde Road/A560 roundabout

Necessary local mitigations

- Between 2025 and 2030:
 - Bus improvements along the A560 Stockport Road adjacent to the allocation



- Walking and cycling measures

7.2.5 There have been no changes to the proposed infrastructure since the publication of the Locality Assessment.

7.3 Updated trip generation and distribution

7.3.1 As the development quantum outlined in **Table 15** remains largely unchanged from the previous LA process, the vehicular trips generated by the proposed development are set out in **Table 16**:

Table 16. GMA40 South of Hyde vehicular trip generation (high scenario)

Year	AM Peak DEPARTURES	AM Peak ARRIVALS	PM Peak DEPARTURES	PM Peak ARRIVALS
2025	0	0	0	0
2040	151	60	92	166

7.3.2 Furthermore, the distribution of allocation trips onto the surrounding highway network is also unchanged from the previous LA process, as presented in **Table 17**:

Table 17. GMA40 South of Hyde vehicular trip distribution (high scenario)

Route	AM Peak Hour	PM Peak Hour
A627 Dowson Road	32%	44%
A560 Stockport Road (East)	29%	12%
A560 Stockport Road (South)	39%	44%

7.4 Impact of Allocation before mitigation on the local road network

7.4.1 Due to the size and location of the GMA40 allocation, the measurement of trip generations on surrounding local road junctions has been undertaken to confirm their impact, highlighted in the following table – this also includes three additional



junctions in Bredbury that have been recommended for further assessment due to the removal of Stockport from the GMSF/ PfE process:

Table 18. Results of 2040 Local Junction Capacity Analysis Before Mitigation

Junction	Referen ce Case AM	Referen ce Case PM	PfE High AM	PfE High PM	Allocati on Flows AM	Allocat ion Flows PM
A560 Stockport Road / Ashworth Lane / Underwood Road	65%	66%	71%	67%	8	4
Market Street / A627 Dowson Road	80%	68%	84%	74%	88	112
A560 Mottram Old Road / B6468 Stockport Road	81%	59%	81%	68%	29	9
A560 Stockport Road / A627 Dowson Road	31%	26%	50%	31%	132	138
A560 Stockport Road E / A627 George Lane / Redhouse Lane	73%	85%	73%	82%	78	117
A560/A6017	71%	71%	73%	72%	43	62
A560/Stockport Road West	58%	56%	63%	62%	43	61

7.4.2 As was the case in the previous LA report, the South of Hyde allocation is not expected to result in any severe increases in congestion at Local Road Network (LRN) junctions across the surrounding area.

7.4.3 Due to the proximity of the allocation to multiple sustainable transport alternatives, including a major bus corridor between Ashton, Hyde and Stockport and off-road PRoWs and unofficial footpaths – most of which utilise the former trackbeds of redundant railways – the South of Hyde allocation has placed priority in the investment of encouraging and promoting the use of non-car travel, with several sustainable interventions considered within the previous Locality Assessment process:

- **Package of measures along the A560 Stockport Road (including possibility of Ashton-Stockport Quality Bus Transit (QBT)):** Intervention required to examine the A560 corridor and develop a multi-modal solution. The Ashton-Stockport QBT route is as yet undefined and could make up part of this package of measures;
- **Walking and cycling proposals for A560 corridor:** Assumed implementation of toucan crossing at A560 adjacent to site access combined with reduction of A560 speed limit from 40mph to 30mph;
- **Walking and cycling measures:** Assumed full permeability of cycle and pedestrian access, as well as direct connections to PRoW either bounding or near the allocation and improvement of walking/cycling facilities on A560 Stockport Road. All pedestrian and cycle networks internal to the allocation, as well as connecting PRoW, should be built or upgraded to the standards outlined in the Bee Network, as well as providing connections to the nearest section of the Bee Network; and
- **Bus improvements along the A560 Stockport Road adjacent to the allocation:** Measures include a Bee Network standard pedestrian crossing adjacent to the development with associated footway works, build out of two bus stops to provide additional waiting space, necessary to accommodate new journeys from site, and removal of inset bus stop.

7.4.4 Based on the preferences outlined by Tameside Council in the previous Locality Assessment process, mitigation of traffic impacts on the LRN should be made through the promotion and encouragement of sustainable transport alternatives including walking, cycling and public transport access.



7.5 Impact of the allocation on the strategic road network

7.5.1 Based on the proposed buildout of the GMA40 allocation, and its proximity to the SRN, South of Hyde has been considered unlikely to result in material implications on the operation of the SRN in isolation. However, consideration has been made as to the potential cumulative impact of this allocation alongside the nearby GMA39 Godley Green Village, the assessed results for the following component parts of this network being summarised in Table 19 below:

Table 19. Strategic Junction Capacity Analysis Before Mitigation

Junction	Referen ce Case AM	Referen ce Case PM	PfE High AM	PfE High PM	Allocati on Flows AM	Allocati on Flows PM
M67 Junction 4 /A560 roundabout (with Bypass)	82%	89%	92%	98%	3	3
M67 Junction 3 / Clark Way	73%	89%	75%	85%	47	94

7.5.2 Presently, Highways England have proposed a large-scale intervention at M67 Junction 4 included in the above assessment. As presented in Table 19 M67 Junction 3 is not shown to require mitigation as a result of the GMSF/ PfE allocations coming forward. Additionally the low number of trips generated by GMA40 which travel through this junction implies that the developer does not need to contribute to any improvement of this junction.

7.5.3 A shortlist of the interventions proposed by Highways England have been listed below:

- **Mottram Moor Link Road:** Committed under the Highways England Road Investment Strategy 2: 2020–2025 (RIS 2), the Mottram Moor Link Road

(MMLR) will create a brand new dual-carriageway route avoiding the centre of Mottram, and thereby alleviating severe congestion issues along the A57. To support this, a new arm, widening of the northern circulatory, and partial signalisation is to be introduced at M67 Junction 4. In the event the MMLR project does not come forward, SYSTRA have tested the effects of introducing the partial signalisation and widening of the roundabout in order to measure its effects and reducing congestion at this junction.

Table 20. Strategic Junction Capacity Analysis After Mitigation

Junction	PfE High AM	PfE High PM	Allocation Flows AM	Allocation Flows PM
M67 Junction 4 /A560 roundabout (without bypass)	48%	42%	3	3

7.6 Impact of the changes

7.6.1 The changes to the quantum of development set out above does not affect need for the sustainable 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 should follow this Design Guide.

7.6.2 The overall 2040 5 year delivery plan of strategic transport interventions that will support all allocations in Tameside is shown in **Figure 2** of this report.

7.6.3 Proposals for the Bee Network that will support all allocations in Tameside is shown in **Figure 3** of this report.



7.6.4 Given the minimal changes to development quantum and estimated vehicular trip generation noted above, it is considered that the scale and phasing of these interventions remains appropriate.

7.7 GMA40 South of Hyde Concluding Remarks

7.7.1 Based on the latest information provided within the Jun 2021 round of the GMSF Strategic Model, it is considered that the findings of the previous Locality Assessment remain robust.

7.7.2 It is anticipated that most of the interventions will be required post 2025, however, by 2025, the necessary local mitigation is anticipated to be required. With no changes to the ultimate quantum of development, no additional forms of intervention are considered necessary to support the allocation.

8. Overall Conclusion

8.1.1 To conclude, the findings of the previous locality assessment process regarding allocations within the Tameside District remain robust.

8.1.2 Points of consideration are:

- GMA38 Ashton Moss West - consideration will need to be made through the planning process as to the necessity of interventions at M60 Junction 23 which will accommodate the anticipated sizable traffic output of this allocation.
- GMA39 Godley Green Village, although the Mottram Moor Link Road has been committed by Highways England under the RIS2 strategy, confirmation as to the final arrangement of an alternative scheme at M60 Junction 24 will need to be made in order to ensure that this junction can accommodate the potential traffic output of the post-PfE buildout for this allocation with or without the Link Road. This comment applies to GMA40 South of Hyde also.



APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Ruairidh MacVeigh	Consultant	03/06/2021	Draft for comments
	Checked by	Adam Hogg	Principal Consultant	25/06/2021	
	Approved by	Darren Kirkman	Associate	28/06/2021	
2	Author	Ruairidh MacVeigh	Consultant	06/07/2021	Final version
	Checked by	Adam Hogg	Principal Consultant	DD/MM/YY	
	Approved by	Darren Kirkman	Associate	07/07/2021	

