

Transport Locality

Assessments Addendum

Bury

Places for Everyone – July 2021

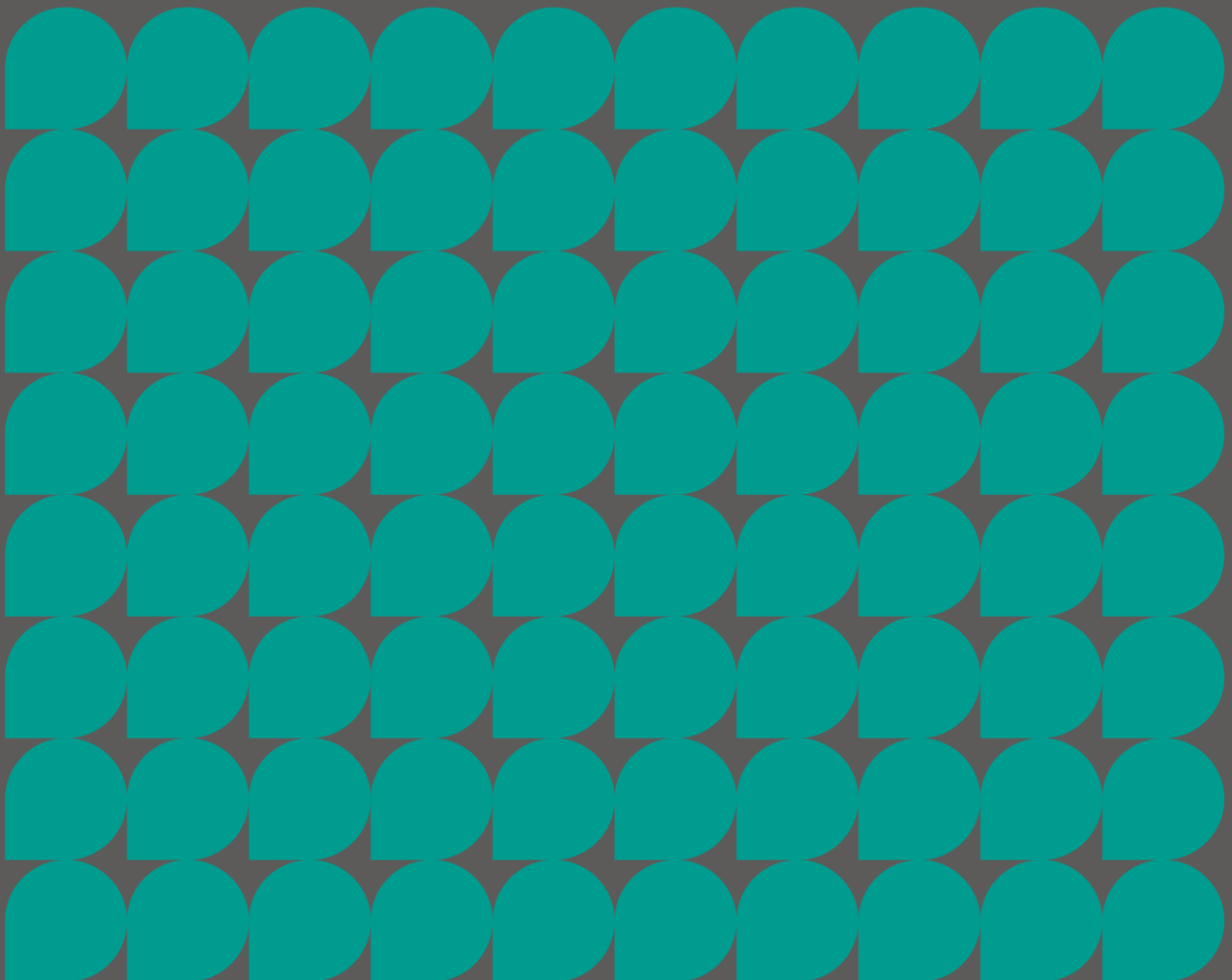


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Places for Everyone

Locality Assessment Update

Note: Elton (JPA7)

Publication Version 2: July 2021

| Identification Table | |
|----------------------|---------------------------------|
| Client | Bury Council TfGM |
| Project | Places for Everyone |
| Title of Document | Locality Assessment Update Note |
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| Allocation Data | |
|--------------------------|--|
| Allocation Reference No. | JPA7 |
| Allocation Name | Elton Reservoir |
| Authority | Bury |
| Ward | Radcliffe East |
| Allocation Proposal | 3,500 (1,900 within Plan period) |
| Allocation Timescale | 0-5 years x 6-15 years x 16 + years x |

1. Executive Summary

- 1.1.1 The conclusions of the Elton Reservoir Locality Assessment, November 2020 remain robust. There have been no changes to the allocation boundary or the quantum and phasing of development since the assessment was produced.
- 1.1.2 The 2020 assessment gave an initial indication that the traffic impacts of the allocation can be sufficiently mitigated, and that the allocation is deliverable with the proposed mitigation in place. No additional forms of intervention are considered necessary to support the allocation at this stage.
- 1.1.3 However, further review may be necessary as the allocation moves through the planning process should the allocation be approved. The allocation would need to be supported by continuing wider transport investment across Greater Manchester.

2. Introduction

- 1.1.4 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.
- 1.1.5 The Transport Locality Assessments – Bury – GMSF 2020 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 Transport Locality Assessments – Bury – GMSF 2020 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 Assessments – Bury – GMSF 2020 made available in October 2020.

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 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 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; and,
- The withdrawal of Stockport Council and their associated Allocations from the Greater Manchester Spatial Framework

- 2.1.3 These are factors which, taken together, are likely to alter their 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.
- 2.1.4 At the outset of the locality assessment 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.
- 2.1.5 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; for example modified trip generation rates, increased spatial extent of the study area, sensitivity tests of alternative networks etc.
- 2.1.6 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

2.1.6 Based on the above, a high level qualitative review has been carried out for Elton Reservoir allocation as there have been no changes to the quantum of development, the proposed mitigation or the analytical approach. Furthermore it was considered that the removal of Stockport’s allocations and the associated reduction in transport demand would not significantly alter the model outputs for the Elton allocation.

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. This has meant that a number of homes and employment sites have been removed from the modelling work. Whilst the removal of this quantum is not considered to be insignificant, the location of Bury at the opposite side of Greater Manchester to Stockport is considered to be far enough away to have a negligible impact on the Bury allocations.

3.2 Allocation Specific Changes

3.2.1 There have been no changes to the boundary, quantum of development or infrastructure for the JPA7 Elton Reservoir Allocation.

Table 1. Allocation specific changes

| ALLOCATION | CHANGE | NOTES |
|----------------------|---|------------------------------------|
| JPA7 Elton Reservoir | Quantum: 3,500 homes No change Infrastructure: No change | Minimal Impact – no further review |

4. JPA7 Elton Reservoir

4.1 Changes to quantum of development

4.1.1 There have been no changes to the quantum or phasing of development for the JPA7 Elton Reservoir allocation (3,500 units).

Table 2. JPA07 Elton Reservoir Development Quantum

| Development Type | 2025 DEVELOPMENT QUANTUM | 2040 DEVELOPMENT QUANTUM |
|------------------|--------------------------|--------------------------|
| Total | 100 | 3,500 |

4.1.2 As presented in Table 2, for the purposes of the transport modelling 3,500 units have been assumed to be delivered by 2040¹.

4.2 Transport infrastructure changes

4.2.1 The following interventions were identified previously to support the JPA7 Elton Reservoir allocation.

4.2.1.1 Allocation Access

- Access Junctions at A58/Bury Road/Spring Lane

4.2.1.2 Necessary Strategic Interventions

- Metrolink Park and Ride Facility
- Link Road

4.2.1.3 Necessary Local Interventions

- Radcliffe Town Centre Improvements
- New bus route through the allocation: Bus route diversions possible
- Bus stops along the link road

¹ The figures contained within Table 2 assume an accelerated delivery scenario.

- Delivery of missing section of Bolton-Bury Cycleway and other active travel improvements (to be determined) beyond allocation boundary.

4.2.1.4 Supporting Local Interventions

- A56/Radcliffe Road signals improvement
- A58/Ainsworth Road/Starling Road signals improvements

4.3 Trip generation and distribution

- 4.3.1 Given that there are no changes to the allocation proposed with regard to either the quantum or the phasing timescales, the trip generation and distribution remains the same as previously indicated by the 2020 Locality Assessment.

4.4 Review of interventions

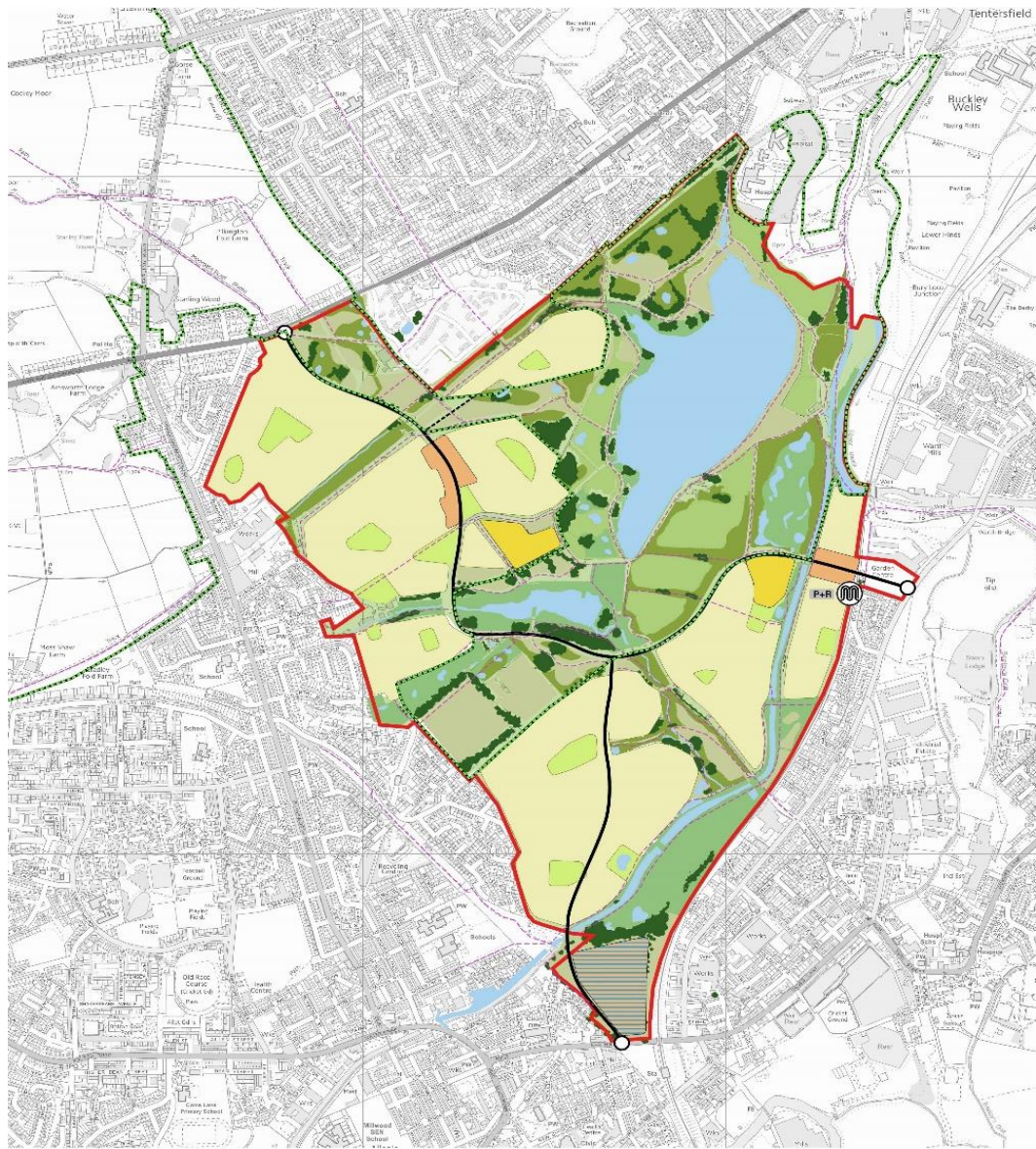
- 4.4.1 At this stage, the modelling work is considered to be a 'worst case' scenario as it based on the full development of the allocation (i.e. beyond the Plan Period) and does not take full account of the extensive opportunities for active travel and public transport improvements in the local area, particularly given the proposed new Metrolink stop. Given that there are no changes to the allocation proposed with regard to either the quantum or the phasing of development, the results of the modelling remain applicable.
- 4.4.2 The assessment of Elton Reservoir and the development of a transport infrastructure package, including substantial mitigation measures (Metrolink stop, Link Roads and Radcliffe town centre improvements), have been developed in liaison with TfGM and Bury Council. The transport strategy package serves both a development and strategic function. The comprehensive mitigation measures have been developed to provide additional capacity within the transport network to reduce impacts at congested locations within Bury and Radcliffe.
- 4.4.3 This assessment identifies that by 2040 the Link Road junctions would all be operating with spare capacity, even during the peak hours.
- 4.4.4 The Radcliffe town centre junction improvement works would be operating at around or just beyond their practical capacity, but this is considered an acceptable level of performance for the peak hours of the day, particularly given the robust nature of the assessment work.

- 4.4.5 In the case of the Elton Reservoir allocation and its delivery of a new Link Road in particular, mitigation needs to consider the wider highway impacts, including traffic rerouting, rather than just the development-specific impacts. Therefore, highway improvement works are proposed in Radcliffe town centre to compliment the Link Road proposals and help feed traffic through from Spring Lane to the A665 which the public transport, walk, cycle, and highway infrastructure proposals provide a significant package of mitigation.
- 4.4.6 In summary, the 2020 Locality Assessment gives an initial indication that the Elton Reservoir allocation is deliverable from a transport perspective, however, should the allocation be approved, further work will be needed to verify and refine these findings, during a future planning process. Additional detailed modelling work (AIMSUN modelling) has been, and is being undertaken, for Bury Council and the findings of that work, once complete, will also feed into the planning process should this allocation be approved. All final design solutions will be consistent with Greater Manchester's best practice Street for All highway design principles.

5. Conclusion

- 5.1.1 The conclusions of the previous Locality Assessment remain robust. The previous assessment gave an initial indication that the traffic impacts of the allocation can be sufficiently mitigated, and that the allocation is deliverable with the proposed mitigation in place. No additional forms of intervention are considered necessary to support the allocation at this stage.
- 5.1.2 However, further review may be necessary as the allocation moves through the planning process should the allocation be approved. The allocation would need to be supported by continuing wider transport investment across Greater Manchester.

Figure 1. Elton Reservoir Illustrative Masterplan



Turley

Places for Everyone

Locality Assessment Update

Note: Walshaw (JPA9)

Publication Version 2: July 2021

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|----------------------|---------------------------------|
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| Date | 02/07/2021 |
| Reference number | JPA9 |
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| Allocation Data | |
|--------------------------|--|
| Allocation Reference No. | JPA9 |
| Allocation Name | Walshaw |
| Authority | Bury |
| Ward | Tottington/Church |
| Allocation Proposal | 1,250 |
| Allocation Timescale | 0-5 years <input type="checkbox"/> 6-15 years <input checked="" type="checkbox"/> 16 + years <input checked="" type="checkbox"/> |

6. Executive Summary

- 6.1.1 The conclusions of the Walshaw Locality Assessment, November 2020 remain robust. There have been no changes to the allocation with regard to the quantum and phasing of development. A minor change to the allocation boundary has been made which slightly reduces the total area of the allocation.
- 6.1.2 The 2020 assessment gave an initial indication that the traffic impacts of the allocation can be sufficiently mitigated, and that the allocation is deliverable with the proposed mitigation in place. No additional forms of intervention are considered necessary to support the allocation.
- 6.1.3 However, further review may be necessary as the allocation moves through the planning process should the allocation be approved. The allocation would need to be supported by continuing wider transport investment across Greater Manchester.

7. Introduction

- 7.1.1 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.
- 7.1.2 The Transport Locality Assessments – Bury – GMSF 2020 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 Transport Locality Assessments – Bury – GMSF 2020 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 Assessments – Bury – GMSF 2020 made available in October 2020.

7.2 Background

7.2.1 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 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.

7.2.2 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; and,
- The withdrawal of Stockport Council and their associated Allocations from the Greater Manchester Spatial Framework

- 7.2.3 These are factors which, taken together, are likely to alter that 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.
- 7.2.4 At the outset of the locality assessment 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.
- 7.2.5 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; for example modified trip generation rates, increased spatial extent of the study area, sensitivity tests of alternative networks etc.
- 7.2.6 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

7.2.7 Based on the above, a high level qualitative review has been carried out for Walshaw allocation as there have been no changes to the quantum of development, the proposed mitigation or the analytical approach. Furthermore it was considered that the removal of Stockport’s allocations and the associated reduction in transport demand would not significantly alter the model outputs for the Walshaw allocation.

8. Changes since the publication of the Locality Assessment

8.1 Broad changes

8.1.1 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 sites have been removed from the modelling work. Whilst the removal of this quantum is not considered to be insignificant, the location of Bury at the opposite side of Greater Manchester to Stockport is considered to be far enough away to have a negligible impact on the Bury allocations

8.2 Allocation Specific Changes

8.2.1 There have been no changes to the quantum of development or infrastructure for the JPA9 Walshaw Allocation.

Table 3. Allocation specific changes

| ALLOCATION | CHANGE | NOTES |
|--------------|---|------------------------------------|
| JPA9 Walshaw | Quantum: 1,250 homes No change Infrastructure: No change | Minimal Impact – no further review |

9. JPA9 Walshaw

9.1 Changes to quantum of development

9.1.1 There have been no changes to the quantum or phasing of development for the JPA9 Walshaw allocation. There has been a minor change to the allocation boundary from that considered in the 2020 Assessment. However, given this minor amendment has reduced the overall site area of the allocation (from 64.13Ha. to 63.59Ha) it is not considered to have impacted on the modelling undertaken in the 2020 Locality Assessment.

Table 4. JPA9 Walshaw Development Quantum

| Development Type | 2025 DEVELOPMENT QUANTUM | 2040 DEVELOPMENT QUANTUM |
|------------------|--------------------------|--------------------------|
| Total | 0 | 1,250 |

9.1.2 As presented in Table 4, for the purposes of the transport modelling 1,250 houses are expected to be delivered by 2040.

9.2 Transport infrastructure changes

9.2.1 The following interventions were identified previously.

9.2.1.1 Allocation Access

- Junctions onto Walshaw Road/ Lowercroft Road/ Tottington Road and Scobell Street
- Link Road through allocation providing bus penetration between Lowercroft Road and Scobell Street, via Walshaw Road.

9.2.1.2 Supporting Strategic Mitigation

- Elton Link Road between A58 Bolton and Bury Road and Radcliffe Road providing access to the Metrolink Stops and associated park and ride facilities at Radcliffe (existing) and Elton (proposed).

9.2.1.3 Necessary Local Mitigation

9.2.2 The local area will benefit from the following necessary mitigations to support the allocation:

- New Allocation Link Road providing bus penetration through the allocation between Lowercroft Road and Scobell Street, via Walshaw Road.
- Junction 5: Crostons Road/ Tottington Road Junction which will extend the existing two-lane approach on Crostons Road.
- Junction 5a: Tottington Road/ Walshaw Road Priority Junction involving the reconfiguration of the Walshaw Road approach
- Junction 7: Cockey Moor Road Junction adjustments to signalised junction to improve entry capacities and improve efficiency of signal operation.
- Junction 9: A58 Bolton Road/Ainsworth Road involving adjustments to signalised junction to improve operation.
- A58 Bolton & Bury Road/Starling Road involving adjustments to signalised junction to improve operation.
- Provision of bus services
- Provision of off-site active travel infrastructure

9.3 Trip generation and distribution

9.3.1 Given that there are no changes to the allocation proposed with regard to either the quantum or the phasing timescales, the trip generation and distribution remains the same as previously indicated by the 2020 Locality Assessment.

9.4 Review of interventions

9.4.1 The assessment of Walshaw and the development of a transport infrastructure package have been developed in liaison with TfGM and Bury Council.

9.4.2 The 2020 Locality Assessment confirmed that certain parts of the network would be constrained in 2040 without any PfE (formally GMSF) related traffic (Reference Case Scenario). In the morning, this consisted of half of the junctions tested and, in the evening, two of the ten junctions.

- 9.4.3 Whilst the creation of a link road through the Walshaw allocation eased traffic conditions to the north, additional congestion was predicted to occur at the Crostons Road/Tottington Road junction towards Bury town centre and at the Cocky Moor Road signalised junction to the south as a result of additional PfE traffic.
- 9.4.4 Following the development of a package of highway mitigation schemes, further testing demonstrated that it would be possible to satisfactorily mitigate the additional PfE traffic, with the above improvements at Crostons Road/Tottington Road junction, Tottington Road/Walshaw Road junction and Cocky Moor Road signalised junction. Implementation of schemes at these locations would be sufficient to mitigate the PfE traffic so that the highway network within the study area either operated at the same level or better than the 2040 Reference Case, or with spare capacity.
- 9.4.5 There was one exception to this, being the Walshaw Road/Fenton Street junction. It was predicted that this would operate over capacity in the evening peak hour, despite there only being an additional 51 vehicles passing through the junction.
- 9.4.6 However, when considering the overall performance of the network, it was concluded that the worsening traffic conditions at this junction are more than balanced by the benefits elsewhere, with three additional junctions operating with spare capacity in the weekday morning peak hour.
- 9.4.7 Furthermore, there are further opportunities to consider improvements at this junction, such as converting the mini-roundabout to a priority-controlled crossroads junction or providing additional traffic calming measures to discourage through traffic.
- 9.4.8 In addition to the junctions above two further junctions are considered to possibly require mitigation:
- A58 Bolton Road/Ainsworth Road; and
 - A58 Bolton & Bury Road/Starling Road.

9.4.9 While the need for improvement at these locations is recognised in the 2020 Locality Assessment to ensure its robustness, the modelling undertaken does not at this stage confirm the need for and form of any mitigation. Further work will therefore be undertaken to assess the requirement for and nature of any improvements.

9.4.10 In summary, the 2020 Locality Assessment gives an initial indication that the Walshaw allocation is deliverable, however, should the allocation be approved, further work will be needed to verify and refine these findings, during a future planning process. The potential improvement works will be subject to further detailed assessment and viability work. The allocation would need to be supported by continuing wider transport investment across Greater Manchester.

10. Conclusion

10.1.1 The conclusions of the 2020 Locality Assessment remain robust. The previous assessment gave an initial indication that the traffic impacts of the allocation can be sufficiently mitigated, and that the allocation is deliverable with the proposed mitigation in place. No additional forms of intervention are considered necessary to support the allocation at this stage.

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

Figure 2. Walshaw Illustrative Masterplan

