TRANSPORT AND WORKS ACT 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

THE NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER

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1. INTRODUCTION

1.1.1 This Technical Note is produced in support of the Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Transport and Works Act Order. It presents the evaluation of traffic and movement related impacts due to the Order Scheme, as well as the potential consequential effects of these impacts on both the travelling public and people living or working alongside impacted corridors (receptors) during both its construction and operation.

1.1.2 The Transpennine Route Upgrade (TRU) is a major, multi-billion pound programme of improvements to bring more frequent, faster, and greener trains across the Pennines between Manchester, Huddersfield, Leeds and York on a better, cleaner, more reliable railway.

1.1.3 The assessment of the likely traffic and movement related effects has been undertaken in accordance with best practice guidance and established methodologies. It is informed by the Transport Statement Appendix 10B of the Report [**NR14**].

1.1.4 The proposed permanent and temporary works for the Order Scheme are included in Volume 1, Table 1-1 in Chapter 1 of the Report [**NR14**].

1.1.5 The Order Scheme is forecast to deliver modernisation and efficiencies to this section of the railway and therefore the level of rail movements (passenger and freight) between various origins and destinations through the Order Scheme are expected to increase. Although passenger usage may increase in the future, increased usage of the railway is considered permitted intensification. Should passenger usage increase and result in an increase of highway movements to/from stations on the route, it would also result in forecast decreases in highway movements on the wider network as users transferred from car to the improved rail service. This potential change in traffic flows due to the operation of the Order Scheme is unlikely to be of significance in terms of the operation of the highway network and is not within the scope of this transport assessment.

1.1.6 The air quality and noise effects of the changes in traffic flows due to the Order Scheme are excluded from the Traffic and Transport Chapter, as these topics are covered separately in within Volume 1, Chapters 13 and 9 of the Report [**NR14**] respectively.

1.1.7 The main focus of this Technical Note is therefore associated with construction of the Order Scheme, although consideration will be given to the operational phase issues. The effects on traffic and transport have been assessed both qualitatively and quantitatively, based on existing baseline and forecast future traffic conditions. To inform this Technical Note, a separate Transport Statement (Volume 3, Appendix 10B) [**NR14**] has also been prepared which includes further details the existing / future traffic and transport conditions, likely impacts and sets out the supporting surveys carried that informed the analysis.

1.1.8 The structure of this Technical Note is as follows:

- A review of relevant legislation, policy and guidance.
- Provision of assessment methodology and limitations.
- Consideration of baseline and future environment.
- Appraisal of construction activities and impacts.
- Consideration of suitable mitigation and control measures.

2. RELEVANT LEGISLATION, POLICY AND GUIDANCE

2.1.1 A summary of the relevant Traffic and Transport national, regional and local legislation, policy and guidance are set out in Table 2-1.

Table 2-1 Summary of Relevant Transport Legislation, Policy and Guidance

Scale	Policy Document	**Key Traffic/ Transport Considerations for** the Order Scheme
National	National Policy Framework (NPPF) [Dec 2024 Update][1]	Section 9 of the NPPF states that transport considerations should be integral to planning to address development impacts on transport networks, leverage existing transport infrastructure, promote walking/cycling/public transport and mitigate environmental impacts of transport. This is highlighted further in paragraph 108. paragraph 105 asserts that significant development should focus on sustainable locations to reduce travel needs and improve air quality. Paragraph 109 highlights the role the planning system should play and that it should promote sustainable growth by focusing development in areas that can limit travel needs and offer various transport options. This approach aims to reduce congestion, emissions, and improve air quality and public health. However, the potential for sustainable transport solutions will differ between urban and rural areas, which should be considered in planning and decision-making. It is important to note that paragraph 115 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
	National Design Guide[2]	The National Design Guide, adopted in January 2021, is part of the framework established by the NPPF. The national design guide serves as a key resource for

[1] https://www.gov.uk/government/publications/national-planning-policy-framework--2

[2] https://www.gov.uk/government/publications/national-design-guide

Scale	Policy Document	**Key Traffic/ Transport Considerations for** the Order Scheme
		promoting high-quality design in new developments, guiding local authorities, developers, and communities in creating well-designed places that are functional, attractive, and sustainable. The guide outlines ten overarching principles that address various aspects of design, including context, identity, and public spaces. It aims to ensure that new developments are not only functional but also enhance the character of their surroundings, fostering community cohesion and well-being
	Climate Change Policies[3] [4] [5]	The UK Climate Change Act (2008) established a target to reduce emissions by 80% from 1990 levels by 2050, with interim carbon budgets set up to 2032. In June 2019, in line with the Paris agreement, the Act was amended to aim for net zero carbon emissions by 2050. Both Oldham and Tameside Councils have declared a climate emergency and are committed to taking significant actions to reduce carbon emissions and enhance climate resilience. Following the declaration, a climate change strategy was produced by Tameside to outline the actions needed to reach this target. One of eight 'Themes for action' within the strategy is 'Transport – carbon busting options for all'. Similarly, one of Oldham Green New Deal objectives is 'Help deliver the GM2040 Transport Strategy Right Mix target for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040". This declaration includes setting targets for reducing greenhouse gas emissions, improving sustainability in local practices, and integrating climate considerations into all areas of council decision-making.
	Railway High-Level Output Specification (HLOS-CP7)[6]	This document, prepared in accordance with schedule 4A of the Railways Act 1993 (as amended by schedule 4 of the Railways Act 2005), outlines the objectives set by the Secretary of State for the upcoming review period CP7. Covering the period from 1 April 2024 to 31 March 2029, the statement provides guidance for the office of rail and road on the

[3] https://commonslibrary.parliament.uk/research-briefings/cdp-2023-0124/

[4] https://www.tameside.gov.uk/cutthecarbon/strategy#:~:text=After%20declaring%20a%20climate%20emergency,to%20our%20environment%20and%20society.

[5] https://bigoldhamconvo.oldham.gov.uk/addressing-climate-change

[6] https://www.gov.uk/government/publications/railways-high-level-output-specification-2022/railways-act-2005-statement-high-level-output-specification-2022

Scale	Policy Document	**Key Traffic/ Transport Considerations for** the Order Scheme
		expected outcomes for the operations, maintenance, and renewal of railway infrastructure. Network Rail's long-term strategy focuses on economic growth, connectivity, environmental sustainability, user needs, and financial sustainability. They aim to improve safety at level crossings and engage with local transport authorities for feedback on planned works. The strategy also includes enhancing rail infrastructure resilience to climate change and extreme weather, following recommendations to ensure a safe railway. These are set out within paragraph 7, 15, 24 and 28 of the documents.
	Network North: Transforming British Transport[7]	The Network North Strategy (2023) offers an approach to enhancing connectivity and transport infrastructure across the North of England, within the context of the evolving plans for HS2. It confirms the full delivery of NPR as a key strategic rail objective
Regional	Places for Everyone[8]	The Greater Manchester Combined Authority (GMCA) adopted the Places for Everyone Joint Development Plan for 2022-2039, covering 9 out of its boroughs (includes Oldham and Tameside Borough Councils). It focuses on sustainable movement and enhancing the transport network. Key policies aim to ensure that half of all daily trips are made by public transport, cycling, or walking, supported by significant national and regional projects. The plan emphasizes improving connectivity, economic growth, and creating well-connected, liveable places through public transport. It also promotes a low-carbon, accessible region with investments in transport infrastructure, including electrification and station enhancements, to improve reliability, capacity, and customer experience. GMCA will take a long-term strategic approach to infrastructure development.
	Integrated Rail Plan for the North and Midlands[9]	The Integrated Rail Plan (IRP) for the North and Midlands outlines a 30-year investment strategy, including electrifying and modernizing key rail lines like the TransPennine Route. The TransPennine Route Upgrade (TRU) will be the first phase of Northern Powerhouse Rail (NPR), featuring electrification, digital signalling, and additional tracks

[7] https://assets.publishing.service.gov.uk/media/65290f8669me0000dccf78b/network-north-transforming-british-transport-print-version.pdf

[8] https://www.greatermanchester-ca.gov.uk/media/9578/places-for-everyone-joint-development-plan-document.pdf

[9] https://www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-the-midlands

Scale	Policy Document	**Key Traffic/ Transport Considerations for** the Order Scheme
		to improve capacity and efficiency, initially increasing passenger services by 20%.
	Transport for the North (TfN)[10]	Transport for the North (TfN) is a statutory regional transport body that includes northern city regions, Local Enterprise Partnerships, Highways England, Network Rail, and HS2 Ltd. By 2050, the vision is for the North of England to become a vibrant, socially inclusive region. Major programs like the TransPennine Route Upgrade aim to provide faster, greener, and more reliable journeys, improve passenger experience and capacity, and enhance freight efficiency across the Pennines.
Local:	Oldham Metropolitan Borough Council: Various Documents[11]	The Development Plan for Oldham includes several key documents and policies: • Joint Core Strategy and Development Management Policies DPD (2011) • Places for Everyone Joint Development Plan (Greater Manchester Local Authorities) • Saved policies of the Unitary Development Plan (2006). Relevant policies for the Order Scheme include: • Policy PO7: Focuses on sustainable development, climate change mitigation, and high standards of sustainable design and construction. • Policy PO10: Promotes accessible and sustainable transport choices, supports Oldham's transport strategy, and ensures new developments have convenient access to local services. Policy T1: Aims to deliver transport priorities by seeking developer contributions for highway and public transport improvements and supports walking and cycling by protecting the public realm and minimizing street clutter.
Local:	Tameside Council: Various Documents[12]	Tameside Council is preparing a new plan called Homes, Spaces, Places – Shaping Tameside for tomorrow (HSP), which will align with national policy and the strategic planning context of the 'Places for Everyone plan Joint Development Plan' (PfE) until 2037. The council currently uses its Unitary Development Plan as a framework for development and conservation in Tameside, guiding land use decisions and planning applications.

[10] https://www.transportforthenorth.com/

[11] https://www.oldham.gov.uk/info/200585/planning_policy

[12] https://www.tameside.gov.uk/strategicplanning

Scale	Policy Document	**Key Traffic/ Transport Considerations for** the Order Scheme
		Key policies include: Policy 1.2: Maintaining an Integrated Transportation strategy, considering the needs of all road users, including public transport, when prioritizing transport investments. Policy 1.12: Ensuring an Accessible, Safe, and Healthy Environment, designing development schemes to be accessible to individuals with sensory impairments or restricted mobility, and incorporating traffic calming measures where necessary.

3. APPRAISAL OF IMPACTS AND EFFECTS

3.1 Methodology

3.1.1 A qualitative and quantitative approach has been undertaken to appraise the potential impacts of the Order Scheme's generated traffic based on guidance set out within the Institute of Environmental Management and Assessment 2023 (IEMA) guidelines: Environmental Assessment of Traffic and Movement[13].

3.1.2 The Order Scheme will result in new, permanent changes to a number of bridge structures, Public Rights of Ways (PRoWs) and stations as identified in Volume 1, Chapter 1, Table 1-1 of this Report [**NR14**]. Although these permanent changes are expected to result in negligible impacts to the traffic and transport network, consideration is given to these when reviewing the operational phase of the Order Scheme. As noted in section 1 of this Technical Appendix, most of the Order Scheme impacts on the transport network will occur during the construction phase and will be temporary and phased.

3.1.3 Therefore, key considerations during the construction and operational phases of the Order Scheme include:

Construction

- Temporary increases in construction traffic on the road network from deliveries by road of construction materials and equipment to the worksites, especially heavy-duty vehicles (HDVs), and from construction workforce commuting by car.
- Temporary traffic management arrangements and short-term road closures (temporary changes in road configuration).
- Temporary impacts specifically the temporary impact on public transport and on-street / off-street parking.
- Temporary closures and diversions of PRoW.

Operational

- Permanent changes to the highway network including new and upgraded bridge structures and PRoW.
- Permanent changes to Mossley and Greenfield Stations including minor revisions to parking arrangements, and new pedestrian access arrangements for Mossley station.

3.1.4 Mossley Station is to be relocated approximately 380m to the north of its current location, and the access to and from the main station car park will

[13] https://www.iema.net/resources/blogs/2023/07/12/iema-guidance-ea-of-traffic-and-movement/

be modified. The number of parking spaces proposed for the new Mossley station is 86 (including 5 accessible bays and 1 electric vehicle charging point), in comparison to 56 spaces which serve the existing station. That modest increase to parking provision is not expected to significantly change he level of traffic to/ from the station in comparison to baseline conditions.

3.1.5 The Order Scheme will also result in permanent changes to bridges linked to the operational phase, resulting in minor road safety improvements. In addition, the Order Scheme will result in permanent changes to PRoW although the impacts are likely to be minor such as slight increases in journey times.

3.1.6 Nevertheless, the environmental effects of the Order Scheme during the operational phase in terms of permanent changes are considered as part of this Technical Note at a high level.

3.1.7 To determine the appropriate scale and extent of the environmental assessment [of Traffic and Transport], the IEMA guidelines[14] advocate the use of a structured screening process. This process serves as an initial filter to identify traffic routes (or links) that may be subject to significant environmental effects due to changes in traffic volumes associated with a proposed development.

3.1.8 As part of this screening, the guidelines set out two threshold criteria that help establish whether further, more detailed assessment is warranted or not:

- **Rule 1:** A traffic link should be assessed if the total volume of traffic or the number of heavy goods vehicles (HGVs) is expected to increase by more than 30% as a result of the development.
- **Rule 2:** A traffic link should also be assessed if it is considered environmentally sensitive (e.g. near schools, hospitals, or residential areas), and the increase in traffic is expected to be 10% or more.

3.1.9 These thresholds are not definitive indicators of significant impact but are intended to highlight where further investigation is necessary. Once a link meets either threshold, it should be included in the environmental assessment scope, where the potential impacts can be evaluated in more detail using established significance criteria.

3.1.10 Therefore, where the construction or operational phases of a project result in increases to baseline traffic volumes (daily two-way traffic flows) which are greater than Rule 1 or 2, their associated effects have been considered.

[14] https://www.iema.net/media/5mrmquib/iema-report-environmental-assessment-of-traffic-and-movement-rev07-july-2023.pdf

3.1.11 Traffic routes where the Order Scheme is likely to result in changes in traffic volumes are identified in the Transport Statement, Appendix 10B, Volume 3 [**NR14**]. Effects are considered to either be significant or not significant:

- If changes in baseline traffic volumes as a result of the Order Scheme are less than Rule 1 and 2, their effects are not considered significant.
- Where changes exceed Rule 1 or 2, traffic and transport effects need to consider serval additional factors, including changes in traffic volumes, increases in journey times, road safety and type of traffic route. Where there is a combination of substantial impacts (i.e. substantial increase in traffic volumes and journey times or substantial increase in traffic volumes along routes with accident clusters) the Order Scheme's effects are considered significant.

3.1.12 To facilitate construction of the Order Scheme, there will be times when traffic management (including road closures and diversions) and Traffic Regulation Orders (TROs) will be in place and where possible, occur at times where impacts can be minimised.

3.1.13 Where road closures or diversions are required, it is expected that these will be managed to minimise impacts on the local highway network, are temporary in nature and appropriate routes are identified and utilised to allow traffic to dissipate through the wider highway network.

3.1.14 Given that traffic management, road closures, diversions and TROs are subject to further discussion and agreement with the Local Highway Authorities (LHA), the extent of traffic management and timings are yet to be confirmed.

3.1.15 A Construction Traffic Management Plan (CTMP) will be produced to provide details of traffic management on the nearby public roads, such as appropriate signage, access and egress points, and details of any diversion or necessary temporary road closures including dates and times. Under a condition in the 'Request for deemed planning permission and statement of proposed conditions' [**NR11**] a CTMP will need to be prepared, submitted to and approved in writing by the relevant local planning authority**.**

3.1.16 Through the implementation of the CTMP and along with the temporary nature of any traffic management, the associated impacts with road closures and diversions on the transport networks will be short term and not significant.

3.1.17 Given the temporary nature of the traffic management, road closures, diversions, parking suspensions, and that their associated impacts will be mitigated and managed through a CTMP to be delivered by way of a planning condition, it is considered that all residual impacts on the highway network will be short term and not significant. Nevertheless, this Appendix will include high level commentary on road closures, diversions and other impacts - specifically the temporary suspension of car parking and bus stops

3.2 Data Sources and Study Area

3.2.1 Table 3-1 provides a summary of the relevant works elements / components of the Order Scheme.

Table 3-1: Summary of Relevant Works

Relevant Works Elements	Consents Status of Works
Stalybridge Tunnel Temporary Ground Stabilisation Works	Deemed Planning Permission
Heyrod Hall Overbridge, Site Compound and Access Works	Deemed Planning Permission
Works to Footbridge off Springbank Lane	Deemed Planning Permission
Springbank Lane Overbridge Works	Deemed Planning Permission
Wakefield Road Plant Access and Compound	Deemed Planning Permission
Manchester Road Underbridge and Drainage Works	Deemed Planning Permission
Manchester Road Footbridge Reconstruction	Deemed Planning Permission
Scout Tunnel Temporary Ground Stabilisation Works	Deemed Planning Permission
Scout Tunnel Site Compounds Works	Deemed Planning Permission
Scout East Ramp Works	Deemed Planning Permission
Egmont Street Site Compound Works	Deemed Planning Permission
Plevins Site Compound Works	Deemed Planning Permission
Mossley Cottages Works	Deemed Planning Permission
Stamford Road Pipebridge Diversion Works	Deemed Planning Permission
Mossley Station Relocation Works and Site Compound Works	Deemed Planning Permission
New Earth Street Site Compound works	Deemed Planning Permission
Roughtown Road Overbridge Works	Deemed Planning Permission
Roughtown Road Footbridge Works	Deemed Planning Permission
Stockport Road Level Crossing Diversion	Deemed Planning Permission
Wright Mill Overbridge Reconstruction	Deemed Planning Permission
Armit Road Site Compound	Deemed Planning Permission
Wrights Overbridge Works	Deemed Planning Permission
Royal George Underbridge and Site Compound Works	Deemed Planning Permission
Oaklands Road Site Compound Works	Deemed Planning Permission
Oldham Road Overbridge Reconstruction	Deemed Planning Permission
Greenfield Site Compound Works	Deemed Planning Permission
Oldham Road Access and Drainage Works	Deemed Planning Permission
New Oldham Road Footbridge and Greenfield station Platform 2 Secondary Means of Escape Works	Deemed Planning Permission
Moorgate Halt Alternative Footpath and Site Compound Works	Deemed Planning Permission
Uppermill Viaduct Works	Deemed Planning Permission
Former Saddleworth Station Site Compound	Deemed Planning Permission
Former Butterhouse Tunnel Site Compound Works	Deemed Planning Permission
Ravenstone Drive Footbridge Works	Deemed Planning Permission

Relevant Works Elements	Consents Status of Works
Ward Lane Overbridge Reconstruction and Utilities Bridge Works	Deemed Planning Permission
Ward Lane Site Compound Works	Deemed Planning Permission
Diggle Road Overbridge and Utilities Bridge Works	Deemed Planning Permission
Standedge Canal Tunnel	Deemed Planning Permission
Standedge Tunnel Bywash Underbridge Replacement	Deemed Planning Permission
Diggle Access and Diversion Works	Deemed Planning Permission
Diggle Site Compound Works	Deemed Planning Permission
Abney Road Footbridge Works	Permitted Development
Existing Mossley Station Works	Permitted Development
Mossley Station Footbridge Works	Permitted Development
Mill Lane Underbridge Works	Permitted Development
New Earth Street Footbridge Works	Permitted Development
Midge Hall Underbridge Works	Permitted Development
Charlotte Street Bridge Works	Permitted Development
Greenfield Station Works	Permitted Development

3.2.2 The Study Area to be considered as part of this assessment is shown within Volume 2, Figure 10.3.1 of the Report [**NR14**]. The Study Area is based on currently known information on the Construction Phase and how compounds will interact with relevant works element locations. It is also based on key diversionary routes that could be required during key road closures and traffic management phases, as well as PRoW affected by the Order Scheme.

3.2.3 For the purposes of this assessment, the core construction route comprises of:

- A635 from Stamford Street to its junction with B6175.
- B6175 from its junction with the A635 to its junction with Chew Valley Road.
- Shall Hall Bank Road from its junction with Chew Valley Road to its junction with A670.
- Oaklands Road from its junction with B6175 to its junction with A670.
- A670 from its junction with Oaklands Road to its Junction with Huddersfield Road.
- Huddersfield Road from its junction with A670 to its junction with Sam Road.
- It is assumed that construction traffic will mainly use the core construction route.

3.2.4 From the core construction route, it has been assumed that traffic will then utilise local routes to the various worksites and compounds.

3.2.5 During the Order Scheme works there will be a requirement for road diversions when certain road closures or traffic management arrangements are in place. For the purposes of this assessment, four main diversionary routes (Mossley Road, B6175, Dobcross New Road, Chew Valley Road) have been considered as part of this assessment, these are also illustrated in Volume 2, Figure 10.3.1 of the Report [**NR14**]. However, it should be noted that traffic management, road closures and diversionary requirements are still to be confirmed and agreed with either OMBC or TMBC via a Construction Traffic Management Plan that will be delivered by way of a planning condition.

3.2.6 A package of surveys (Automated Traffic Count, Manual Classified Counts, Non-Motorised Users, car parking) were undertaken to establish existing baseline conditions. Based on a qualitative approach, Non-Motorised User surveys on routes considered to be lightly utilised/ rural were excluded. Survey locations are illustrated in Volume 2, Figures 10.3.2 to 10.3.6 of the Report [**NR14**].

3.2.7 This package of surveys were undertaken by an independent third-party survey company (Intelligent Data Count) during three rounds of surveys:

- Round 1: September 2024
- Round 2: November 2024
- Round 3: June 2025.

3.2.8 The surveys consisted of 3 types:

- Automated Traffic Counts (ATCs)
- Non-Motorised User Surveys (NMUs)
- Manual Classified Counts (MCCs)
- Off-street car parking Surveys (CP)
- On-street car parking Surveys (ONS CP)

3.2.9 Further details on the types of surveys undertaken is provided at Section 3.6. Additional Survey data (Census Points) were obtained from the Department for Transport website.

3.3 Consultation with Stakeholders

3.3.1 Relevant consultation responses regarding traffic and transport issues from Oldham District Council (ODC) and Tameside Metropolitan Borough Council (TMBC) are included within the Consultation Report for the Order Scheme [**NR07**]**.** This includes correspondence with both authorities prior to the surveys being undertaken.

3.4 Construction Activities

3.4.1 To facilitate the construction works for the Order Scheme, a number of work packages have been developed, including compounds and storage

locations (see Table 1-1, Volume 1, Chapter 1 of the Report [**NR14**]). The breakdown of proposed site compounds is shown in Table 3-2.

Table 3-2 Construction Compounds Overview

Work Package	Compounds	Relevant work Elements
ALL	Whitelands	All
	Plevins	All
Alpha	Printworks Road Office	All
	Wakefield Road	MVL3/7, MVL3/8, MVL3/9, MVL3/10
	Bridge 10A/ Tunnel Laydown Area	MVL3/10a
Scout	Scout Spoil Point	MVL3/11
	Scout East Laydown	MVL3/11
Mossley	Manchester Road / Mossley New Compound	MVL3/12, MVL3/12a, MVL3/13, MVL3/14, MVL3/15
Bravo	Heron Lane	MVL3/16, MVL3/17, MVL3/18, MVL3/19, MVL3/20
	Armit Road	MVL3/22
	Oaklands Road/ Satellite	MVL3/23, MVL3/24, MVL3/25, MVL3/26, MVL3/27a, MVL3/27b,
	Shaw Hall Bank Road	MVL3/28
Charlie	Oaklands Road/ Satellite	MVL3/29, MVL3/31, MVL3/31a, MVL3/32
	Brownhill Lane	MVL3/29
Diggle	Grandpa Green/ Grandpa Green 2	MVL3/35
	Diggle Rail Hub/ Welfare Office	MVL3/36
	Sam Road	MVL3/39, MVL3/39a, MVL3/39b

3.4.2 As previously noted, the core construction route is based on the latest understanding of the construction works and how the compounds will interact with that.

3.4.3 Although construction traffic could utilise other routes, its anticipated this will be for localised access (i.e. from main route to compound/ intervention). Therefore, the core construction route (c11km) is illustrated in Volume 2, Figure 10.3.1 of the Report [**NR14**] and this is broken into sections to help identify the potential level of construction traffic moving between the various compounds/ relevant works as part of the various work packages.

3.4.4 Due to the early stage of the development of the Order Scheme precise construction vehicle figures are not yet known. However, in order to provide a robust assessment of the traffic impacts, a model has been developed, in liaison with the Principal Contractor, for construction traffic estimation process using the latest information available.

3.4.5 A number of internal construction planning reports and other details were prepared to develop and understand construction requirements. That construction data was reviewed and interrogated to understand construction staff requirements, HGV movements and traffic management proposals.

3.4.6 This information has been used along with a number of traffic assumptions to develop daily construction vehicle and staff movement forecasts to each of the compounds and work interventions through the construction duration of the project. This analysis developed daily and peak construction traffic figures from the enabling and construction. A high-level summary of key assumptions is set out below:

- Construction Timeframe: Consists of Enabling Works and 'Core' Construction Works (operational compounds and relevant work elements. It is anticipated that the construction timeframe will run from mid-2027 to 2032 and will be phased, where possible, to limit overlaps in enabling works and when compounds/ relevant works elements are operational.
- During Enabling works, the Typical and daily HGV movements at Key compounds (Printworks Road, Plevins, Oaklands Road Compounds, Diggle Rail Hub) was estimated to be:
    - 30 two-way HGV movements during peak periods. This would last for approximately 33% of the total build days.
    - 5 two-way HGV movements during peak typical periods. This would last approximately 66% of the total build days
    - These numbers were then assessed against the number of build days to provide total and average HGV movements.
- During Enabling works, the Typical and daily HGV movements at all other compounds was estimated to be:
    - 10 two-way HGV movements during peak periods. This would last approximately 25% of the total build days
    - 2 two-way HGV movements during peak typical periods. This would last approximately 75% of the total build days
    - These numbers were then assessed against the number of build days to provide total and average HGV movements.
- The level of personnel and deliveries required during the enabling works at each compound was assumed to be a third of that required when each compound is operational.
- For the 'Core' Construction Period, the Construction Planning reports were reviewed to understand the potential requirements of the Principal Contractor(s). Based on this information and discussions with the Principal Contractor, the daily number of two-way HGV deliveries were

identified for each compound and relevant work elements / location. In addition, the number of required daily personnel at these locations was derived.

- Daily light good vehicles are based on number of personnel (assumed occupancy of 2 staff per vehicle) and likely number of light good deliveries daily.
- During the construction phase there would be periods of heightened activity associated with possessions and blockades (the planned and temporary closure of a section of railway). For possessions/ blockades it was assumed that increased working activity would occur every 3 months during the construction phase. Blockades are estimated to take place in March, June, September and December from 2028 to 2032.
- The derived daily vehicle numbers for each compound/ relevant work location were then applied to the to the programme periods for when works would be undertaken/ compounds would be in operation. This identified daily typical and peak activity across the Study Area. These daily movements were then assigned to the core construction routes.
- A number of key compounds (Whitelands Road, Wakefield Road, Plevins, Oaklands Road, Diggle Welfare & Office) will operate shuttle buses which will bus personnel from these compounds to relevant work location. This will help limit the level of vehicle movements within the Study Area. However, for robustness, no allowance/ discount has been applied to reflect this.

3.4.7 Based on this approach, discussions with the Principal Contractor and best information currently available, a summary of the typical construction activity at each compound is set out in Table 3-3 along with the expected construction personnel and vehicle trip requirements.

Table 3-3: Construction Compounds Typical Operation

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
Whitelands Road	The compound will be constructed on an existing brownfield site. The compound will be used as site offices with welfare facilities and parking.	**Access:** Existing access via Whitelands Road **Key Activity Routes:** Whitelands Road, Stamford Road	**Typical Activity:**50 personnel **Peak Activity:** 75 personnel	**Typical Activity** Daily Cars/ LGVs: 30 Daily HGVs: 2 **Peak Activity** Daily Cars/ LGVs: 43 Daily HGVs: 2

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
		Activity Routes: Printworks Road, Wakefield Road/ Manchester Road		Daily HGVs: 7
Printworks Compound	There will be an office/ welfare complex, staff parking and storage areas. There will be safe walking routes, all vehicles will be able to turn on-site, and access will be via a new access onto Printworks Road.	**Access:** New priority Controlled Junction via Printworks Road. **Key Activity Routes:** Printworks Road, Wakefield Road/ Manchester Road	**Typical Activity:23** personnel **Peak Activity:** 75 personnel	**Typical Activity** Daily Cars/ LGVs: 46 Daily HGVs: 7 **Peak Activity** Daily Cars/ LGVs: 46 Daily HGVs: 7
Wakefield Road Plant Access and Compound	To be utilised for storage of plant and materials. On-site welfare and parking to be provided and it is expected that there will be sufficient space on-site for vehicles to turn. Access will be via a new/ modified access onto Wakefield Road.	**Access:** New/improved access via Wakefield Road **Key Activity Routes:** Wakefield Road/ Manchester Road, Springbank Lane.	**Typical Activity:** 46 personnel **Peak Activity:** 75 personnel	**Typical Activity** Daily Cars/ LGVs:28 Daily HGVs: 3 **Peak Activity** Daily Cars/ LGVs: 43 Daily HGVs: 3

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
Scout Tunnel (includes Scout Spoil Point, Scout Laydown and Manchester Road Compound)	Currently used as car parking and will be repurposed to allow for spoil to be removed from the tunnel and for stockpiling. Improvements to site access to be considered to limit impact on local highway network. Staff to be brought to site by minibus due to limited on-site parking. No welfare at this site.	**Access:** Improved access via Manchester Road **Key Activity Routes:** Manchester Road.	**Typical Activity:** 47 personnel **Peak Activity:** 47 personnel	**Typical Activity** Daily Cars/ LGVs: 24 Daily HGVs: 2 **Peak Activity** Daily Cars/ LGVs: 24 Daily HGVs: 2
Scout Tunnel Eastern Portal (includes Scout East Laydown, Ramp and Access)	Existing car parking area to be replaced by compound which will facilitate workable area for tunnel works. Welfare to be provided and staff to be brought to site by minibus due to limited on-site parking.	**Access:** Improved access via Manchester Road **Key Activity Routes:** Manchester Road. Stamford Road.	**Typical Activity:** 36 personnel **Peak Activity:** 36 personnel	**Typical Activity** Daily Cars/ LGVs: 18 Daily HGVs: 0 **Peak Activity** Daily Cars/ LGVs: 18 Daily HGVs: 0
Plevins Logistic Hub	This will be the main logistics hub supporting	**Access:** Cheshire Street/ Egmont	**Typical Activity:** 235 personnel	**Typical Activity** Daily Cars/ LGVs: 126

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
	scheme wide interventions. Access via Manchester Road	Street. Improvements to Manchester Road/ Egmont Street Junction **Key Activity Routes:** Manchester Road. Egmont Street. Cheshire Street. Stamford Road.	**Peak Activity:** 300 personnel	Daily HGVs: 8 **Peak Activity** Daily Cars/ LGVs: 158 Daily HGVs: 8
Mossley Station Compound	Required to support works at Mossley Station. To be utilised for storage of plant and materials. On-site welfare and parking to be provided and it is expected that there will be sufficient space on-site for vehicles to turn. Access will be via a new/ modified access onto Manchester Road.	**Access:** Existing access to be modified/ improved. **Key Activity Routes:** Manchester Road, Stamford Road.	**Typical Activity:** 36 personnel **Peak Activity:** 107 personnel	**Typical Activity** Daily Cars/ LGVs: 21 Daily HGVs: 4 **Peak Activity** Daily Cars/ LGVs: 57 Daily HGVs: 4
Heron Lane Compound	Greenfield site which will be constructed to contain site welfare, stores, material	**Access:** Existing access to be modified/ improved. Traffic management	**Typical Activity:** 20 personnel **Peak Activity:**	**Typical Activity** Daily Cars/ LGVs: 10 Daily HGVs: 2

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
	storage, security hub and parking. Provides direct access to track.	maybe required. **Key Activity Routes:** Manchester Road, Herons Lane	20 personnel	**Peak Activity** Daily Cars/ LGVs: 10 Daily HGVs: 2
Armit Road Compound	Greenfield site that will be used for the surrounding interventions with access via Armit Road.	**Access:** Existing access to be modified/ improved. **Key Activity Routes:** Manchester Road, Church Road, Armit Road	**Typical Activity:** 15 personnel **Peak Activity:** 15 personnel	**Typical Activity** Daily Cars/ LGVs: 8 Daily HGVs: 2 **Peak Activity** Daily Cars/ LGVs: 8 Daily HGVs: 2
Oaklands Road Compound	To be utilised for storage of plant and materials. On-site offices, welfare and parking to be provided and it is expected that there will be sufficient space on-site for vehicles to turn. Access will be via a new/ modified access onto Oaklands Road.	**Access:** Modified access via Oaklands Road. **Key Activity Routes:** Manchester Road, Oaklands Road, Well-I-Hole Road/ Shaw Hall Bank Road, Church Road, Armit Road, High Grove Lane, Oldham Road.	**Typical Activity:** 30 personnel **Peak Activity:** 75 personnel	**Typical Activity** Daily Cars/ LGVs: 20 Daily HGVs: 10 **Peak Activity** Daily Cars/ LGVs: 43 Daily HGVs: 10
Shaw Hall Bank Road	This compound is to support construction at the Greenfield Station. Provide car	**Access:** existing access via Shaw Hall Bank Road. **Key Activity Routes:**	**Typical Activity:** 10 personnel **Peak Activity:**	**Typical Activity** Daily Cars/ LGVs: 5 Daily HGVs: 0

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
	parking for staff.	Manchester Road, Oaklands Road, Well-I-Hole Road/ Shaw Hall Bank Road	10 personnel	**Peak Activity** Daily Cars/ LGVs: 5 Daily HGVs: 0
Grandpa Greens / Grandpa Greens 2 (as part of Ward Land Compound Works)	The site is currently informal car parking and a greenfield site. Small welfare area and parking provision to be provided.	**Access:** improved access via Ward Lane. **Key Activity Routes:** Ward Lane, Huddersfield Road, Dobcross New Road	**Typical Activity:** 20 personnel **Peak Activity:** 20 personnel	**Typical Activity** Daily Cars/ LGVs: 10 Daily HGVs: 0 **Peak Activity** Daily Cars/ LGVs: 10 Daily HGVs: 0
Diggle Rail Hub / Welfare Office Compound	Access via Lee Side. New access already installed which is appropriate for HGVs. To be utilised for storage of plant and materials. Welfare and full office set up to be provided.	**Access:** Lee Side (new access already installed by W3). **Key Activity Routes:** Lee Side, Diggle Road, Sam Road, Ward Lane, Huddersfield Road.	**Typical Activity:** 50 personnel **Peak Activity:** 75 personnel	**Typical Activity** Daily Cars/ LGVs: 30 Daily HGVs: 7 **Peak Activity** Daily Cars/ LGVs: 43 Daily HGVs: 7
Sam Road Car Park (as part of Diggle Compound Works	The site is currently use as an off-street carpark. The site will be used for car parking and access to the track	**Access:** Use existing access **Key Activity Routes:** Sam Road, Ward Lane, Huddersfield Road.	**Typical Activity:** 10 personnel **Peak Activity:** 10 personnel	**Typical Activity** Daily Cars/ LGVs: 5 Daily HGVs: 0 **Peak Activity** Daily Cars/ LGVs: 5

Compound/ Storage Area	Overview	Access and Routing	Personnel	Trip Generations
				Daily HGVs: 0
Combined Typical two way daily movements	**Daily Cars /LGV: 762** **Daily HGVs: 94**			

3.4.8 Therefore, it is assumed that typical two-way daily movements across all compounds during the construction period would be approximately 762 Light Vehicles and 94 HGVs. Construction works will be phased and therefore not all compounds/ relevant works will be in operation for the entirety of the construction period.

3.4.9 Whilst it is acknowledged that there will be periods of increase levels of vehicle activity, this well be temporary and only occur over short periods of time and be managed to limit impacts on the local road network. HGVs will travel to / from the compounds via the core construction route and have been assigned to the network based on discussions with the Principal Contractor.

3.4.10 It has been assumed that light vehicles associated with the construction phase (workers and small van deliveries) will approach from the north and south along the core construction. In reality, it is probable that light vehicles will utilise several routes and dissipate over the wider transport network which will reduce the impact on the network in the Study Area associated with light vehicles.

3.4.11 Table 3-4 provides a brief overview of the key relevant work elements considered as part of this assessment and associated localised construction routes and vehicle requirements.

Table 3-4: Construction Activity Summary - Relevant Works Elements

Relevant Works Elements Ref	Brief Description	Types of Vehicles	Key Routes
Heyrod Hall Overbridge (MVL3/7)	Reconstructed overbridge	Kirow rail crane, HGV, Vans	Wakefield Road, Printworks Road
Spring Bank Lane (MVL3/9)	Refurbishment of overbridge	HGV, Vans	Wakefield Road, Printworks Road
Manchester Road Overbridge (MVL3/10)	Refurbishment of overbridge	HGV, Vans	Manchester Road, Printworks Road, Luzley Road, Mossley Road

Relevant Works Elements Ref	Brief Description	Types of Vehicles	Key Routes
Manchester Road Footbridge (MVL3/10a)	Replacement Footbridge	230T mobile crane, HGV, Vans	Manchester Road, Printworks Road, Stamford Street, Mossley Road, Lower Beestow (Private Road)
Abney bridge (MVL3/12a)	Handrails upgrade	HGV, Vans	Manchester Road, Stamford Road, Abney Road
Relocated Mossley Station	Redevelopment of the existing station and car park	230T mobile crane, HGV's and Vans	Manchester Road, Printworks Road, Stamford Street, Mossley Road,
Stamford Road (MVL3/13)	OLE upgrade	HGV, Vans	Manchester Road, Stamford Road, Abney Road
Mill Lane (MVL3/15)	Refurbishment of overbridge	HGV, Vans	Manchester Road, Roughtown Road, Mill Lane
New Earth (MVL3/16)	Refurbishment of overbridge	HGV, Vans	Manchester Road, Earth Street, Mill Lane, Milton View
Roughtown Rd (MVL3/17)	OLE improvement	Excavator / telehandler, HGV, Vans	Manchester Road, Carhill Rd, Roughtown Rd
Stockport Road level crossing and Heron Land Compound	Closing of existing level crossing and new footpath	Pick-up trucks, a long-wheel base welfare van, 7.5t flat-bed lorries	Manchester Road, Heron Lane
Midge hall (MVL3/19)	Refurbishment of overbridge	Excavator / telehandler, HGV, Vans	Manchester Road, Heron Lane
Wrights Mill (MVL3/20)	Reconstruction of overbridge	Kirow rail crane, HGV, Vans	Manchester Road, Heron Lane
Hobble Hole (MVL3/22)	Strengthening of overbridge	Road rail vehicles (RRV), trailers, tracked excavators	Oaklands Road, Well-I-Hole Road
Wrights Overbridge (MVL3/23)	Removal of overbridge	RRVs, trailers, tracked excavators	Oaklands Road, Well-I-Hole Road, Armit Road, Church Road
Charlotte St (MVL3/24)	Strengthening of overbridge	RRVs, vans	Mossley Road, Oldham Rd, Oaklands Road
Footway UB (MVL3/26)	Strengthening of overbridge	RRVs, trailers, tracked excavators	Shaw Hall Bank Rd, Oaklands Rd
Oldham Rd (MVL3/28)	Reconstruction of overbridge	Kirow rail crane Excavator /	Oldham Rd, Oaklands Rd, Shaw Hall Bank Rd

Relevant Works Elements Ref	Brief Description	Types of Vehicles	Key Routes
		telehandler, HGV, Vans	
Wickens Underbridge (MVL3/29)	Strengthening of overbridge	RRVs, trailers, tracked excavators, HGVs, vans	Ladcastle Road, A670, Oaklands Road
Butterhouse Lane Footbridge (MVL3/31a)	Fencing	RRVs	N/A
Subway (MVL3/32)	Handrails	RRVs	N/A
Ravenstone Drive Footbridge (MVL3/35)	Upgrade of fencing	RRVs	Leeside Rd, Standedge Road
Ward Lane Overbridge (MVL3/36)	Reconstruction of overbridge	Large 1000 T Cranes, HGVs, Vans	Harrop Court Road via Huddersfield Road, Sam Road and Diggle Road
Standedge Canal Tunnel (MVL3/39a)	Upgrade of tunnel	RRVs, trailers, tracked excavators, HGVs, vans	Huddersfield Road, Sam Road
Diggle Road Overbridge (MVL3/39)	Reconstruction of overbridge	Large 1000 T Cranes, HGVs, Vans	Harrop Court Road via Huddersfield Road, Sam Road and Diggle Road

3.5 Traffic Management and TRO Activities

3.5.1 There will be a requirement to introduce temporary Traffic Management and Traffic Regulation Orders (TROs) to facilitate the construction phase of the Order Scheme and to safely manage and control the movement of people and traffic through the Study Area. Given that detailed planning of the construction phase is still at a relatively early stage, the level and type of temporary traffic management required is subject to further development and will be detailed within a CTMP to be developed in liaison with TMBC / OMBC. It is anticipated that:

- Traffic management will include detailed information relating to issues such as:
    - Lane/ road closures

- Road diversions
- Diversions of footways and PRoW
- Traffic control measures (stop/ go, contra flow, temporary traffic signal etc).

- TROs will include details of:
  - Suspension to waiting, parking and loading facilities
  - Suspension of bus stops.

3.6 Baseline Environment

Existing Transport Network Overview

3.6.1 Based on the current understanding of the Order Scheme construction phase, construction activities as well as requirements for proposed traffic management / TRO activities, a high level overview of the transport conditions within study are is provided in Table 3-5.

Table 3-5: Summary of Existing Highway Network with Study Area

Highway Network Summary – Compounds/ Relevant Works and Core Construction Routes
Stalybridge Tunnel and Printworks Compound Area Printworks Road will have two compounds which will facilitate the project works at Stalybridge Tunnel and for the wider project area. As such, the main routes to be utilised will be Printworks Road and Wakefield Road. The main highway route in the area is the A635 Wakefield Road which provides a link between Stamford Street to the south, to Mossley to the north. It accommodates c8943 vehicles daily, of which 281 are HGVs. In vicinity of the works, Wakefield Road is 40mph and has footway/ streetlight on both sides of the carriageway. Printworks Road is a 30mph road with footway provided on both sides of the carriageway until the railway underbridge where the footway provision on the north side of the road stops. The north side footway restarts and continues after the underbridge. Printworks Road forms a priority junction with the Wakefield Road. The junction has standard visibilities and continues a right turn lane into Printworks Road from Wakefield Road.

Highway Network Summary – Compounds/ Relevant Works and Core Construction Routes
Heyrod Hall footbridge is located between the A635 Wakefield Road and Printworks Road. Both bridges link A635 Wakefield Road to the Printworks Road. On the Printworks Road, the access points to the footbridge are reduced to 10 mph due to 'uneven road' and does not have any footway provision. On the A635 Wakefield Road, at the access points to the footbridges there is footway on the east side of the carriageway providing a connection to the footbridges. There is one bus stop within 200 m of the Printworks Road/ A635 Wakefield Road Junction, and two stops close to the Heyrod Footbridge. Service 356 runs hourly along this route and services these stops. There are no dedicated cycle routes along the A635 Wakefield Road or Printworks Road.
Spring Bank Lane and Wakefield Road Compounds Area To facilitate works in this area and the proposed compounds, the main access routes to be utilised are likely to be Wakefield Road/ Manchester Road and Spring Bank Lane. Spring Bank Lane Footbridge crosses between A635 Wakefield Road on the western side and Spring Bank Lane on the eastern side, in the northern section of Heyrod. Spring Bank Lane Footbridge connects to Spring Bank Lane through a set of steps. The current steps are in a poor state of repair. Spring Bank Lane is a 30mph road with footway provided on the north side of the carriageway. The footway is narrow and overgrown in places. Spring Bank Lane Overbridge forms a priority junction with the A635 Wakefield Road. The bridge is signposted as a 'Weak Bridge' with a max tonnage of 10. The junction has sub-standard visibilities onto A635 Wakefield Road. The A653 Wakefield Road is a 40 mph Road with footway provision on both sides of the carriageway. Wakefield Road in vicinity of the compound is 30mph with footway on on-side of the carriageway.
Plevins Compound Area Plevins Logistic Hub will be set up to support all interventions across the project. Plevins is located off Cheshire Street approximately 500m from Mossley Station. The site is an existing warehouse facility with access of a priority junction from Cheshire Street. The surrounding area is mainly residential. The main routes to the compound would be via Cheshire Street and Egmont Street. Cheshire Street is a residential street, with a 30-mph speed limit. The street is approximately 9 metres wide however, there is on-street car parking on both sides of the road which narrows the road. There are footways on both sides of the road and Cheshire Street links to Manchester Road / Wakefield Road via Egmont Street. Cheshire Street does not have any bus stops or cycling infrastructure. Egmont Street is a residential street, with a 30-mph speed limit. The street is approximately 9 metres wide however, there is on-street car parking on both sides of the

Highway Network Summary – Compounds/ Relevant Works and Core Construction Routes
road which narrows the road. There are footways on both sides of the road and 3 bus stops. The bus stops provide services 350, S350B, 820 and 870 with a frequency of approximately every 30 minutes. Egmont Street provides connections to A635 Manchester Road which is the main route through the town centre and connects Mossley to Stalybridge and the M60 to the south-west, and Greenfield to the north-east. Egmont Street provides connections to a traffic free cycle route located to the east of the River Tame.
Mossley Station Area To facilitate the works in this area, the key access routes are likely to be Manchester Road and Stamford Road. The existing station is located in Mossley town centre which is situated approximately 15km east of Manchester and 5km south-east of Oldham. Given that the station is within the town centre, it is close to local shops and Mossley Park. Vehicular access to the station and car park is from the junction of A635 Manchester Road and B6177 Stamford Road. The A635 is the main route through the town centre and connects Mossley to Stalybridge and the M60 to the south-west, and Greenfield to the north-east. The B6177 connects Mossley to the A670, which provides onward connection to Ashton-under-Lyne and the M60 to the south-west, and Uppermill and the A62 towards Huddersfield to the north-east. Both the A635 and B6177 are subject to a 30mph speed limit with parking restrictions (double yellow) in the vicinity of the station. The only pedestrian access to the station is provided via the station entrance located at the junction of A635 Manchester Road and B6177 Stamford Road. A footbridge with stepped access connects the Huddersfield-bound platform to the station entrance. A ramp connects the station car park to the Manchester-bound platform, but the Huddersfield-bound platform is not accessible except for stepped access from the footbridge. Footways in and around Mossley Station are of a very high quality, with dropped kerbs, tactile paving and signalised pedestrian crossings available within the immediate vicinity of the station along A635 Manchester Road. The existing Mossley Station has circa 56 free car parking spaces (including 2 disabled bays and 4 coach bays) which are accessed via a two-way link via the signalised Stamford Road/ Manchester Road junction. Sheltered cycle parking is available, with 18 spaces located by platform 2. The station also has a taxi rank. Access to the relocated Mossley station will be via Mill Lane and to the wider highway network via Mill Lane / A635 Manchester Road signalised junction. To/ from the relocated station via this route is through the underbridge which has a maximum height restriction of 6 feet, 6 inches. Manchester Road is a single lane carriageway and has a footpath on the north side of the road.

Highway Network Summary – Compounds/ Relevant Works and Core Construction Routes
These areas benefit from excellent connectivity to the local bus network, with multiple bus stops within a short distance along both Manchester Road and Stamford Road serving a variety of local bus services including 343 (Hyde to Oldham), 350 (Oldham to Ashton) and 356 (Ashton to Oldham) which have frequency of approximately 60-75minutes. Although there are no cycle routes along Manchester Road/ Wakefield Road, there is a traffic free cycle route located to the east of the river Tame.
Stockport Road Level Crossing to Oaklands Road Compound Area. To facilitate the works in this area, the key access routes to be utilised are likely to be Mossley Road, Manchester Road, Shaw Hall Bank Road. Wrights Mill overbridge carries a bridleway which connects Heron Lane, Mossley Road and Midge Hill Farm on the west, with Calf Lane on the east. Heron Lane is a single-track laneway with no footpaths provided. It provides a link from Manchester Road to Mossley Road via an underbridge. The Wrights Mill overbridge, and Heron Lane underbridge are accessed from footpaths across open single-track paths to connect into Manchester Road via Cait Lane from Mossley Road. High Grove Lane is a residential area which consists of two-way traffic with footpaths on both sides of the road. At the underbridge the road narrows to single carriageway with no footway provision and a maximum height of 10feet, 6inches. High Grove Lane connects Mossley Road to the Manchester Road. Oaklands Road passes underneath the railway line at the Royal George Underbridge. Friezland Church Hall is south-east of the bridge, whilst a cemetery is on the south-west. On the north side of the bridge Oaklands Road continues up the slope of the hillside. Along the top of the cliff face runs the A670 Oldham Road, which then crosses over the railway line at the northeastern end of the station. The station bridge which is to be demolished and replaced is situated at the northern end of the station, just south of the Oldham Road Overbridge. The Oldham Road Overbridge which passes over the railway is currently relatively narrow with inadequate footpaths on either side for pedestrians. The bridge also sits on a turn in the road, with poor highway sight lines across the bridge. Shaw Hall Bank Road joins with Oldham Road Overbridge on the southeastern side, at a tight junction with poor sight lines. Wickens Underbridge carries a PRoW between Oldham Road on the east and Ladcastle Road on the west underneath the railway and is largely covered on both sides by tree cover. On the west of the bridge, the PROW continues through a field, whilst on the east of the bridge access comes through from between several properties. The Shaw Hall

Highway Network Summary – Compounds/ Relevant Works and Core Construction Routes
Bank Road is a 30-mph road with footway provided on both sides of the carriageway providing connection to the Greenfield railway station. A site compound is required at Oaklands Road to the north of the George Street Underbridge Works. The compound will be accessed via an existing access on Oaklands Road at its junction with Oaklands Park. There are of bus stops located along Manchester Road and Mossley Road, which are served by hourly services 343, 356, 357 and 828. On Shaw Hall Bank Road, there are a number of buses stops also, and these are served by Service 385 which has an hourly frequency between Ashton and Mossley. Although there are no cycle routes in this area, there is a traffic free cycle route located to the east of the river Tame.
Greenfield Station Area. To facilitate works, compounds and diversionary routes in this area, it is likely the that key access routes to be utilised will be A670, Shaw Hall Bank Road, Chew Valley Road and Chapel Road. Greenfield Station is approximately 6.9 kilometres north of Stalybridge Station, and approximately 3.75 kilometres south of Standedge Tunnel Western Portal. The station has two platforms, a footbridge in a poor state of repair, a wating shelter and a parking area. It is accessed via Shaw Hall Bank Road on the southeastern side. The visibility of the station is limited by a cliff face directly adjacent to it on the northern side. The Shaw Hall Bank Road forms a priority junction with the A670. The A670 is a 40 mph Road with footway provision on both sides of the carriageway. Directly south of the station at the hairpin bend, Shaw Hall Bank Road forms a priority junction with Cherry Valley Road. Directly to the east, Cherry Valley Road forms a priority junction with Chapel Road that runs north/ south, parrel with the A670 for c500m before Chapel Road merges with the A670 via a priority junction. On-street car parking occurs on the eastern side of Shaw Hall Bank Road on approach to its junction with Chew Valley Road. Existing commuters using the Greenfield Station are known to park here and in the nearby surrounding area. There are a number of bus stops located in this area, including close to Shaw Bank Rd / A670 Road junction. The bus stops have full bus shelter. There is also a bus stop located on the Shaw Bank Road adjacent to Greenfield Station. These bus stops are served by the following buses; 84 – Uppermill – Every 30 minutes, 350 /356 – Oldham - every 30 minutes, 184 – Huddersfield Town Centre – Hourly, 356 – Ashton-under-Lyne – Hourly, 828 – Diggle – once a day. There is no dedicated cycle provision along A670 or Shaw Bank Road.
Diggle Area

Highway Network Summary – Compounds/ Relevant Works and Core Construction Routes
To facilitate works, compounds and diversionary routes in this area, it is likely the that key access routes to be utilised will be Sam Road, Station Road and Lee Side. Ravenstone Drive Footbridge is an overbridge which connects Ravenstone Drive on the east of the railway with the canal footpath on the west of the railway. It is accessed via stairs on both sides of the railway, and the west side of footpath is covered by trees and woodland. Access to the eastern side comes from between two residential properties, with the closest property approximately 30 metres from the bridge. The footbridge is approximately 900 metres south of the Standedge Tunnel western portal. The Ward Lane Overbridge is located approximately 125 metres north of Ravenstone Drive Footbridge. It carries Ward Lane over the railway, and on the west continues over the Huddersfield Narrow Canal. The bridge is approximately 20 metres from the nearest property on its south-east corner, whilst a car park forms a junction with Ward Lane adjacent to the north-west corner of the bridge and runs along the west of the railway line. Ward Lane is a narrow single lane carriageway with a speed limit of 30 mph road and no footway provide on either side of the bridge. The bridge is signed as a 'Weak Bridge' with a maximum wait of 17 Tonnes allowed. Footbridge MVL3/35 spans over the railway and is owned and maintained by Network Rail, providing pedestrian access. Diggle Road overbridge is a 30-mph road with footway provide on the south sides of the carriageway. The bridge is signed as a 'Weak Bridge' with a maximum wait of 17 Tonnes allowed. The west side Diggle Road links into Sams Road and provides linkages to the Huddersfield Road. There is a local car park which provides access to a footpath which runs adjacent to the tracks. On the east side of the bridge Lee Side links to Ward Lane which provides an alternative crossing location. To the north, Harrop Ct Road and Boat Lane provides mainly local access to residential properties. There are limited public transport and dedicated cycling provision in this area, although there is a traffic free cycle route located to the south of the River tame.
During the construction works, there are number of routes that could be utilised as diversionary routes during road closures as show within Volume 2, Figure 10.3.1 of the Environmental Report [**NR14**]. **<u>Mossley Road Area</u>** Mossley Road runs adjacent to the Manchester Road to the west. Mossley Road provides direct connection between Ashton under Lyme and Oldham Road close to Greenfield Station. Mossley Road provides direct access to a variety of residential and commercial properties. In some specific urban areas, there is on-street parking for the residential properties.

Highway Network Summary – Compounds/ Relevant Works and Core Construction Routes

There are bus services (350, 357, 820, 870) that run along Mossley Road providing connections between Oldham and Micklehurst. Mossley Road changes from an urban to a rural setting along its length with pedestrian footways and crossing points provided on both sides of the carriageway in urban areas and reducing to one side of the carriageway in some of the rural areas.

Mossley Road is mainly a 40mph road with some urban sections with a restricted speed limit of 30mph.

B6175 Area

The B6175 runs adjacent to Manchester Road to the east. The B6175 connects Stamford Street in the south to A670 in the north. The B6175 runs through a number of towns including, Micklehurst, Buckton Vale, Copley. The B6175 provides direct access to a variety of residential and commercial properties as well as Mossley Hollins High School, Millbrook Primary & Nursery School, St Raphael's Catholic Primary School and Lockside Medical centre. In some specific urban areas, there is on-street parking for the residential properties which reduces the width of the road.

There are bus services (343, 348 and 870) that run along the B6175 providing connections along the route. The B6175 Road generally runs through urban areas with pedestrian footways and signalised crossing points provided on both sides of the carriageway. Towards the north of the road the areas become more rural with the footways reducing to one side of the carriageway in urban areas and reducing to one side of the carriageway in some of the rural areas.

B6175 Road is mainly a 40mph road with some urban sections with a restricted speed limit of 30mph.

Dobcross New Road Area

To the north of Greenfield Station and Uppermill, the A670 forms a mini roundabout junction with High Street / Dobcross New Road. It is likely that Dobcross New Road will facilitate diverted traffic during the construction phase of the works. In proximity to Dobcross New Road, the A670 is 30 mph road, with footpaths on both sides of the carriageway. Approximately 3.2km to the north of Dobcross Road, the A670 connects to Huddersfield Road. To the west, Dobcross New Road provides a link to Oldham Road via Delph New Road and Wall Hill Road.

In proximity to the Dobcross New Road mini roundabout, there are several flagpole bus stops. The bus stops located on Dobcross New Road are served by buses 350, 825 and 826 (350 Ashton-under-Lyne service is the most frequent and operates every c30min). The bus stops located on A670 close to its junction with Dobcross New Road are served by buses 184, 356, 784, 822, 828, S84 and S350) (184 Oldham service is the most frequent with 2 services per hour).

Highway Network Summary – Compounds/ Relevant Works and Core Construction Routes

Chew Valley Road

Chew Valley Road connects the A635 Manchester Road to the B6175 Well-I-Hole Road. The Manchester Road / Chew Valley Road junction takes the form of a mini roundabout, while the B6175 / Chew Valley Road is a priority junction. Chew Valley Road provides access to residential and commercial properties as well as St Marys Primary School. The Chew Valley Road contains a number of crossing types including zebra crossing and refuge islands, with footways provided on both sides of the carriageway. The road also contains speed humps for reducing car speeds.

There is on-street parking outside residential properties along the length of the route reducing road space. There are bus stops located on both sides of the road which are serviced by 180, 350, 352, 357, 828 with a frequency of approximately every 30 minutes.

Chew Valley Road is a 20-mph road.

During the construction works, existing car parking at various locations that could be temporarily removed or suspended:

Car Parking Locations Affected

The location of these car parks is illustrated within Volume 2, Figures 10.3.5 to 10.3.6 of this Report [**NR14**].

Car parks (CP)

CP 1 - Saddleworth Rangers Car Park: This car park is located off Shall Hall Bank Road close to it junction with Chew Valley Road. It facilitates in the region of 91 information car parking spaces.

CP 2 - Sam Road Car Park: This car park is located off Sam Road, close to its junction with Harrop Green Lane/ Station Road. It is also close to the railway line and Standedge Tunnel Diggle Portal. It is a public car park with approximately 27 informal spaces.

CP 3 – New Scout Mill: This carpark is located along Manchester Road approximately 500m south of the Manchester Rd / Egmont Street junction. It is a private car parking facilitating a number of business/ commercial properties. These businesses/ commercial properties also utilise the car parking for servicing/ deliveries. The parking is informal and can accommodate approximately 30 vehicles.

CP 4– Manchester Road (Private Car Park): This carpark is located along the Manchester Road approximately 20m south of the Manchester Rd / Egmont Street junction. The car park is located opposite Mitre House and the signage states that this is a private car park for residents of Mitre house only. The parking is informal and can accommodate approximately 29 vehicles.

Highway Network Summary – Compounds/ Relevant Works and Core Construction Routes

CP 5– Mossley Station CP: This carpark is located at the existing Mossley Road station. The car park provides car parking for the passengers using the station and can accommodate 56 car parking spaces including 2 disabled bays and 4 coach bays. Car parking at this location is free. Access to the car park is via signals at the Manchester Road junction.

CP 6 – Friezland Church Hall Car Park: This carpark is located at Friezland Church Hall approximately 50 metres from the B6175 / Oaklands Road junction. The car park provides car parking for those attending the Church Hall. The car parking is informal and can accommodate 30 car parking spaces. Access to the car park is via a priority junction with the Oaklands Road.

On-street Parking areas (ONS)

To facilitate the construction phase, there is a requirement to temporarily suspend on-street parking in a phased approach. The suspension of on-street car parking will be delivered through TROs. Exact details on where, when and duration of the parking suspensions with be agreed as part of the CTMP and as part of the TRO process. The location of potential on-street parking to be suspended is set out within Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans **[NR9].**

ONS CP 1 – 307 A635 Manchester Road – This on-street parking is located from the opposite Mossley station to 50 metres south from the A635 Manchester Road / Mill Lane signalised junction. The on-street parking provides access to the residential properties fronting on to the A635 Manchester Road. The on-street parking covers an area of approximately 550 metres and can accommodate 131 number of spaces.

ONS CP 2 Armit Road – This on-street parking at the Armit Road / Church Road / High Grove Lane junction. The parking area extends for approximately 250 metres to the southwest to the end of Armit Road. The on-street parking provides access to the residential properties fronting on to Armit Road. The on-street car parking covers an area of approximately 250 metres and can accommodate 24 number of spaces.

ONS CP 3 B6175 – This on-street parking is located at the Shaw Hall Bank Road / Chew Valley Road junction to the B6175 / Oaklands Road junction. The parking area extends for approximately 600 metres and provides on-street parking provides access to the residential properties fronting on to Shaw Hall Bank Road. The on-parking can accommodate 148 number of spaces.

ONS CP 4 Egmont Street - can accommodate approximately 155 car parking spaces. Cheshire Street has on-street parking on both sides of the road and this runs for the entire length of the street (approx. 200 metres). The on-street parking provides access to residential properties fronting onto Cheshire Street and can accommodate approximately 67 car parking spaces.

Highway Network Summary – Compounds/ Relevant Works and Core Construction Routes
ONS CP 5 Cheshire Street - This parking area located on Egmont Street runs from the Egmont St / Staley Road junction to the A635 Manchester Road for approximately 500 metres and provides residential parking for residents on the north and south side of the Egmont Street whilst providing access to businesses and the football pitches in the middle of the street. ONS CP 6 Staley Road – This on-street parking is located on Staley Road, Cheshire Street and Egmont Street. On Staley Road the parking is located from the Staley Road / Egmont St junction to the Staley Road / B6175 junction. This parking area extends approximately 750 metres and provides on-street parking provides access to the residential properties fronting on to Staley Road and can accommodate approximately 224 car parking spaces.

3.6.2 To further understand the transport conditions within the Study Area, a collection of surveys was undertaken to help establish current use of the road network (including parking utilisation in certain locations), pedestrian/ cycle routes and PRoW. Further details on the type of surveys, when surveys were conducted and the type of information collected is presented in Table 3-6.

Table 3-6: Survey Overview

Type of Survey	Date and Duration of Surveys	Type of information collected
ATC (Automatic Traffic Count)	ATC 1 to 9: 1 week duration between 00:00hrs on Tuesday 10th September to 23:59 on Monday 16th September 2024. ATC 10 & 11: 2-week duration between 00:00hrs on Tuesday 10th September to 23:59 on Tuesday 24th September 2024. ATC 12 to 14: 1 week duration between 00:00hrs on Thursday 14th November to 23:59 on Wednesday 20th November 2024. ATC 15 TO 23: minimum of 1 week duration between 00:00hrs on 26th May 2025 to 23:59 Sunday 15th June 2025.	Bi-directional Traffic Flow data, per hour, per day for survey duration. Vehicles categorised by class, e.g. cars, light good vehicles, HGVs etc.
MCC (Manual	MCC 1 to 5: from 07:00 to 10:00, 15:30 to 16:30 on Tuesday 10th September 2024,	Vehicle movements at junction/ location for each 15-minute

Type of Survey	Date and Duration of Surveys	Type of information collected
Classified Turning Count)	and from 10:00 to 16:00 on Saturday 14th September 2024. MCC 6: from 07:00 to 10:00, 15:30 to 16:30 on Thursday 14th November 2024. MCC 7 to 15: from 07:00 to 18:00 on Thursday 5th June 2025, and from 10:00 to 14:00 on Saturday 7th June 2025.	segment of survey period. Vehicles categorised by class e.g. cars, light good vehicles, HGVs etc.
NMU (Non-Motorised User)	NMU 1 to 5: 3 consecutive days, 12th to the 14th September 2024 between 07:00 and 19:00hrs each day. NMU 6: 3 consecutive days, 14th to the 16th November 2024 between 07:00 and 19:00hrs each day.	Pedestrian and cyclist movements for each 15-minute segment during survey period.
CP (off-street Car Parking Survey)	CP 1 to 4: from 06:00 to 20:00 on Thursday 5th June 2025, and from 06:00 to 20:00 on Saturday 7th June 2025	Vehicle arrivals departures every 15 mins to derive parking accumulation against on-site provision.
ONS CP (On-Street Car Parking Survey)	ONS CP 1 to 5: from 06:00 to 21:00 on Thursday 5th June 2025, and from 06:00 to 21:00 on Saturday 7th June 2025	Hourly car parking beat surveys to capture number of parked cars vs available spaces.

3.6.3 It should be noted that surveys were collected in accordance with Design Manual for Roads and Bridges (DMRB), Transport Analysis Group (TAG) Unit M1.2 (Department for Transport (DfT), 2020. Neutral periods are defined as Monday to Thursday from March through to and including November (excluding August) and avoiding bank holidays. For the non-motorised user surveys, consideration was taken of weather conditions with data collected on a number of days and representative values taken from those days with better weather conditions. The location and type of surveys were shared and agreed with ODC and TMBCs before the surveys were undertaken.

3.6.4 The surveys were also supplemented by DfT traffic data and Network Rail Level Crossing Data.

3.6.5 The ATC Survey results along key construction routes are summarised Table 3.7 and the location of all ATCs are illustrated in Volume 2, Figures 10.3.2 of this Report [**NR14**].

Table 3-7: ATC Survey Results

ATC Ref	Survey Period	Description	Surveyed (2024/2025)			
			Lights	Heavies	Total	Heavies %
CP991011	DfT 2024	Wakefield Road	8797	279	9076	3%
1	Sep 2024	Printworks Road	239	16	255	6%
CP991011	DfT 2024	Wakefield Road	8797	279	9076	3%
2	Sep 2024	Spring Bank Lane	1059	16	1075	2%
CP991011	DfT 2024	A65	8797	279	9076	3%
18	May/June 2025	Egmont St	2985	216	3202	7%
19	May/June 2025	Cheshire St	739	29	767	4%
CP991011	DfT 2024	Manchester Road	8797	279	9076	3%
13	Nov 2024	Stamford Road	8718	352	9071	4%
CP991011	DfT 2024	Manchester Road	8797	279	9076	3%
CP991011	DfT 2024	Manchester Road	8797	279	9076	3%
3	Sep 2024	Mill Lane	1736	15	1750	1%
CP991011	DfT 2024	Manchester Road	8797	279	9076	3%
22	May/June 2025	Well-I-Hole Road	5573	221	5794	4%
21	May/June 2025	Church Road/ Armit Road	914	26	940	3%
4	Sep 2024	High Grove Lane	906	31	937	3%
5	Sep 2024	Oaklands Road	4408	133	4542	3%
8	Sep 2024	Shaw Hall Bank Road	3436	104	3540	3%
10	Sep 2024	Oldham Road	15989	537	16526	3%
11	Sep 2024	A670 (Between Greenfield and Uppermill)	10596	327	10924	3%
12	Sep 2024	Dobcross New Road	6830	240	7070	3%
9	Sep 2024	Ward Lane	402	11	413	3%
23	May/June 2025	Sam Road	1284	39	1323	3%
14	Nov 2024	Diggle Road	646	32	678	5%

3.6.6 Details of the MCC Survey results along with commentary are provided within Volume 3, section 4.9 of Appendix 10B: Transport Statement of the Report [**NR14**].

3.6.7 The NMU Survey results are summarised Table 3-8 and the location of all NMU Surveys are illustrated in Volume 2, Figure 10.3.4 of this Report [**NR14**].

Table 3-8: Non-Motorised User Survey Results

Survey Ref	Survey Period	Location	Total Movements			
			Day 1	Day 2	Day 3	Average
1	05.06.2025-07.06.2025	A670 Mossley Road	104	124	161	130
2	12.09.2024-14.09.2024	A635 Wakefield Road	12	21	20	18
3	12.09.2024-14.09.2024	Mossley Road Access	0	1	0	0
4	12.09.2024-14.09.2024	Grove Bank	209	194	141	181
5	12.09.2024-14.09.2024	Oaklands Road	151	122	126	133
6	12.09.2024-14.09.2024	Ward Lane	108	147	124	126

3.6.8 As noted earlier, to facilitate the construction phase, a number of TROs will be required and some of these require the suspension of existing bus stops or the removal of existing car parking spaces. As such, a number off-street car parking surveys were undertaken to understand the existing car parking utilisation and provision in these affected areas.

3.6.9 The off-street car parking survey results are summarised Table 3-9 and their locations are illustrated in Volume 2, Figures 10.3.6 of the Report [**NR14**].

Table 3-9: Off-street Car parking Survey Results

Ref	Location	Spaces	Weekday			Saturday		
			Max Acc.	Av. Acc.	Av. Occ.	Max Acc.	Average Acc.	Average Occ.
CP 1	Saddleworth Rangers Car Park	91	44	28	31%	28	11	12%
CP 2	Sam Road Car Park	27	18	10	36%	15	11	40%
CP 3	New Scout Mill	30	8	4	15%	7	5	16%
CP 4	Manchester Road Private Car Park	29	8	5	16%	7	7	23%
CP 5	Mossley Station	56	58	43	78%	24	16	28%
CP 6	Friezland Church Hall	30	8	4	15%	7	5	1%
Total Across All CPs		**263**	**144**	**94**	**36%**	**88**	**55**	**21%**

3.6.10 Table 3-9 shows that most of the off-street car parks surveyed, with the exception of Mossley Station, have low levels of utilisation, between 1-40%. During a weekday, Mossley Station has an average occupancy of 78% (43 out of 56 spaces occupied) and a max occupancy of 104% (58 parked with only 56 spaces officially provided). However, during Saturday, the average maximum occupancies were notably lower.

3.6.11 Across these six off-street car parks, there is a total provision of 263 car parking spaces. Of these spaces, on average, there are approximately 94 parked vehicles at any one time during a weekday and 55 during a Saturday.

3.6.12 The on-street car parking survey results are summarised Table 3-10 and the location of all on-street car parking surveys are illustrated in Volume 2, Figure 10.3.5 of this Report [**NR14**].

Table 3-10: On-street Car Parking Survey Results

Ref	Name	Available Spaces	Average				Peak			
			Legally Parked %	Illegally Parked %	Total Parked %	Total Parked	Legally Parked	Illegally Parked	Total Parked %	Total Parked
Weekday										
ONS CP1	Manchester Road	131	26%	2%	28%	36	28%	3%	31%	41
ONS CP2	Armit Road	24	61%	8%	69%	17	88%	12%	100%	24
ONS CP3	Shaw Hall Bank Road	148	36%	4%	40%	59	39%	5%	44%	64
ONS CP4	Egmont Street	155	17%	1%	18%	28	29%	4%	33%	51
ONS CP5	Cheshire Street	67	40%	3%	43%	29	49%	3%	52%	35
ONS CP6	Staley	224	17%	1%	18%	40	26%	2%	28%	64
Total		**749**	**26%**	**2%**	**28%**	**208**	**34%**	**4%**	**38%**	**279**
Saturday										
ONS CP1	Manchester Road	131	26%	0%	26%	35	30%	2%	32%	41
ONS CP2	Armit Road	24	72%	11%	83%	20	88%	12%	100%	24
ONS CP3	Shaw Hall Bank Road	148	42%	5%	47%	70	48%	7%	55%	81
ONS CP4	Egmont	155	22%	1%	23%	34	28%	1%	29%	45

Ref	Name	Available Spaces	Average				Peak			
			Legally Parked %	Illegally Parked %	Total Parked %	Total Parked	Legally Parked	Illegally Parked	Total Parked %	Total Parked
ONS CP5	Cheshire Street	67	36%	3%	39%	26	43%	3%	46%	31
ONS CP6	Staley	224	23%	2%	25%	56	28%	3%	31%	69
Total		**749**	**30%**	**2%**	**32%**	**241**	**36%**	**3%**	**39%**	**291**

3.6.13 Table 3-10 shows that:

- Across all the surveyed on-street locations, there is a total of 749 available car parking spaces.
- During a weekday:
    - On average there was 208 parked vehicles
    - At its peak, there was 279 parked vehicles.
- During a Saturday:
    - On average, there was 241 parked vehicles
    - At its peak, there was 291 parked vehicles
- Armit Road reached max capacity (100%) during, this occurred between 20:00 and 07:00 hours. On a Saturday, Armit Road was closed to capacity (96% between 20:00 and 07:00 hours.

3.6.14 As previously noted, to facilitate the construction phase, a number of existing bus stop will be temporarily suspended in a phased approached. The temporary suspension of these bus stops will be delivered via TROs. Table 3-11 lists the bus stop that may be temporarily suspended at periods during the Construction Phase. These are also included within Deposited Plans and Sections, Traffic Regulation Plans and Open Space Plans [**NR9**].

Table 3-11: Potential List of Temporary Bus Stop Suspensions

TRO Area	Unique Bus Stop Ref	Road/ Location	List of Services
Tameside, Greater Manchester	MANAWTDG	Wakefield Road (east side)	356
Tameside, Greater Manchester	MANAWTDA	Wakefield Road (north west side)	356
Tameside, Greater Manchester	MANAWTAW	Manchester Road (west side)	356
Tameside, Greater Manchester	MANAWTAD	Manchester Road (east side)	356
Tameside, Greater Manchester	MANAWPWT	Manchester Road (east side)	356

TRO Area	Unique Bus Stop Ref	Road/ Location	List of Services
Tameside, Greater Manchester	MANAWAGP	Egmont Street (south east side)	350, 870, S350B
Tameside, Greater Manchester	MANAWPWM	Manchester Road (west side 2 no.)	356
Tameside, Greater Manchester	MANAWJAD	Manchester Road (east side 2 no.)	356
Tameside, Greater Manchester	MANAWPWJ	Manchester Road (east side 2 no.)	356
A635 Manchester Road	MANAWPWD	Egmont Street (east)	356
A635 Manchester Road	MANAWPWG	Egmont Street (west)	356
A635 Manchester Road	MANTPGJW	Queen Street (west)	343
A635 Manchester Road	MANAWJWT	Queen Street (east)	343, 822
A635 Manchester Road	MANAWJWP	Portman Street	343
Shaw hall Bank Road, Oldham Road	MANTMTGT	Greenfield Station Stop G (north west)	180, 350, 352, 356, 357, 828, S350B
Shaw hall Bank Road, Oldham Road	MANAMADJ	Greenfield Station Stop D (south east)	180, 350, 352, 356, 357, 828, S350B
Shaw hall Bank Road, Oldham Road	MANAMWPM	Greenfield Station Stop A (north west)	84, 180, 184, 356, 357, 784, 828, S84
Oldham Road	MANAMWPT	Greenfield Station (Stop B)	84, 184, 350, 352, 356, 784, 829, S84, S350B
Oldham Road	MANAMPGP	Greenfield Station	84, 184, 350, 352, 356, 784, S84, S350B

3.6.15 To ensure there are no underlying highway safety issues within the Study Area, STATS 19[15] personal injury collision (PIC) data (2019-2023) has been analysed to identify whether there are any existing accident clusters on the routes identified for construction traffic or for a diversion route. A cluster is identified as more than 3 accidents occurring within a 30 m distances within the five year period. A Detailed review of accident data was undertaken and presented within Volume 3, Section 4.8 of the Appendix 10B: Transport Statement of this Report [**NR14**]. It highlighted that there was 9 clusters within the Study Area.

3.6.16 A summary of these clusters based on STAT 19 data is provided within Table 3-12. Further details on PIC within proximity to the Order Scheme are discussed within Volume 3, Appendix 10B Transport Statement of this Report [**NR14**].

Table 3-12: Accident Data Summary

Ref	Location/ Road Name	Accidents			
		Slight	Serious	Fatal	Total
1	Beaufort Road	1	1	1	3
2	Wakefield Road	2	1	0	3
3	Chapel Road/ Oldham Road	3	0	0	3
4	Tame Street/ High Street	1	2	0	3
5	Oldham Road/ Mossley Road	4	1	0	5
6	Mossley Road/ Gorsey Lane	2	1	0	3
7	Mottram Road/ Huddersfield Road	4	1	0	5
8	Grove Road/ Huddersfield Road	2	1	0	3
9	Mossley Road/ Curzon Road	6	0	0	6

3.6.17 Table 3-12 shows that:

[15] https://www.data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-accidents-safety-data

- There are only 9 accident clusters within the Study Area.
- 1 fatality occurred, and this was on Beaufort Road.
- the majority of these clusters include between 3-6 accidents over a 5 year period.
- The majority of accidents that occurred across these clusters are defined as 'slight'.

3.6.18 Given the temporary level of daily traffic predicted along the core construction route, it is unlikely that this would exacerbate the existing accident levels.

3.7 Construction Phase: Construction Traffic Impacts

3.7.1 Construction activity will be phased to limit the level of construction traffic on the network at any one time and the construction phase will conclude in 2032. However, based on current known information and indicative construction programme, peak construction period is likely to occur in 2029. Therefore, this assessment considers changes in baseline in a future year of 2029.

3.7.2 Future baseline traffic volume data for 2029 has been derived by factoring 2024/ baseline using the Department for Transport's national traffic forecasting tool, Trip End Model Presentation Program (TEMPRO). Table 3-13 provides a summary of the applicable average TEMPRO growth factor applied to baseline traffic.

Table 3-13: TEMPRO Growth Factors

Area Description		All purposes		
Level	Name	Origin	Destination	Average
Authority	Oldham	1.0296	1.0295	1.0296
Authority	Tameside	1.0248	1.0248	1.0248
Average				**1.0272**

3.7.3 Table 3-13 provides a summary of the potential change in future 2029 baseline traffic as a result of assumed daily levels of construction traffic along the core construction route.

3.7.4 Table 3-14 presents the Base 2029 two-way AADT (Annual Average Daily Traffic) flows which have been derived by factoring up average daily flows from the ATC surveys to a future year of 2029 using the average TEMPRO growth factor set out in Table 3-13. Table 3.14 also presents the anticipated daily two-way construction traffic flows along key routes and associated percentage increase in traffic flows compared to baseline flows. The construction traffic flows have been derived based on the approach/ assumptions set out in section 3.4. In areas where ambient traffic flow

levels are currently low, even modest increases in vehicle numbers or types associated with construction traffic can result in disproportionately high percentage changes. As such, careful consideration is warranted where Rule 1 or Rule 2 thresholds are triggered, to ensure that the significance of these changes is appropriately assessed in context.

Table 3-14:Construction traffic impacts (two-way AADT)

ATC Ref	Description	Base 2029 Two-way AADT Flow			Core Traffic AADT Two-way Flow			% Change		
		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
CP 991011	Wakefield Road	9036	287	9323	353	98	451	4%	34%	5%
1	Printworks Road	245	17	262	46	8	54	19%	47%	20%
CP 991011	Wakefield Road	9036	287	9323	353	82	435	4%	29%	5%
CP 991011	A65	9036	287	9323	381	81	461	4%	28%	5%
18	Egmont St	3067	222	3289	134	8	142	4%	4%	4%
19	Cheshire St	759	30	788	134	8	142	18%	27%	18%
CP 991011	Manchester Road	9036	287	9323	435	62	497	5%	22%	5%
13	Stamford Road	8955	362	9317	32	4	36	0%	1%	0%
CP 991011	Manchester Road	9036	287	9323	354	43	397	4%	15%	4%
CP 991011	Manchester Road	9036	287	9323	353	38	391	4%	13%	4%
CP 991011	Manchester Road	9036	287	9323	353	38	391	4%	13%	4%
22	Well-I-Hole Road	5725	226	5951	353	38	391	6%	17%	7%
21	Church Road/ Armit Road	938	27	965	37	4	41	4%	15%	4%
5	Oaklands Road	4528	137	4665	353	34	387	8%	25%	8%
8	Shaw Hall Bank Road	3530	107	3636	39	1	40	1%	1%	1%
10	Oldham Road	16423	552	16975	721	32	753	4%	6%	4%
11	A670	10884	336	11221	353	14	367	3%	4%	3%
23	Sam Road	1319	40	1359	372	21	393	28%	52%	29%

3.7.5 As previously noted, the IEMA Guidelines for Environmental Assessment of Traffic and Movement include specific rules to help determine when highway links should be assessed due to changes in traffic (section 3.1.8 to 3.1.11).

3.7.6 These rules are designed to ensure that environmental assessments capture significant changes in traffic that could impact communities, ecosystems or infrastructure.

3.7.7 Therefore, based on the total percentage changes and/or percentage change in HGVs set out in Table 3-14, only Printworks Road, Cheshire Street and Sam Road could potentially satisfy Rule 1 and/ or Rule 2.

3.7.8 The percentage change (47%) in heavy vehicles predicted on Printworks Road exceeds rule 1 and the percentage change in total vehicles (20%) could potentially exceed rule 2 if Printworks is considered a sensitive area. However, upon further review, the impacts on Printworks Road are not considered significant for the following reasons:

- The actual number of additional heavy vehicles on Printworks Road daily would be 8 two-way vehicles, the high percentage change is due to low ambient baseline HGV volumes. The additional 8 two-way heavy vehicles daily will have a negligible effect on traffic levels, congestion and delay. Furthermore, the increase would be temporary and occur over a short distance, between Wakefield Road and Printworks compound (30-40 m).
- Printworks Road between its junction with Wakefield Road and Printworks compound is not considered a sensitive area, as there are no schools or hospitals present.
- A review of accident data did not highlight any existing accident clusters along Printworks Road.

3.7.9 Although the percentage change in total vehicles (18%) on Cheshire Street could potentially exceed rule 2 if Cheshire Street is considered a sensitive area, upon further review, the impacts on Cheshire Street are not considered significant for the following reasons:

- There is no combination of substantial impacts (see section 3.1.9):
    - There are no accident clusters along Cheshire Street.
    - The daily change in total vehicle numbers is likely to result in marginal changes in hourly vehicle movements, increase of c14 two-way movements,
    - The additional vehicle movements along Cheshire Street will not significantly increase journey times along it.

3.7.10 The percentage change (52%) in heavy vehicles predicted on Sam Road exceeds rule 1 and given that Diggle School is located along Sam Road, Sam Road is considered a 'sensitive area' and therefore the predicted temporary change (29%) in total daily two-way vehicle movements also exceeds rule 2.

3.7.11 However, upon further review, the Order Scheme will not result in a combination of substantial impacts (i.e. substantial increase in traffic volumes and journey times or substantial increase in traffic volumes along routes with accident clusters) on Sam Road and therefore the effects are not considered significant:

- The actual number of additional heavy vehicles on Sam Road daily would be 21 two-way vehicles over a day, whilst the high percentage change is due to low ambient baseline HGV volumes. The additional 21 two-way heavy vehicles daily will have a negligible effect on traffic levels, congestion and delay.
- The temporary predicted high percentage increase in all traffic flows along Sam Road is due to the low ambient baseline traffic levels. The actual change in all vehicle movements is 393 two-way daily movements which equates to c16 two-way vehicle movements per hour. Assuming the vehicle movements were condensed over a 12hr period, this would equate to an increase of c33 two-way vehicle movements per hour. The potential additional traffic movements hourly is not expected to have a significant effect on journey times, delay or congestion.
- A review of accident data did not highlight any existing accident clusters along Sam Road.

3.7.12 It should be noted that there will be potential changes in baseline traffic along other localised routes (between core route and compounds) over short distances to facilitate construction traffic access into compounds. However, localised impacts between core construction route and compounds will be considered further within the CTMP and appropriately managed and mitigated to ensure impacts are temporary and not significant.

3.7.13 Further consideration to traffic / transport impacts during peak periods is considered within the Volume 3, Appendix 10B: Transport Statement of the Report [**NR14**].

3.8 Construction Phase: Impacts on Diversionary Routes

3.8.1 It is acknowledged that there will be increases to baseline traffic along diversionary routes when road closures/ diversions are in place. As part of the CTMP, these will be quantified and if applicable appropriately mitigated to ensure impacts are temporary and not significant.

3.9 Construction Phase: Impacts on Existing Car Parking

3.9.1 As noted in section 3.6, there are potentially 263 off-street car parking and 749 on-street car spaces that could be temporarily removed for periods during the construction phase of the Order Scheme.

3.9.2 As noted, on average at any given time during a weekday, there are 302 cars parked across these locations (94 off-street and 208 on-street). During a Saturday, on average at any given time there are 296 cars parked across these locations (55 off-street and 241 on-street). During peak periods this could increase to 423 on a weekday 379 on a Saturday. The displacement of this car parking could impact the highway network within the Study Area.

3.9.3 Works linked with improving access to and from new Mossley Station include the re-siting of bus stops and the provision of a new puffin crossing ("the crossing") on Manchester Road. The crossing is proposed following discussions with TMBC in their role as highway authority, which is required to provide a safe crossing point in this location for pedestrians to access the new station. Traffic and access arrangements in this area will be subject to a range of other modifications to serve the new station including a new vehicular access point from Manchester Rd and relocation of bus stops on Manchester Road.

3.9.4 In order to facilitate these works which are needed to provide safer pedestrian routes, parking restrictions are proposed to be introduced on Manchester Road, which will result in the loss of parking on the public highway. As a result of the loss of parking on the public highway, TMBC are proposing to introduce a residential parking zone on Manchester Road between Mill Lane and Queen Street.

3.9.5 Therefore, the CTMP will further consider the displacement of car parking during the construction phase and set out relevant management and mitigation measures which will be agreed with TMBC / OMBC to ensure associated impacts are not significant (for further details on related mitigation measures refer to Chapter 14 Summary of Mitigation of Volume 1 of this document [**NR14**]). It should be noted that works will be phased and temporary and therefore any impacts in parking would not occur all at once. Furthermore, sites at Egmont Street and Saddleworth Rangers have been identified as temporary parking locations for residents affected by the parking suspensions. A number of existing parking spaces utilised by businesses/ commercial properties will also be removed and appropriate mitigation measures to limited associated impacts will also be set out within the CTMP.

3.10 Construction Phase: Impacts on Bus Services

3.10.1 As noted in section 3.6, 14 bus stops will be suspended for periods during the construction phase of the Order Scheme. This affects a total of 14 different services across the 19 bus stops. The CTMP will further consider

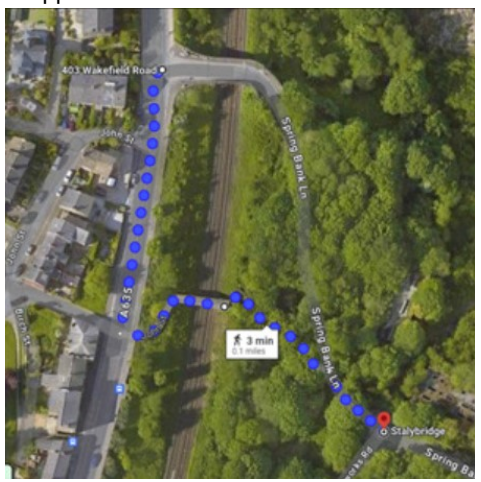
the suspension of public transport services during the Construction Phase which will set out the proposed management and mitigation measures to be agreed with the LHAs / local public transport providers to ensure impacts on the transport network are not significant. All works will be phased and temporary in nature and therefore not all of these bus stops will be suspended at once and occur at the same time to ensure suitable alternative bus stops and services are available.

3.11 Impacts on PRoW

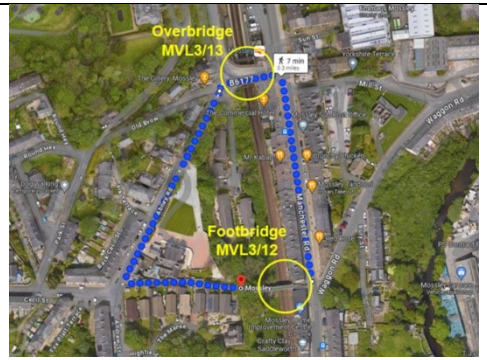
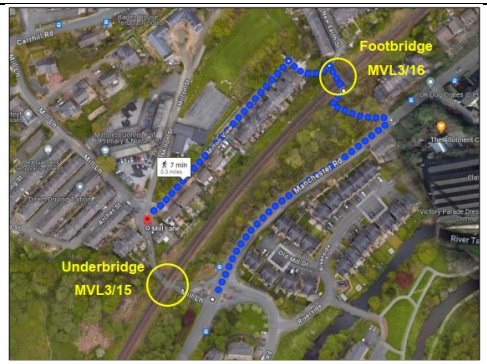
3.11.1 A desktop review of the impacted PRoW has been undertaken to develop a qualitative and quantitative appraisal of the works being undertaken and they will be impacted. This is summarised in Table 3-15.

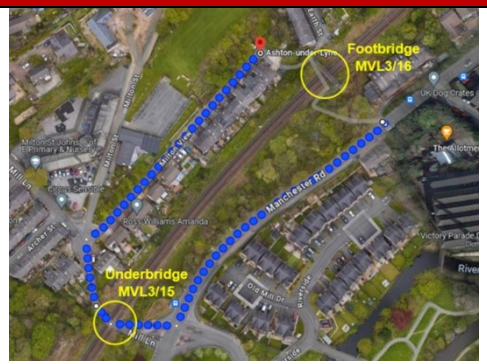
Table 3-15: Impacts on PRoW Summary

Relevant Works Elements Ref	Summary	Diversion	Impact
Heyrod Hall Overbridge (MVL3/7)	During construction, public access from Wakefield Road to properties on the east side of the rail corridor will not be available. The shortest pedestrian diversion route is via the Heyrod Road footbridge (MVL3/6).		Impacts will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 3mins (0.1 mile). Access to be reinstated after construction.
Spring Bank Lane Footbridge –(MVL3/8)	During the construction period, the footbridge will be closed with no public access and appropriate diversions will be in place. The proposed pedestrian diversion will be via Spring Bank Lane (MVL3/9). Therefore, works will not be undertaken concurrently with MVL3/9 works to ensure an alternative route during MVL3/8 works.		Impacts will be temporary and will affect a small proportion of the general public in the vicinity of the works. The proposed diversion will increase pedestrian/ cycle journey times by 3 mins (0.1 miles). Access to be reinstated after construction.
Spring Bank Lane overbridge –(MVL3/9)	During the construction period, there will be a requirement to close Spring Bank land and restrict public access. As such, appropriate diversions in place.	Stepless:	Stepless diversion impact will be temporary and will affect a small

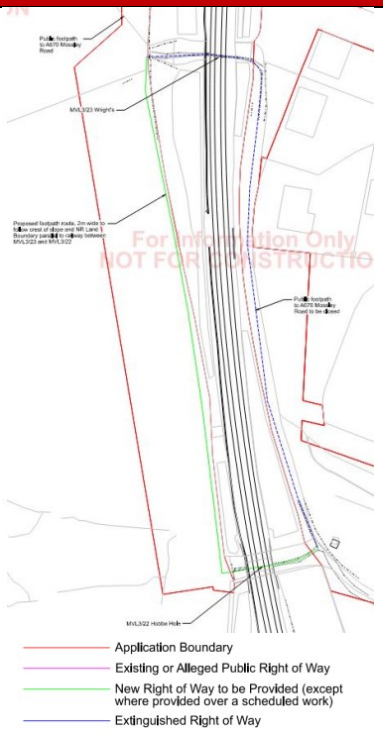
Relevant Works Elements Ref	Summary	Diversion	Impact
	The stepless diversion for pedestrians would be via A635 Wakefield Road and Printworks Road.		proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 30 mins (1.4 miles). Access to be reinstated after construction.
Spring Bank Lane (stepped) -MVL3/9	Stepped diversion for pedestrians using Spring Bank Lane footbridge (MVL3/8) and therefore works will not be able to be undertaken concurrently	Stepped. 	Stepped Diversion Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 3 mins (0.1 miles). Access to be reinstated after construction.

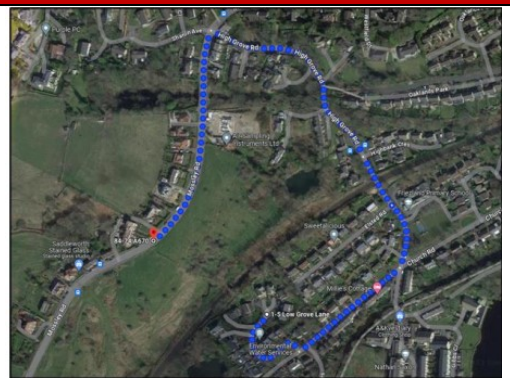
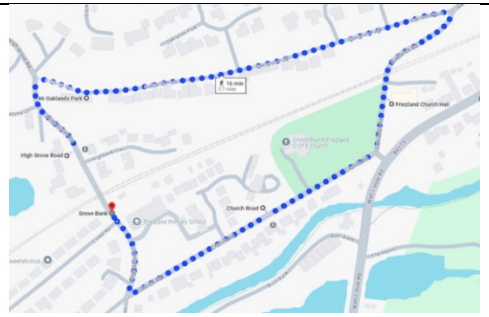
Relevant Works Elements Ref	Summary	Diversion	Impact
Manchester Road underbridge (MVL3/10)	During the construction period, there will be a requirement to restrict public access through the underbridge which includes closing the footway alongside the road. Therefore, appropriate diversions will be in place. Diversion route is via the footbridge (MVL3/10a).		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works at weekend and at night. Diversions will increase pedestrian/ cycle journey times by 8 mins (0.3 miles). Access to be reinstated after construction.
Manchester Road Footbridge (MVL3/10a)	Manchester Road and the Footbridge will be closed to the public during the works. Access will be required along the private road Lower Beestow during construction - access to the properties on the West side would need to be maintained.		During the weekend closures, access to the footbridge and along Manchester Road will be impacted temporarily. During the lane closure there will be no access via the footbridge, however access along Manchester Road will be available. Closure of the footbridge will result in an 8-minute pedestrian diversion (0.3 miles) to be in place via Manchester

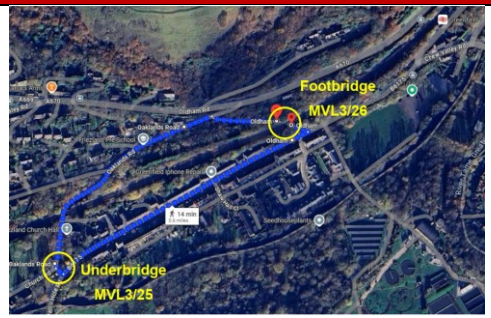
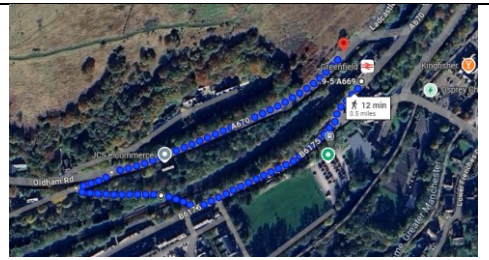
Relevant Works Elements Ref	Summary	Diversion	Impact
			Road. Access to be reinstated after construction.
Abney Footbridge – (MVL3/12)	During the construction period, there will be a requirement to close the footbridge to the public and implement appropriate diversions. . The proposed pedestrian diversion route is via Abney Road, Stamford Road, and Manchester Road. The site is to be accessed vis Mossley station.		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 7 mins (0.3 miles). Access to be reinstated after construction.
Mill Lane –(MVL3/15)	During the construction periods, the underbridge will be closed to the public and appropriate diversion put in place. The proposed pedestrian diversion route is via New Earth Footbridge.		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 7 mins (0.3 miles). Access to be reinstated after construction. Access to be reinstated after construction.

Relevant Works Elements Ref	Summary	Diversion	Impact
New Earth Footbridge – (MVL3/16)	The footbridge will be closed to the public during construction. Access for construction vehicles will be via Earth Street. Pedestrian diversion route via Milton View, Mill Lane underbridge and Manchester Road.		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 7 mins (0.3 miles). Access to be reinstated after construction. Access to be reinstated after construction.
Roughtown Road – (MVL3/17)	It is recommended that the one-way restriction from the end of the road closure to Manchester Road is removed for the duration of the works to allow access to properties along Roughtown Road from Manchester Road. Pedestrian diversion route for those able to use steps will be via Roughtown Footbridge (MVL3/18). The vehicular diversion, and for those unable to use stairs, will be via Mill Lane Underbridge (MVL3/15)	Stepless: Stepped.	Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times for those using steps will have no change. For those who cannot use steps the diversion will increase by 10 mins (0.4 miles). Access to be reinstated after construction.

Relevant Works Elements Ref	Summary	Diversion	Impact
Stockport Road Level Crossing	A new section of public footpath is to be constructed from Midge Hall underbridge to the Stockport Road Level Crossing. The work will be undertaken while the existing path is open. Once this is completed the existing Stockport Level crossing path will be closed.		There will be no impact during the construction of the new footpath. Once the new path is completed and the old path is closed, this will have a permanent impact. This will increase the pedestrian time of travelling to/from Heron Lane by 200 metres or adding 2 minutes to the journey

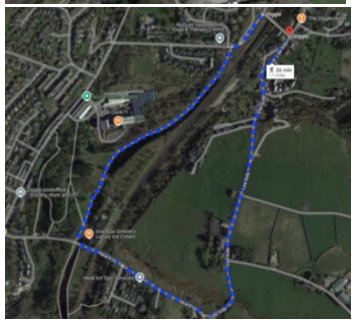
Relevant Works Elements Ref	Summary	Diversion	Impact
Wrights Overbridge – (MVL3/23)	This footpath will be closed to the public during construction works. A new section of PRoW will be provided. The footpath over the structure will be diverted via the adjacent MVL3/22 Hobble Hole underbridge. During construction, pedestrians will be rerouted via Mossley Road and High Grove Road.		The impact In the permanent scenario, the shortest diversion will be via MVL3/22, which is 175m long and will result in no additional time. During construction if the MVL3/22 has to be closed there will be a temporary impact and will affect a small proportion of the general public in the vicinity of the works. Pedestrians can take a 12-minute diversion via High Grove Road.

Relevant Works Elements Ref	Summary	Diversion	Impact
			
Charlotte Street – (MVL3/24)	The underbridge will be closed to the public during construction and an appropriate pedestrian diversion put in place. Diversion will be via Church Road and Oaklands Road		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times By 16-minutes. Access will be returned once works are completed.

Relevant Works Elements Ref	Summary	Diversion	Impact
Footway Underbridge – (MVL3/26)	During the construction works, the footway/ underbridge will be closed to the public and with a pedestrian diversion in place via MVL2/25		Impact will be temporary and affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian journey times by 14 minutes. Access will be returned once works are completed.
Oldham Road and Oldham Road Footbridge – (MVL3/28/27b)	Pedestrian access over the railway is proposed to be maintained throughout the works. However, during certain construction activities of risk to the public, access may be closed. The pedestrian stepless diversion would be via MVL3/26		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 12-minutes. New improved access will be returned once works are completed.

Relevant Works Elements Ref	Summary	Diversion	Impact
Wickers Underbridge – (MVL3/29)	During the construction works, MVL3/29 will be closed to the public and with a pedestrian diversion in place via Moorgate Halt Level Crossing. Once complete the Moorgate Halt crossing will be closed		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 13 minutes. Access will be returned once works are completed
Butterhouse Lane Footbridge – (MVL3/31A)	During the construction works, the footpath will be closed to the general public with appropriate diversions in place. The pedestrian diversion will be via Brownhill Lane (under MVL3/31 Uppermill Viaduct) or Huddersfield Canal Towpath and underbridge MVL3/32		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 13-minutes . Access will be returned once works are completed

Relevant Works Elements Ref	Summary	Diversion	Impact
Subway –(MVL 3/32)	The underbridge will be closed to the public during construction works and an appropriate diversion put in place. The pedestrian diversion route via Ward Lane or an unmarked footpath may be available next to the railway boundary fence, shortening the journey.		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 29-minutes.
Ravenstone Drive Footbridge – (MVL3/35)	The footbridge will be closed to the general public during construction. The pedestrian diversion route would be via Ward Lane Overbridge (MVL3/36). The route requires crossing under the bridge and crossing the canal and then back onto the road. This route would not be suitable for those unable to use steps.		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 7-minutes

Relevant Works Elements Ref	Summary	Diversion	Impact
Ward Lane Overbridge – (MVL3/36)	The overbridge will be closed to the general public during construction. The pedestrian diversion route is via the canal and Ward footbridge (MVL3/35).		Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 7-minutes
Diggle Road Overbridge – (MVL3/39)	The overbridge will be closed to the public during construction. The shortest pedestrian diversion route is over Standedge Tunnel portal via Harrop Court Road, alternatively via the canal path and Ward Lane	 	Impact will be temporary and will affect a small proportion of the general public in the vicinity of the works. Diversion will increase pedestrian/ cycle journey times by 5-minutes over tunnel portal. The alternative route will increase pedestrian/ cycle journey times by 26-minutes via Ward Lane.

3.11.2 As shown in Table 3-15 there are approximately 20 PRoW which will be impacted requiring temporary diversion. Only some of these existing PRoW are suitable for those with mobility impairments given that part of the route includes steps. Whilst every effort will be made to provide alternative routes for each of these temporary closures, only three will have stepless routes. In addition, the vast majority of these PRoW diversions will result in minor increase in journey times, between 3mins and 15mins (100m and 1200m), although there will be 4 temporary diversions which will result in diversions of more than 15mins (more than 1200metres), these include:

- Spring Bank Lane Overbridge (MVL3/9)
- Charlotte Street (MVL3/24)
- Subway (MVL3/28)
- Diggle Road Overbridge (MVL3/39).

3.12 Operational Activities and Impacts

3.12.1 The key operational activities considered as part of this assessment include:

- Permanent changes to the highway network including new/ upgraded bridge structures and PRoW
- Permanent changes to Mossley and Greenfield Stations.

3.12.2 Further details on the operational proposals/ changes are set out in within Volume 1, Chapters 1 to 4 of this Report [**NR14**] and also discussed within Volume 3, Appendix 10B: Transport Statement of this Report [**NR14**]**.**

3.12.3 Mossley Station is to be relocated approximately 380m to the north of the current station location. Access to and from the main station car park will be modified, with modest increases to parking provision. The level of traffic to/ from the station will not significantly change in comparison to baseline conditions.

3.12.4 Greenfield Station will be improved as part of the Order Scheme but the location and access arrangements will be unchanged and the level of traffic to/ from the station will not significantly change in comparison to baseline conditions.

3.12.5 The changes to the stations are likely to result in similar volumes of traffic when compared to baseline traffic volumes, the impacts and effects will be negligible. New/ additional vehicular trips generated by the Order Scheme will be minimal and infrequent and therefore the impacts/ effects are not considered significant

3.12.6 Although a number of bridges will be modified/ reconstructed during the construction phase, these permanent changes are primarily to facilitate the modernisation of the rail line and achieve required height clearance for trains. Any modifications to road alignment, carriageway width and footway provisions will be marginal and overall adverse/ positive effects will be negligible.

3.12.7 It should also be noted that there will be 3 permanent diversions to PRoW; these are Stockport Road Level Crossing (refer to Volume 2, Figure 1.1.6 of this Report [**NR14**] and Wrights Overbridge (MVL3/23) and Moorgate Halt Level Crossing.

3.12.8 At Stockport Road Level Crossing (which is NMU only – no vehicular traffic), a section of the PRoW is proposed to be permanently closed, and a permanent PRoW diversion constructed to replace the existing route running north via the Heron Lane underbridge MVL3/19 from Midge Hall underbridge to the Stockport Road Level Crossing. There will be no impacts during the construction phase of the new footpath as the existing level crossing is due to remain open and operational during this period. Once the new path is completed, the existing path and associated level crossing will be closed. That replacement route will permanently increase the pedestrian time of travelling to/from Heron Lane by 200 metres or adding 2 minutes to each journey - which is not considered to be significant.

3.12.9 At MVL3/23 – Wrights Overbridge, which carries a PRoW between Low Grove Lane and Mossley Road is to be demolished. This footpath will be closed to the public during works. A new section of PRoW will be provided. In the permanent scenario, the proposed PRoW diversionary route associated with this bridge will not result in additional journey time and the route will be improved through de-vegetation, removal of existing obstacles as well as minor surfacing works. This will result in a permanent slight positive effect on non-mortised users along this route.

3.12.10 At Moorgate Halt Level Crossing (which is NMU only – no vehicular traffic), a section of the PRoW is proposed to be permanently closed, with a proposed enhancement of the existing footpath between Oldham Road and Ladcastle Road, passing under Wickens Underbridge, which will provide an alternative footpath. Once the enhanced path is completed, the existing path and associated level crossing will be closed. That replacement route will permanently increase the pedestrian time of travelling to/from Wickens underbridge by 200 metres or adding 2 minutes to each journey - which is not considered to be significant.

3.12.11 Currently the section of the alternative route which runs along Oldham Road is partially within a 20mph speed limit zone and partially within a 30mph zone. It is proposed to extend the existing 20mph speed restriction further to the south, so that the entirety of the section of the route along Oldham Road is within a 20mph speed limit zone. A Safety Risk Assessment has been produced to support the alternative footpath proposals, which has concluded that the mitigation measure of moving the

location of the current change in speed limit on the A670 will retain the risk level at the existing low level.

3.13 Cumulative Effects

3.13.1 In addition to the relevant works s elements of the Order Scheme, additional works using Permitted Development Rights (PDRs) will be undertaken as part of the wider TRU W2B Project. In relation to traffic and transport, these works will likely be undertaken concurrently with the relevant works elements s of the Order Scheme and therefore may give rise to cumulative effects both during the construction phase of the Project.

3.13.2 Relevant works being undertaken under PDRs for Traffic and Transport are indicated in Table 3-1 (section 3-2) and include construction and operation of compounds, laydown, storage areas and worksites, construction traffic and traffic management.

3.13.3 The potential effects of the design, construction and operation of the works being undertaken by PDRs will be managed in accordance with the relevant clauses included within Network Rail's Contract Requirements Environment (NR/L2/ENV/015 ,Volume 3, Appendix 1A of this Report [**NR14**]). Further mitigation in relation to works being undertaken by PDR's will be secured via adherence to the control measures outlined with the CoCP (Part A) and compliance with relevant Environmental Management Plans.

4. MITIGATION AND CONSIDERATION OF CONTROL MEASURES

Construction

4.1.1 The movement of construction traffic through the study are along the core construction route is not expected to result in significant adverse effects on traffic and transport during construction. Whilst there could be times where significant adverse effects could occur locally (roads between core route and compounds) or as a result of diversions/ traffic management, these will be temporary and phased to mitigate/ limit impacts. Therefore, additional mitigation measures are recommended during construction to minimise risk and as part of best-practice/ established measures. Potential mitigation measures during the Construction Phase are summarised below:

- HGV Routing, as far as reasonably practicable, will be along the strategic road network and using designated routes.
- Provision of temporary alternatives to maintain connectivity for PRoW closed during construction, as far as reasonably practicable, to reduce loss of amenity.
- Where possible, Provision on alternative car parking for residents affected by TROs.
- Phasing of Traffic Management and TROs to limit associated impacts and to ensure impacts are temporary.
- Providing on-site welfare facilities to reduce travel / traffic movements by site workers.
- A Construction Traffic Management Plan (to be submitted under the Code of Construction Practice (CoCP) Part B, to be secured via a planning condition included in the Order application document 'Request for Deemed Planning Permission and Statement of Proposed Conditions' [**NR11**]. The CTMP will be prepared in close collaboration with, and to be approved by the local authorities. The CTMP will apply only to the Order Scheme. As a minimum, it will include:
    - Temporary/ Permanent Road closures and diversions.
    - Construction Traffic access/ egress and routing.
    - Permitted working hours and restrictions.
    - Safety and environmental controls.
    - Temporary Traffic management.
    - Temporary access arrangements/ mitigation measures.
    - Monitoring and reporting process.
- A Construction Worker Tavel Plan for the Order Scheme will be prepared to promote sustainable travel to/from compounds and relevant work

locations during construction, with the travel plan aiming to reduce the level of workforce commuting by private car, especially sole occupancy car travel. The Travel Plan will include:

- Aims and objectives.
- Travel plan measures – measures to achieve aims/ objectives – i.e. travel options/ to from compounds, identifying main compound hubs from which construction staff will be bussed to other work locations etc.
- Action Plan – when measures will be in place and how is responsible for their delivery.
- Monitoring/ Coordination – provide details on key points of contacts who will take overall responsibility for the successful delivery of the travel plan.

- The Order Scheme's Code of Construction Practice Part A **[NR17]** sets out a suite of measures including:
  - A Construction Traffic Management Plan, to be agreed with OMBC and TMBC, which will contain measures relating to:
    - temporary and permanent road closures and diversions as identified in the Order;
    - construction traffic routes including access and egress from the main trunk roads and also at site level;
    - imposed time restrictions on use and any lorry routes strictly prohibited from use;
    - controls to minimise any interference with a carriageway or footway, including control of tracking of mud and rubble by construction traffic from the Site;
    - temporary traffic control measures as may be required;
    - means of monitoring construction Heavy Goods Vehicle (HGV) compliance with the agreed traffic routes;
    - site specific controls in consideration of the potential for nuisance (noise and vibration, mud and dust);
    - mirrors placed at critical turning junctions to assist drivers, if requested by and agreed with TMBC / OMBC;
    - prohibition of parking of any construction site vehicles along public roads;
    - Audit and/ or perform monitoring of construction traffic to ensure that agreed traffic routes are being used;

- Nuisance Management Plan (NMP) - clearly provide information that will show how nuisance from construction delivery to local residents and businesses will be avoided, e.g. wheel wash facilities, organising mechanical road sweepers, covering of HGV deliveries.

Operation

4.1.2 The assessment has not identified any substantial adverse impacts that require mitigation due to operation of the Proposed Scheme alone. New/ additional vehicular trips generated by the Order Scheme be minimal and infrequent and all PRoW impacted are to be permanently reinstated on realigned routes.

4.1.3 Therefore, the Order Scheme's traffic and transport environmental effects during the operational phase are not considered to be significant and no further mitigation is considered necessary.