

Project Name:	50-54 Red Bank	Job Number:	2489
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Background

A Request for Scoping Opinion (EIASCO/25/011) was submitted to Manchester City Council (MCC) on 31 October regarding the redevelopment of land at 50-54 Red Bank. Civic provided input to the supporting EIA Screening and Scoping Report in respect to Traffic and Transport, which concluded that Traffic and Transport would be scoped out.

MCC Highways provided a Scoping Response on 25 November 2025, requesting additional information to evidence that traffic and transport can be scoped out of the assessment. Additional information is provided below in response to MCC Highways' request.

Consultation

Civic Engineers held a Transport Assessment (TA) scoping meeting with Manchester City Council highway officers in May 2024. The outcome of the scoping was approval of the TA methodology, including trip generation and acceptance of the car-free nature of the development. The scope of parking surveys and ATC/speed surveys were also agreed.

Completed Background Studies / Available Baseline Information

Study / Survey / Analysis / Evaluation	Overview	Date of Completion
Baseline transport network study	Review of existing transport networks in the area considering the quality, connectivity, and coverage of networks. Pedestrian, cycle, public transport, car clubs, parking, and highway access are all analysed as well as TRO's and collision data in the area.	November 2025
Parking survey	Parking survey of surrounding streets to understand the occupancy, turnover, and duration of stay of vehicles using the on-street parking available in the area.	January 2024
ATC / speed survey	7-day ATC survey and speed survey to quantify baseline traffic flows, HDV % and speeds on Red Bank, between Roger Street and St Chad's Street.	May 2024
DfT count points	DfT Count point ¹ #7428 used to quantify baseline traffic flows and HDV volumes on A665 Cheetham Hill Road.	2024
Trip generation	Calculated for the Transport Assessment using industry-standard methodology which has been scoped with MCC. Provides an estimate of multi-modal trips to and from the proposed development taking into consideration the car-free nature of the proposals.	November 2025
Construction information	Information regarding vehicle routing, vehicle types and volumes, construction staff numbers and construction programme has been obtained from the Construction Management Plan.	September 2025

¹ <https://roadtraffic.dft.gov.uk/count-points>

Traffic and Transport Effects

Traffic flow data for the baseline, construction and operational scenarios is set out in Appendix A. This information has been provided to relevant disciplines to inform other technical assessments within the ES (eg. noise, air quality etc.).

The maximum daily traffic movements generated by the proposed development in the construction and operational phases are summarised as follows:

- **Construction Phase** – 136 AADT (including 33 HDV)
- **Operational Phase** – 220 AADT (including 0 HDV)

The initial study area was defined as links which would receive an increase in AADT (Annual Average Daily Traffic) of 100 or more during either the construction phase or the operational phase.

The approach to further define the study area, to understand links where effects should be assessed in more detail, uses Rules 1 and 2 defined by the IEMA Guidelines.

IEMA Guidelines² state that 'following the determination of a study area, it is recommended the competent traffic and movement expert applies two broad rules of thumb as criteria to assist in delimiting the scale and extent of the environmental assessment':

- Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%).
- Rule 2: Include highway links of high sensitivity where traffic flows have increased by 10% or more.

As shown in Appendix A, no road links exceed the IEMA thresholds for AADT or HDVs in both the construction and operational phases as a result of the proposed development. It is therefore concluded that effects will be **negligible** and therefore **not significant** across all environmental effect during both the construction and operational phases.

In addition, no temporary road closures or traffic management are proposed during the construction phase that would result in traffic redistribution on the surrounding highway network, or adverse impacts on pedestrian routes.

No further assessment is therefore considered to be required, and it is proposed that Traffic and Transport effects are **scoped out** of the ES.

Notwithstanding this, traffic data has been provided to inform other technical assessments of the ES.

Traffic Impact on Holcroft Moss

Policy JP-C8 of Places for Everyone states that Transport Assessments and EIAs for new developments must consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation. Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.

As noted above, the maximum daily traffic movements generated by the proposed development during the construction phase is 136 AADT, including 33 HDV. Given that the proposed development is an approximate 20km driving distance from Holcroft Moss, it is considered that construction traffic associated with the proposed development would sufficiently distribute across the highway network before passing Holcroft Moss. It is therefore anticipated that significantly fewer than 100 construction vehicles and/or 20 HGVs from the proposed development would pass Holcroft Moss per day during the construction phase. No further assessment or mitigation is therefore required.

The methodology for estimating the anticipated traffic and transport impacts on Holcroft Moss associated with the proposed development are outlined in Section 5.1 of the Transport Assessment, submitted as part of the planning application. Daily vehicle trips and HGV trips for the proposed development are as shown in Table 1.

² Institute of Environmental Management and Assessment (IEMA). 2023. Guidelines; Environmental Assessment of Traffic and Movement.

Table 1: Daily vehicle trip generation of proposed development

Vehicle Type	Daily Two-Way Trips
Car (on-site / disabled spaces)	54
Car (off-site)	52
Taxi	44
LGV	70
HGV	0
TOTAL	220

As noted in Section 5.1.1 of the Transport Assessment, LGVs arriving at Red Bank are likely to already be on the road network rather than making completely new trips to the site because network management by delivery/waste collection companies will seek to reduce extra mileage and will plan routes accordingly. Similarly, taxis are already likely to be on the city centre network as they could divert from anywhere in the city to the proposed development and are therefore not considered to be 'new' trips.

Therefore, considering car trips (on and off-site) to be the only 'new' trips generated by the proposed development, 106 daily two-way trips are anticipated. This is just over the threshold of 100 vehicles per day. However, given that the proposed development is an approximate 20km driving distance from Holcroft Moss, it is considered that traffic associated with the proposed development would sufficiently distribute across the highway network before passing Holcroft Moss. It is therefore anticipated that significantly fewer than 100 vehicles from the proposed development would pass Holcroft Moss per day. Similarly, as shown in Table 1, no HGVs are anticipated to pass Holcroft Moss as a result of the proposed development.

On this basis, it is concluded that the proposed development would not result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 HGVs per day once operational. No further assessment or mitigation is therefore required.

Mitigation Measures

Notwithstanding the above conclusions, mitigation measures to be implemented during the construction and operational phases are outlined below.

Construction Phase

Construction Environment Management Plan (CEMP) will be secured through a planning condition, and will include / set out the following:

- A construction logistics / traffic management plan; and
- Construction travel plans, to encourage construction workers to use sustainable modes of travel.

As part of the CEMP and the above plans, the following specific measures will be implemented:

- Off-Site roads to remain clean and clear of debris at all times during the works;
- Signage will be provided for all construction work traffic such that the traffic impacts of the development do not compromise the safety and operation of the local highway network or pedestrians or other road users' safety;
- Appropriate signing of the delivery routes to ensure vehicles use the approved routes to / from the Site;
- Installation of temporary warning signs, where appropriate, in the vicinity of the accesses both for vehicles and other road users;
- Set up of the temporary accesses to ensure that vehicles have appropriate visibility;
- Implementation of segregated routes to separate construction workers / traffic and future Site users;
- Creation of delivery vehicle holding areas on-site;
- Temporary traffic management for short periods when the delivery of abnormal / oversized loads may cause an obstruction to the public highway;
- Use of traffic marshals, where appropriate;
- Wheel washing facilities for departing vehicles; and
- Where possible, hoarding during the construction phase will not entirely cover footways. However, if this is necessary then alternative safe routes will be provided. Clear advertising will also be provided for any routes

that are closed, and signposting will be provided for suitable alternative routes. If any temporary diversions for pedestrian / cyclist routes are required on the adjacent roads, these will be discussed and agreed upon with MCC.

Operational Phase

A Framework Travel Plan has been produced to be submitted as part of the planning application to inform and incentivise occupiers of the Proposed Development to use sustainable transport options to and from the site. It will also enable the operator to monitor residents' travel behaviour against travel plan targets.

The following measures delivered as part of the Proposed Development will further encourage sustainable travel, enhance active travel links and minimise disruption caused by essential motor vehicle movements:

- High level of secure cycle parking provision, including spaces for non-standard cycles.
- Car-free development, except for 2no. disabled access bays.
- Provision of 2no. car club spaces to minimise the need for residents to own a private motor vehicle.
- 2no. loading bays provided to give delivery and servicing vehicles dedicated locations off carriageway to park whilst loading / unloading.
- Provision of new footways adjacent to the development, and reinstatement of tactile paving and dropped kerbs where required.
- Development designed to tie into existing and proposed pedestrian and cycle infrastructure adjacent to the site.
- High quality public realm and walking routes through the development.
- Active ground floor uses to increase natural surveillance and lighting design to provide a well-lit pedestrian environment.

					CONSTRUCTION PHASE						OPERATIONAL PHASE						
Link		Baseline				Construction Traffic		Baseline + Red Bank Construction		Impact of Red Bank Construction		Operational Traffic		Baseline + Red Bank Operational		Impact of Red Bank Operational	
		Source	Year	AADT	HDV	AADT	HDV	AADT	HDV	AADT	HDV	AADT	HDV	AADT	HDV	AADT	HDV
1	Red Bank between Roger Street and St Chad's St	ATC Survey	2024	2671	328	33	33	2704	361	1.2%	10.1%	220	0	2891	328	8.2%	0.0%
2	A665 Cheetham Hill Road between North St and Broughton St	DfT Count Point 7428	2024	17029	415	136	33	17165	448	0.8%	8.0%	220	0	17249	415	1.3%	0.0%

Construction Phase

Construction Vehicle Trips	AADT
HDV	33
Staff cars	103
Total	136

Staff trips assumed to park in one of the several off site car parks within walking distance (ie. no access via Red Bank)
All HGV trips assumed to be to site.

Operational Phase

Operational Vehicle Trips	AADT
Car (on-site/disabled spaces)	54
Car (off-site)	52
Taxi	44
LGV	70
HDV	0
Total	220

Assume all trips route via Red Bank and Cheetham Hill Road as worst case assessment.
Routing of car trips to off-site car parks unknown. Therefore assumed to route via Red Bank and Cheetham Hill Road as worst case
Some taxi and LGV trips are assumed to already be on the local network. Regardless, included in assessment as worst case.