

2026 TRANSPORT EVIDENCE REVIEW



**Wigan[♥]
Council**

SYSTRA

WIGAN LOCAL PLAN EVIDENCE BASE

2026 TRANSPORT EVIDENCE REVIEW

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1. INTRODUCTION

1.1 Background

- 1.1.1 The devolution of the Greater Manchester region established the need for a joint planning framework across its ten districts: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan, leading to the development of the Greater Manchester Spatial Framework (GMSF), first published for consultation in 2016.
- 1.1.2 Following Stockport Council's withdrawal in December 2020, the framework evolved into the Places for Everyone (PfE) development plan, covering the remaining nine authorities. SYSTRA led the assessment and mitigation of transport impacts arising from development proposals within the GMSF and later PfE. A series of 'Locality Assessments' were developed for each allocation which sought to identify the potential impact of development and how these impacts could be mitigated where they were deemed to adversely impact on the operation of the highway network. For each allocation, necessary and supporting multi-modal interventions were identified to mitigate the impact to a position of nil detriment.
- 1.1.3 At the beginning of 2024, the plan advanced to independent examination, with Planning Inspectors publishing their report in February 2024, confirming that all legal and procedural requirements had been met. PfE was then formally adopted in March 2024 and now forms part of the statutory development plan for the nine participating local authorities.
- 1.1.4 In July 2026, SYSTRA was commissioned by Wigan Council to undertake a review of its Local Plan and compliance with PfE through the preparation of a Strategic Technical Note.

1.2 Scope

- 1.2.1 The components are set out below:
 - Confirm methodology with National Highways;
 - Review PfE uncertainty log for Wigan;
 - Cross reference PfE uncertainty log with the latest land supply information & identify differences;
 - Review PfE allocation quantum & compare with Wigan Local Plan;
 - Review available traffic count information & compare with forecast model flows for the Strategic Road Network (SRN);
 - Review network / development changes that could impact on the network operation;
 - Review mitigation suggested during PfE – are they still appropriate, or are amendments likely to be required; and
 - Revisit traffic distribution (select links from the modelling) from PfE to ensure they are still relevant.

1.3 Report structure

- 1.3.1 Following this introductory chapter the report considers in turn each category of development sites included in PfE, each category of infrastructure and then the

underpinning traffic modelling. Each element has its own chapter and sets out what was included in PfE followed by a review against current information. Conclusions and recommendations are provided in the final chapter.

1.3.2 The chapter list is therefore as follows:

2. Proposed development – PfE allocations within Wigan;
3. Proposed development – other sites in Wigan;
4. Proposed development in adjacent districts;
5. Infrastructure – committed;
6. Infrastructure – PfE mitigation;
7. Traffic modelling; and
8. Conclusions and recommendations.

2. PROPOSED DEVELOPMENT – WIGAN PFE ALLOCATIONS

2.1 PFE proposals

Overview

2.1.1 PFE allocated four strategic sites within the Wigan borough, each identified for specific development to support housing and employment growth. The four allocated sites were:

- **JPA31: Land at M6 J25** – Employment site for 140,000sqm of employment floorspace within use classes B2 and B8;
- **JPA32: Land North of Mosley Common** – Residential site for 1,110 dwellings (including affordable housing);
- **JPA33: Pocket Nook** – Mixed use allocation for 600 homes, and 15,000sqm of employment floorspace for B8/B2 use class; and
- **JPA34: West of Gibfield** – Mixed use allocation comprising 500 dwellings and 45,000sqm of employment floorspace within use class B2 and B8.

2.1.2 The locations of the four allocations are presented in Figure 1 below:



Figure 1. PFE allocations – Wigan

2.1.3 A 'Locality Assessment' was prepared for each allocation. These assessments sought to identify the potential impact of development and how these impacts could be mitigated where they were deemed to adversely impact on the operation of the highway network. For each allocation, necessary and supporting multi-modal interventions were identified to mitigate the impact to a position of nil detriment.

2.1.4 Each allocation is discussed in further detail in the remainder of this chapter.

2.2 Allocation JPA31 (Land at M6 J25)

Site overview

- 2.2.1 JPA31 is a 61.40-hectare, predominantly greenfield site located between the M6 mainline to the west and the M6 Bryn Spur to the south. The site is allocated for 133,966 square metres of B8 warehouse floor space. Planning permission (Ref: A/18/85947/MAJES) for this site was granted in 2021, and construction is expected to be completed by 2029.
- 2.2.2 Its proximity to M6 junction 25 provides strong road connectivity, with direct access to the SRN. This is supplemented by the A49 to the east of the site, which facilitates access to Wigan and Newton-le-Willows town centres. As a result, the site benefits from efficient movement at both the local and regional scale.

Trip generation and distribution

- 2.2.3 The expected peak hour traffic generation and distribution for the M6 J25 allocation, as presented in the original Locality Assessment¹, are summarised in Table 1 and Table 2 below.

Table 1. JPA31 Land at M6 J25 – traffic generation

YEAR	AM PEAK DEPARTURES	AM PEAK ARRIVALS	PM PEAK DEPARTURES	PM PEAK ARRIVALS
Cars/LGVs	96	63	80	118
HGVs	21	23	20	20
Total	117	86	100	138

¹ Although *Locality Assessment Addendums* were prepared for other sites, this site did not as the application was still undergoing the formal approval process. In this circumstance, the original *Locality Assessment* remained relevant.

Table 2. JPA31 Land at M6 J25 – vehicular trip distribution

ROUTE	AM PEAK HOUR	PM PEAK HOUR
A49 Warrington Road	42%	42%
A49 Wigan Road	30%	30%
M6 J25	28%	28%

Mitigation measures in PfE

2.2.4 The following package of mitigation measures was identified for the allocation:

- Bryn Interchange reconfiguration:
 - Addition of a fourth arm to provide access to the site;
 - Signalisation of the fourth arm and the link road arm;
 - Provision of a flare lane on the A49 southbound approach, together with associated circulatory widening, to accommodate site-generated traffic; and
 - Provision of signalised pedestrian facilities on the new site access arm and across the A49.
- M6 junction 24 slip road / A58 junction intervention to accommodate additional right-turning traffic:
 - Provision of keep-clear road markings on the eastbound A58 to facilitate turning movements during periods of congestion; and
 - Adjustment to the kerb alignment at the eastern entrance to improve junction capacity.
- Upgrade of the existing public right of way to bridleway status to improve cycle accessibility to the site.

Changes to mitigation measures in planning application

2.2.5 The planning application for the site was approved prior to publication of the PfE 2021 study. Accordingly, the mitigation measures identified in the earlier PfE study are consistent with those secured through the extant planning permission.

2.3 Allocation JPA32 (Land North of Mosley Common)

Site overview

2.3.1 JPA32 comprises a 61.26-hectare, predominantly greenfield site located on the north-eastern boundary of Mosley Common, approximately 3km east of Tyldesley.

- 2.3.2 The PfE Development Plan allocated up to 1,100 dwellings for the site. However, this capacity was reduced during the initial assessment phase to allow for additional green space within the development.
- 2.3.3 A masterplan for the site was approved by committee in 2022. A hybrid application for land to the north of the guided busway and an outline application for land to the south of the guided busway were approved in 2024 (Ref: A/23/95156/MAJES and A/23/95155/OUTMES respectively). Developers are now progressing various applications for the approval of all reserved matters linked to the phases of development outlined within the previous permissions and preparatory land works have commenced. Full build-out of the revised 1,050 dwellings is expected by 2037.
- 2.3.4 The site will have direct access to the A577 Mosley Common Road, which provides local connectivity, and lies a short distance from the A580, offering connections to Manchester and Liverpool city centres. The site is also served by the Leigh Guided Busway, which passes through the centre of the site and enhances accessibility by public transport.

Trip generation and distribution

- 2.3.5 The expected peak hour traffic generation and distribution for the North of Mosley Common allocation as presented in the Locality Assessment Addendum, are summarised in Table 3 and Table 4 below².

Table 3. JPA32 Land North of Mosley Common – traffic generation

YEAR	AM PEAK DEPARTURES	AM PEAK ARRIVALS	PM PEAK DEPARTURES	PM PEAK ARRIVALS
2025	0	0	0	0
2040	379	151	231	408

² The trip rates were derived from the original 1,100-dwelling development scenario and are therefore likely to overstate trip generation associated with the site in its current form

Table 4. JPA32 Land North of Mosley Common – vehicular trip distribution

ROUTE	AM PEAK HOUR	PM PEAK HOUR
A577 Sale Lane	13%	12%
A5082 Mort Lane	23%	25%
B5232 Newearth Road	5%	6%
A580 East Lancashire Road	38%	32%
A572 Leigh Road	9%	14%
A580 East Lancashire Road	11%	11%

Mitigation measures in PfE

2.3.6 The following mitigation package was identified in the Locality Assessment Addendum for the allocation:

- Provision of a new stop on the Leigh to Salford (Manchester) Guided Busway within the proposed development, alongside funding for additional bus services to increase corridor capacity;
- Localised junction improvements at the following junctions:
 - B5232 Bridgewater Road / B5232 Newearth Road;
 - A6 Manchester Road East / A5082 Armitage Avenue; and
 - A580 East Lancashire Road / A577 Mosley Common Road.
- Enhanced cycle and pedestrian connections between the site and existing busway stop.

Changes in mitigation measures in planning application

2.3.7 The planning application introduced the following additional mitigation measures:

- Upgrade of the Ellenbrook Road mini roundabout to a standard roundabout; and
- Widening of City Road to provide a 6m carriageway and a 1.8m pedestrian footway.

2.3.8 The following mitigation measure identified in the Locality Assessment Addendum is no longer proposed as part of the planning application:

- A6 Manchester Road East / A5082 Armitage Avenue – localised junction improvement.

2.3.9 This was removed on the basis that the Intermodal Logistics Park North (discussed further in section 3.2) is expected to deliver a similar scheme.

2.4 Allocation JPA33 (Pocket Nook, Lowton)

Site overview

- 2.4.1 JPA33 is a 44.78-hectare greenfield site located on the urban fringe of Lowton. The land is allocated for 600 residential dwellings and 15,000 sqm of B2 and/or B8 employment floorspace.
- 2.4.2 The site is situated adjacent to the A580, which is the principal non-motorway route between Liverpool and Manchester, and the A579, which provides links to Leigh and Westhoughton.

Trip generation and distribution

- 2.4.3 The expected peak hour traffic generation and distribution for the Pocket Nook allocation as presented in the Locality Assessment Addendum, are summarised in Table 5 and Table 6 below.

Table 5. JPA33 Pocket Nook – traffic generation

YEAR	AM PEAK DEPARTURES	AM PEAK ARRIVALS	PM PEAK DEPARTURES	PM PEAK HOUR ARRIVALS
2025	0	0	0	0
2040	241	140	169	203

Table 6. JPA33 Pocket Nook – trip distribution

Route	AM PEAK HOUR	PM PEAK HOUR
Sandy Lane	2%	0%
A572 St. Helens Road	0%	0%
A579 Atherleigh Way	18%	19%
A580 East Lancashire Road	58%	56%
A579 Winwick Lane	2%	6%
A572 Newton Road	3%	2%
A580 East Lancashire Road	15%	13%
B5207 Church Lane	1%	5%

Mitigation

2.2.4 The following package of mitigation measures was identified for the allocation:

- Provision of a new three-arm signalised junction on the A572 to provide site access;
- Provision of a link road through the centre of the site connecting the A579 to the A572;
- Localised junction capacity improvements at:
 - A580 East Lancashire Road / A579 Hatherleigh Way;
 - A580 East Lancashire Road / A572 Newton Road;
 - A572 Newton Road / A579 Winwick Lane; and
 - A580 East Lancashire Road / A574 Warrington Road.
- Creation of new public rights of way:
 - New right of way between Pocket Nook Lane and the associated schools; and
 - New right of way between Pocket Nook Lane and Moorfield Crescent.

2.5 Allocation JPA34 (West of Gibfield)

Site overview

2.5.1 JPA34 is a 70.63-hectare greenfield site situated within the Green Belt to the west of Atherton. The site is allocated for mixed-use development, comprising 49.03 hectares reserved for approximately 500 dwellings and 35,500 sqm of B8/B2 employment floorspace. The remaining 25.36 hectares will remain within the Green Belt and will be retained as a country park.

Trip generation and distribution

2.5.2 The expected peak hour traffic generation and distribution for the West of Gibfield allocation as presented in the Locality Assessment Addendum, are summarised in Table 7 and Table 8 below.

Table 7. JPA34 Land West of Gibfield – traffic generation

YEAR	AM PEAK DEPARTURES	AM PEAK ARRIVALS	PM PEAK DEPARTURES	PM PEAK ARRIVALS
2025	0	0	0	0
2040	318	313	280	243

Table 8. JPA34 Land West of Gibfield – vehicular trip distribution

ROUTE	AM PEAK HOUR	PM PEAK HOUR
B5215 Leigh Road	1%	1%
A579 Atherleigh Way	12%	12%
A577 Wigan Road	5%	8%
B5235	2%	1%
Platt Lane	67%	69%
A579 Bolton Road	10%	6%
A577 Tyldesley Road	3%	3%

Mitigation

2.5.3 The following mitigation package has been identified for the allocation:

- Provision of a bypass link road between the A56 and Platt Lane, forming part of the wider M61/M6 scheme;
- Improvements to the A577 / A579 / Gibfield Park Way roundabout (Talbot Road roundabout);
- Operation of tram-trains along the Manchester–Wigan rail line, offering frequent services to Manchester and Wigan town centre; and
- Provision of active travel links to Daisy Hill and Hag Fold railway stations.

2.6 Review of PfE sites

- 2.6.1 SYSTRA has not identified any significant changes to the development quantum or to the forecast site trip distribution when compared with the figures published in the PfE Addendum for allocations: JPA 31, JPA 33 and JPA34.
- 2.6.2 There is a slight reduction in the number of dwellings proposed at JPA32, from 1,100 to 1,050. Whilst this will affect trip generation and distribution for the site, the reduction in dwellings is minor in scale. Accordingly, this change is not considered to materially affect the overall analysis.
- 2.6.3 SYSTRA has not identified any additional changes to the mitigation included in the PfE Addendum for JPA31, JPA33 and JPA34. Mitigation measures for JPA32 were however updated through the planning application process. Where additional mitigation has been identified, this would serve to further reduce any adverse effects on the local highway network around Wigan.
- 2.6.4 The trip rates identified for PfE included some consideration of site accessibility, however, since PfE, planning policy has moved towards a ‘vision-led’ approach.

- 2.6.5 Adopting ‘vision-led’ trip rates would reduce the impact on the highway network as more people would use more sustainable forms of transport in place of private car use. As a consequence, the highway mitigation identified is unlikely to require further review at this stage and it is anticipated that more detailed evidence will be presented through Transport Assessments as Planning Applications come forward.

3. PROPOSED DEVELOPMENT – OTHER SITES IN WIGAN

- 3.1.1 In addition to the PfE allocations, a number of other developments within Wigan have the potential to influence future traffic conditions on the local highway network and the Strategic Road Network (SRN). These include major strategic proposals such as Intermodal Logistics Park North, as well as other, smaller committed residential and employment developments identified through updated planning evidence.
- 3.1.2 This section reviews these sites and considers whether they could materially affect the assumptions underpinning the previous assessment work.

3.2 Intermodal Logistics Park North

Overview

- 3.2.1 Tritax Group is preparing a development consent order (DCO) application for a Strategic Rail Freight Interchange on land to the east of Newton-le-Willows. This has been classed as a site of national importance. Historically the site was referred to as Parkside Phase 3 however it is now commonly referred to as Intermodal Logistics Park North (ILP North).
- 3.2.2 The proposed development would provide up to 767,000sqm of warehousing and ancillary floorspace. This would comprise buildings with a combined footprint of approximately 590,000sqm (6.3 million sqft), together with approximately 177,050sqm (1.9 million sqft) of mezzanine floorspace.
- 3.2.3 In addition, the proposals include a rail freight terminal and associated rail infrastructure designed to accommodate up to 16 trains per day.

Impact on Wigan network

- 3.2.4 The Strategic Highway Infrastructure Local Plan model (SHILPM) model developed by Stantec forecasts the site to generate a total of 14,147 trips per day (comprised of 4656 car trips per day, 2194 LGV trips per day and 7297 HGV trips per day).
- 3.2.5 It is anticipated that most trips to and from the site will route onto the M6, however, there is expected to be an impact on the local highway network within Wigan
- 3.2.6 The forecast increase in traffic flow is expected to place additional pressure on the Newton Road/A580 and Newton Road/Kenyon Lane junctions within the Lane Head area. In order to assess the impacts at these junctions in greater detail and to test potential mitigation measures, a VISSIM microsimulation model of the Lane Head area has been developed which is currently under review.

3.3 Other committed sites

- 3.3.1 The assessment for PfE included ‘committed’ developments in the baseline. Committed developments are those likely to be delivered over the timeframe of the Plan. These are set out in the PfE uncertainty log which identifies 510 housing sites, totalling 20,000 dwellings. The log also records 47 employment sites as committed, comprising a total of 301,000sqm of floorspace.

- 3.3.2 Other developments which would now be considered as ‘committed’ have been identified using Wigan Council’s 2025 *Strategic Housing Land Availability Assessment (SHLAA)* and 2026 Employment Land Supply.
- 3.3.3 SYSTRA has undertaken a sector level comparison of the land use quantum used in the PFE assessment with the land use quantum from the more recent data provided by Wigan Council. A map of the sectors is shown in Figure 2.

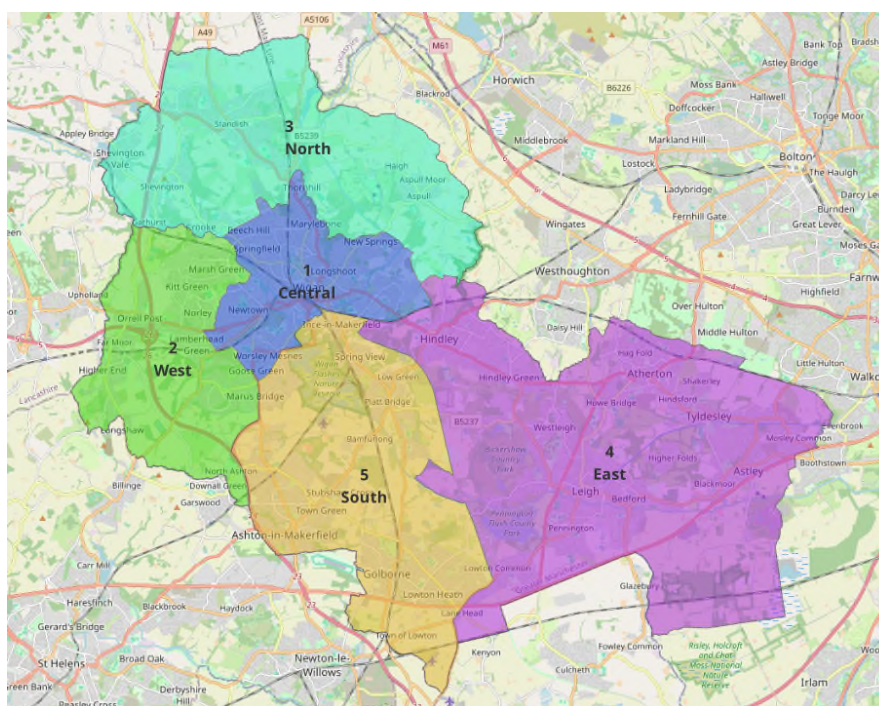


Figure 2. Wigan development sectors

- 3.3.4 Table 9 shows a comparison of the PFE and updated development quantum for housing.

Table 9. Committed housing quantum – PFE and 2026 estimate

SECTOR	PFE LAND SUPPLY (NO. DWELLINGS)	2026 LAND SUPPLY (NO.DWELLINGS)	CHANGE
Central	2998	4722	1724
North	1687	2242	555
East	11506	10452	-1054
South	3055	3049	-6
West	685	551	-134
Wigan (total)	19931	21016	1085

- 3.3.5 The above comparison shows a net increase in the number of proposed dwellings since the previous PfE assessment across the borough. The largest increase in proposed developments is within the central Wigan sector while the largest decrease is observed in the east sector. However, at a borough-wide level, the overall increase is around 5% of the total committed housing.
- 3.3.6 Table 10 shows a comparison of the PfE and updated development quantum for employment.

Table 10. Committed Employment quantum – PfE and 2026 estimate

SECTOR	PfE LAND SUPPLY (SQM)	2026 LAND SUPPLY (SQM)	CHANGE (SQM)
Central	18,000	18194	194
West	0	0	0
North	99,233	60199	-39,034
East	152577	147103	-5,474
South	32,006	19292	-12,714
Wigan (total)	301,816	244788	-57,028

- 3.3.7 The comparison above indicates a slight reduction in the employment land supply, with the current land supply indicating 57,000sqm less employment space across the borough. This is primarily as a consequence of 47,000sqm of the space considered 'committed' at PfE stage having already been completed. On this basis, effective change is 10,000sqm or approximately 3%.

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- 3.3.8 The quantum of committed development considered in PfE has been compared against current figures from the SHLAA and Employment Land Supply data provided by Wigan. There is a small increase of around 5% in the number of committed residential dwellings and a small reduction of around 3% in the committed employment floorspace. The sites are dispersed across the borough and since committed development only adds a small proportion of development to the current housing and employment land supply (and associated traffic flows), the change in quantum would lead to only a negligible change in overall traffic flow.

4. PROPOSED DEVELOPMENT – ADJACENT DISTRICTS

4.1 PfE sites in adjacent districts

4.1.1 This chapter considers PfE sites beyond the Wigan boundary that could impact on the network in Wigan and whether those impacts have been adequately captured in previous assessments.

4.1.2 The following PfE allocations are identified in proximity to the Wigan borough boundary:

- **JPA4 (Bewshill Farm)** – 21,000sqm of industrial and warehouse;
- **JPA5 (Chequerbent North)** – 25,000sqm of industrial and warehousing;
- **JPA6 (West of Wingates/M61 Junction 6)** – 440,000sqm of industrial;
- **JPA24 (Land at Hazelhurst Farm)** – 400 dwellings;
- **JPA25 (East of Boothstown)** – 300 dwellings;
- **JPA26 (Port Salford Extension)** – 320,000sqm of employment floor space; and
- **JPA30 (New Carrington)** – 350,000sqm of employment and 5,000 residential units.

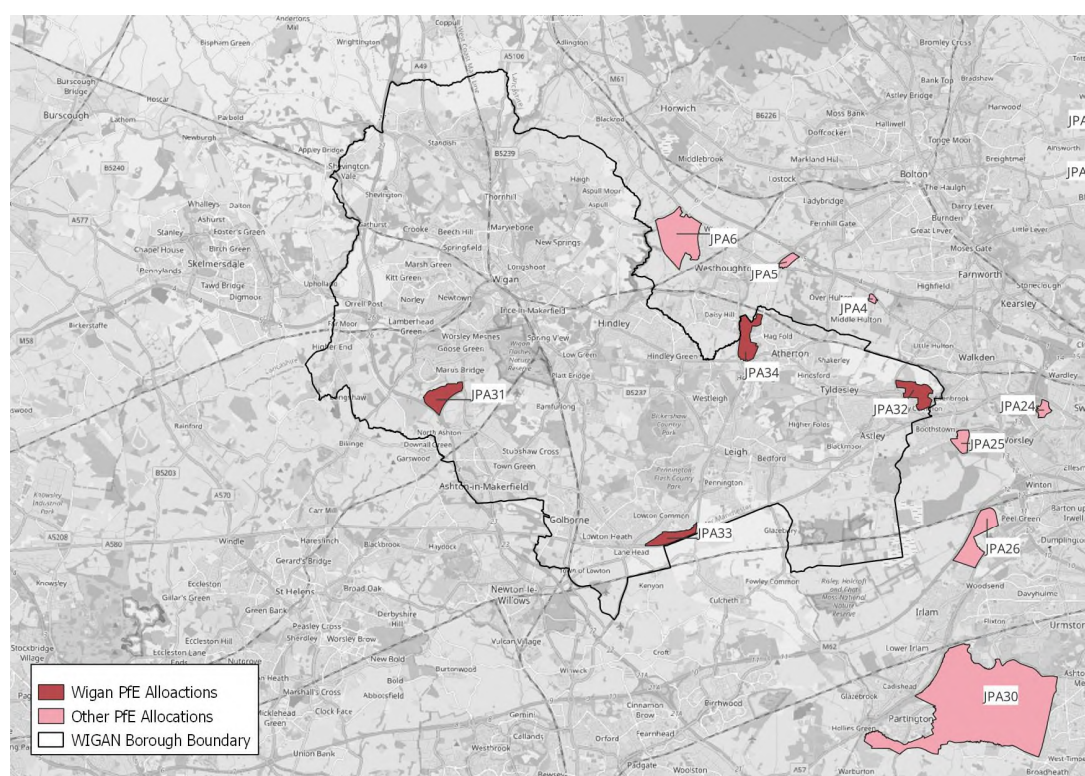


Figure 3. Key PfE allocations in adjacent districts to Wigan

Review

4.1.3 All seven PfE sites were included within the previous PfE analysis. SYSTRA has checked the land use quantum presented in the LA and topic papers used for the previous PfE analysis against the current quantum. The following changes have been noted:

- JPA30: In the previous PfE assessment only 92,160 Sqm of the proposed employment space and 3,137 dwellings were included in the modelled development quantum for the site. The remaining 280,000 sqm and 1,558 homes were not incorporated in the site quantum but included in the ref case as committed development.
- JPA25 East of Boothstown: Site was scaled back to 280 dwellings in early 2026 following public consultation

4.1.4 The remaining 5 sites have not had any changes in development quantum.

4.1.5 Overall, the changes in development quantum between the PfE assessment and the current quantum are unlikely to result in any material difference.

4.2 Proposed development in non-PfE areas

4.2.1 Wigan borough is bordered by 6 other local authorities, namely:

- Bolton Council (Greater Manchester);
- Salford City Council (Greater Manchester);
- Warrington Borough Council (Cheshire);
- St Helens Borough Council (Merseyside);
- West Lancashire Borough Council (Lancashire); and
- Chorley Council (Lancashire).

4.2.2 The location of these in relation to Wigan is presented in Figure 4.

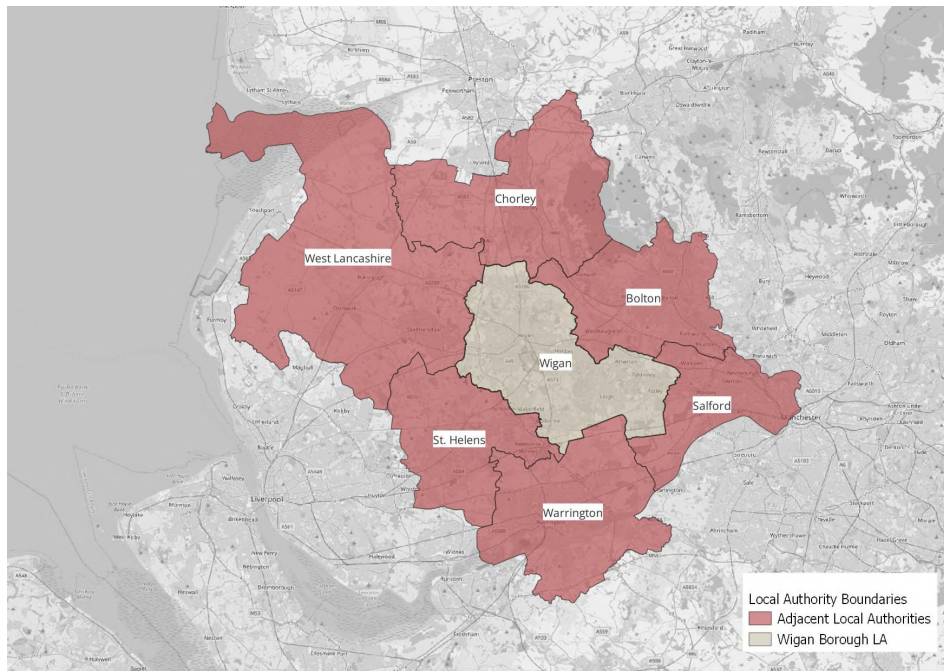


Figure 4. Map of Local Authorities adjacent to Wigan

4.2.3 The following section assesses if there are developments of any significance near the authority boundary which may impact the traffic assessments in Wigan.

Bolton Council (Greater Manchester)

- 4.2.4 Bolton's development plan comprises the *Places for Everyone Joint Development Plan* (with development impacts on Wigan assessed in the previous chapter), and the *Bolton Local Plan*, which is currently in development.
- 4.2.5 The locations of the proposed developments included in Bolton's Local Plan (taken to public consultation in January 2026) are presented in Figure 5.

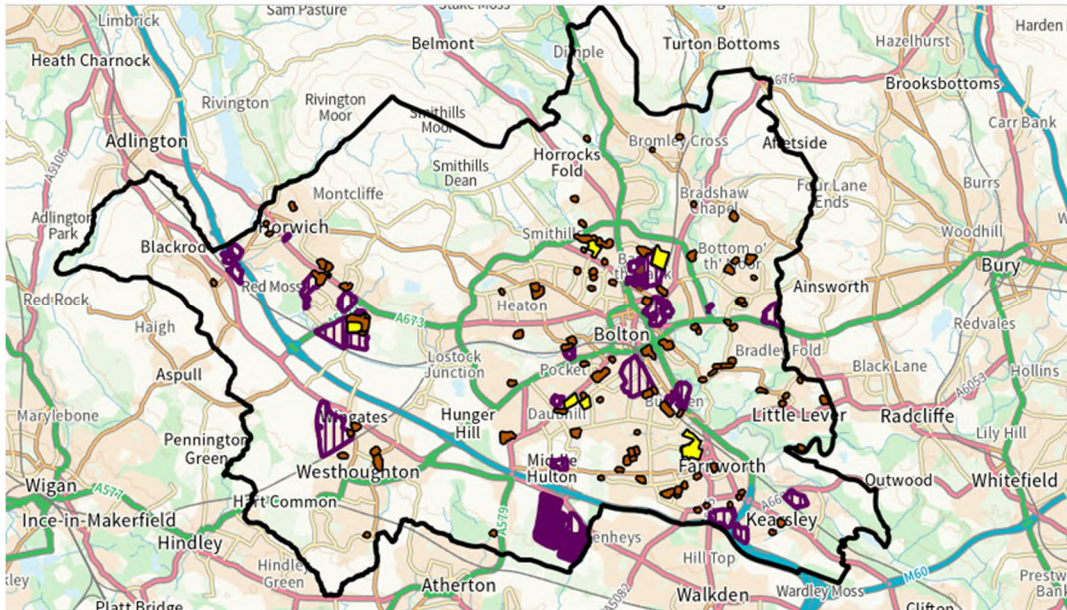


Figure 5. Bolton Local Plan – draft allocations

- 4.2.6 Most development sites are concentrated in the centre of the Borough. However, there are several areas safeguarded for employment uses which may, in the future, affect traffic in Wigan. Nevertheless, build-out is unlikely to occur within the Wigan Local Plan timeframe.
- 4.2.7 In addition to the developments allocated in the Local Plan, an application for up to 1450 dwellings at Lee Hall (ref: 21405/25) has also been submitted to Bolton Council.
- 4.2.8 The site lies on the Wigan boundary and is likely to have implications for the eastern part of the borough. Wigan will maintain close liaison with Bolton Council regarding any potential impacts arising from the proposal.

Salford City Council (Greater Manchester)

- 4.2.9 Salford's development plan consists of the *Places for Everyone Joint Development Plan* (with development impacts on Wigan assessed in the previous chapter) and the *Development Management Policies and Designations Plan* (DMDP) adopted in 2023.
- 4.2.10 A map of the allocations proposed in the DMDP is shown in Figure 6.

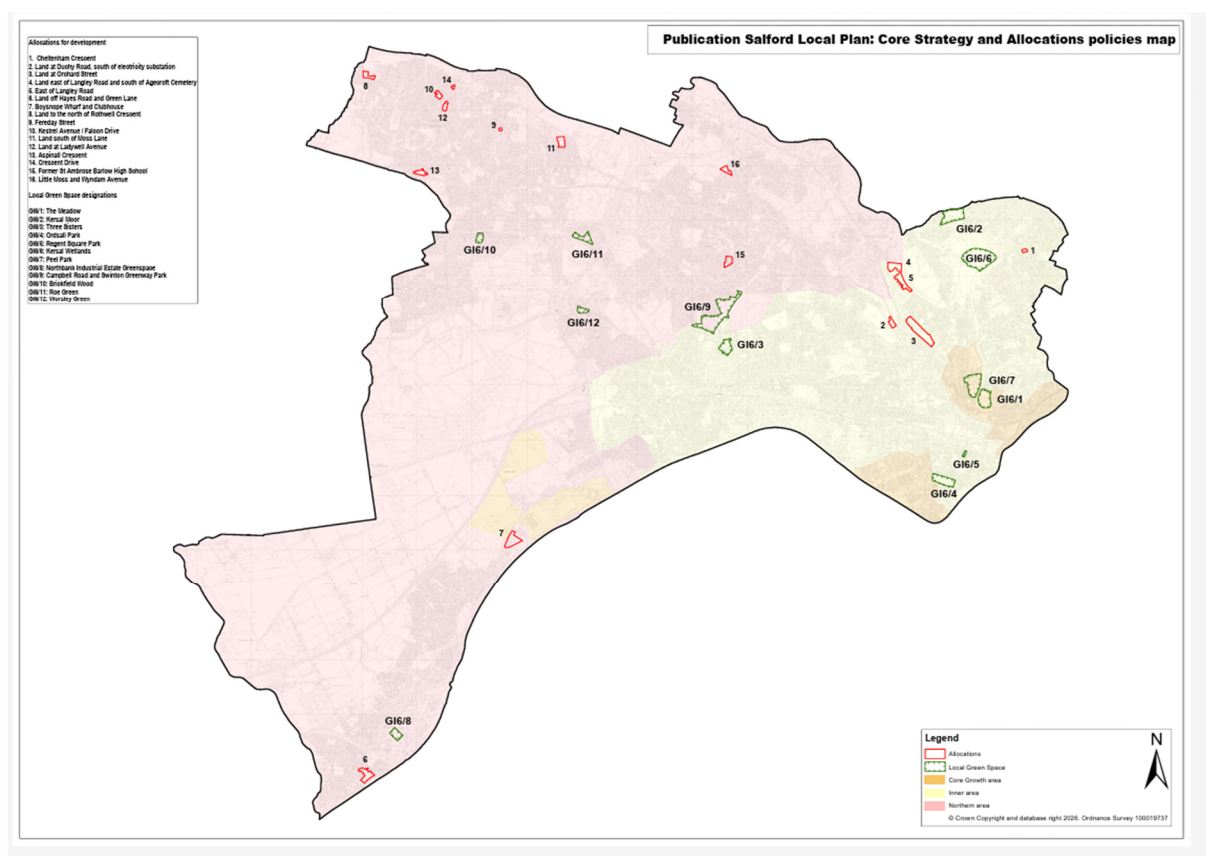


Figure 6. Salford Development Management and Designations Plan – allocations

4.2.11 The above map shows that development sites around the Wigan boundary are mostly small and dispersed, so are unlikely to have significant impact on traffic levels in Wigan. However, ongoing discussions will take place between Wigan and Salford to ensure any significant developments which impact on the road network in Wigan are considered.

Warrington Borough Council

- 4.2.12 Figure 7 shows the proposed and reserved allocations within Warrington Borough Council's Local Plan which was adopted in 2010.

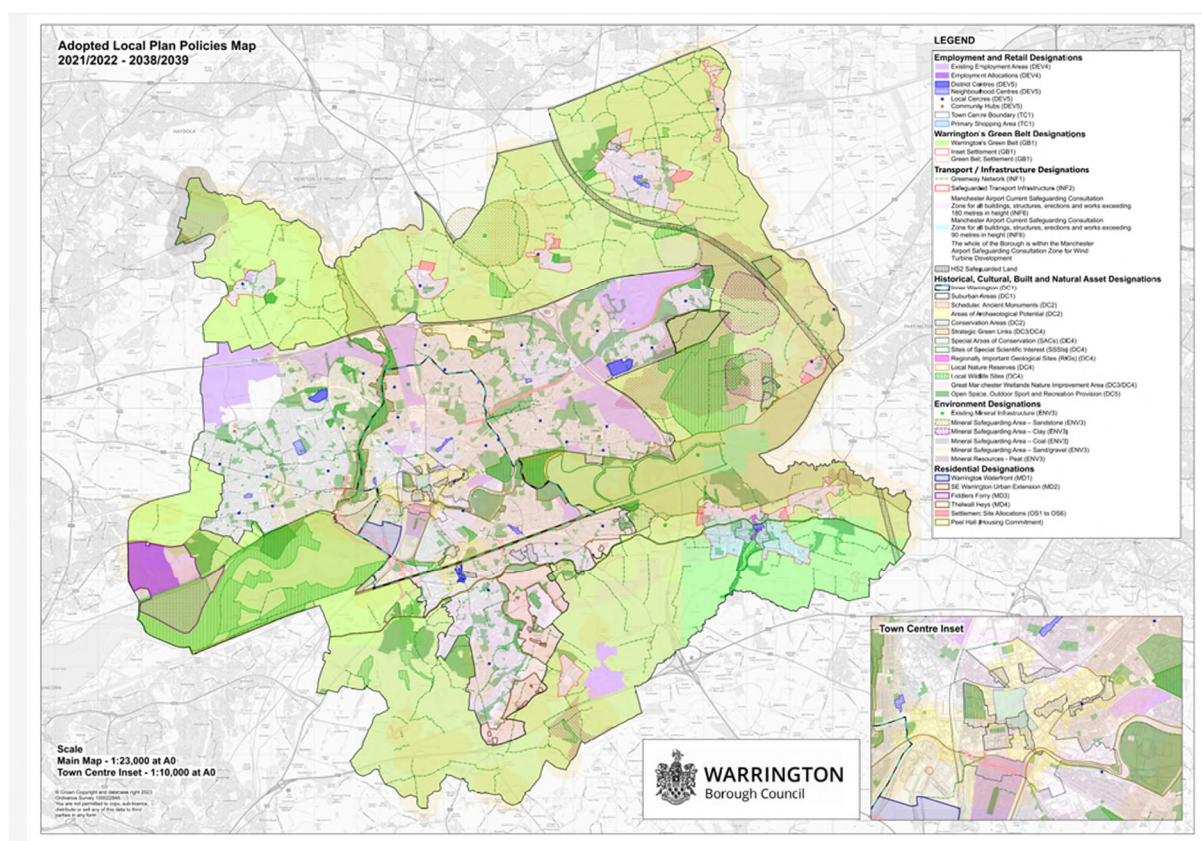


Figure 7. Warrington Local Plan – allocations

- 4.2.13 The map above shows that the area near the Wigan border is predominantly designated as Green Belt, which limits the scope for development. As such, proposed developments are dispersed and of a scale unlikely to have a material impact on the road network within Wigan.

St Helens Borough Council

- 4.2.14 A significant amount of development is proposed along the St Helens–Wigan boundary, and this is likely to influence travel demand and journey patterns beyond those assessed in the previous PFE study.
- 4.2.15 The proposals for a strategic freight rail interchange as part of the ILP North development is considered in greater detail in the previous section. Alongside this, additional housing allocations are proposed in the eastern part of St Helens, as shown in Figure 8.

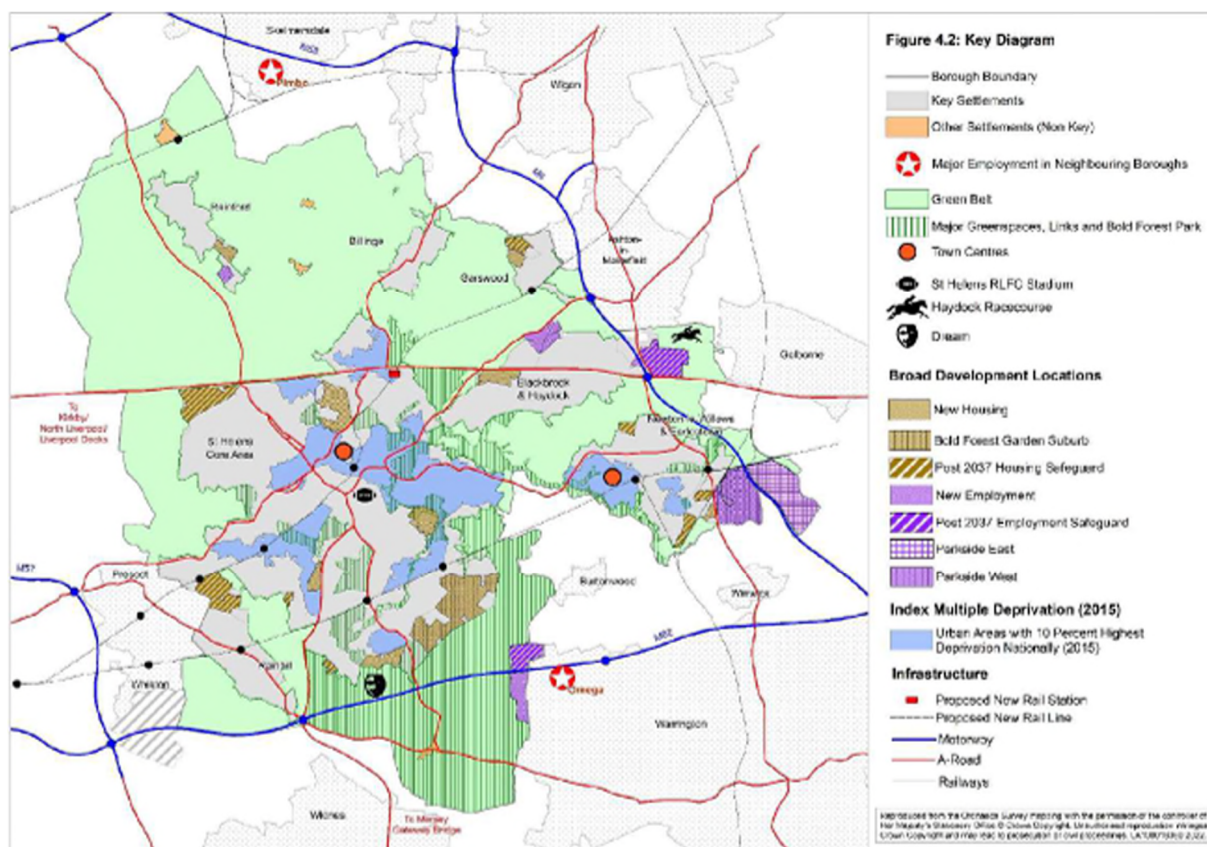


Figure 8. St Helens Local Plan – allocations east of Newton le Willows

Chorley Council

4.2.16 The most recent Local Plan for Chorley was adopted in 2012, with the latest allocation map issued in 2015 (as shown in Figure 9). Chorley Council is currently developing a new Local Plan; however, further information has not yet been published.

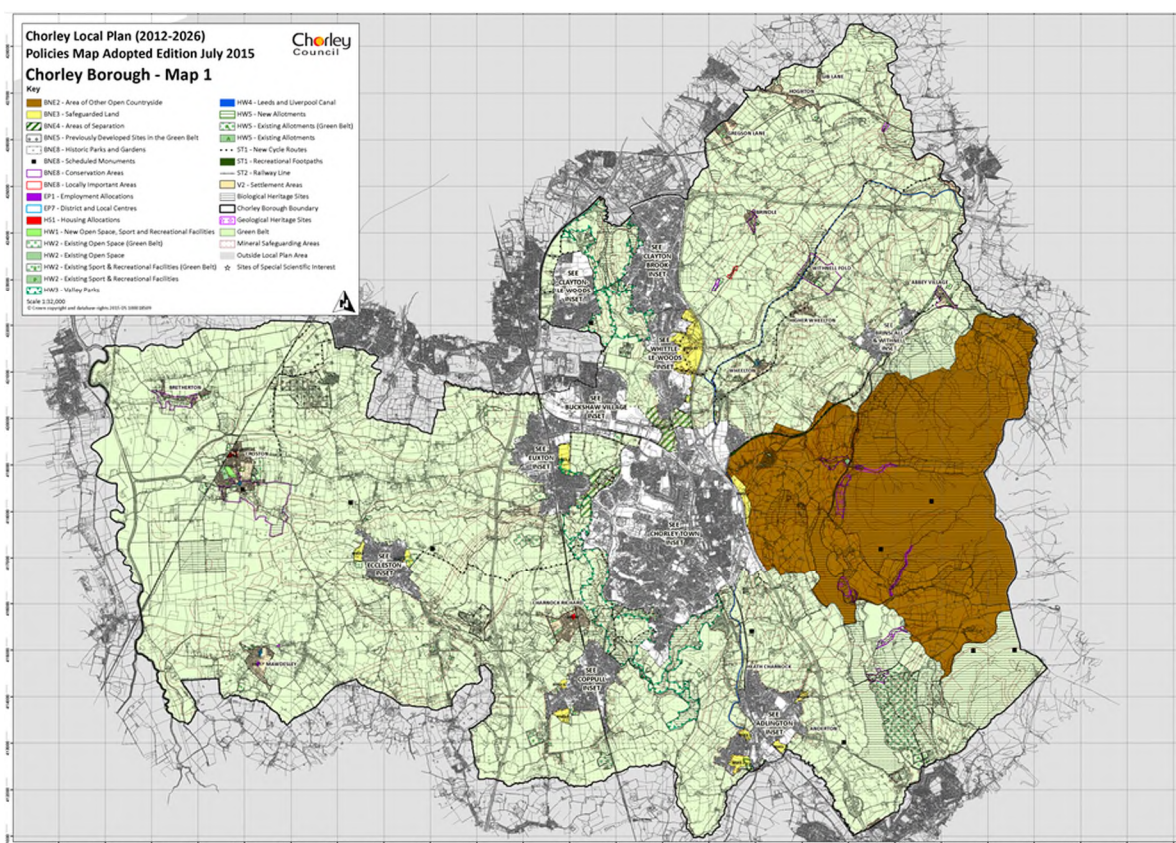


Figure 9. Chorley Local Plan – policies

- 4.2.17 Based on the previous Borough map, there are no developments proposed on the Wigan boundary. However, there are safeguarded allocations that may be brought forward through the emerging Local Plan. It is recommended that Chorley Council be consulted to better understand whether any impacts on the Wigan area are likely to arise.

West Lancashire Borough Council

4.2.18 The West Lancashire Local Plan was adopted in 2012, and proposed sites are shown in Figure 10 below.

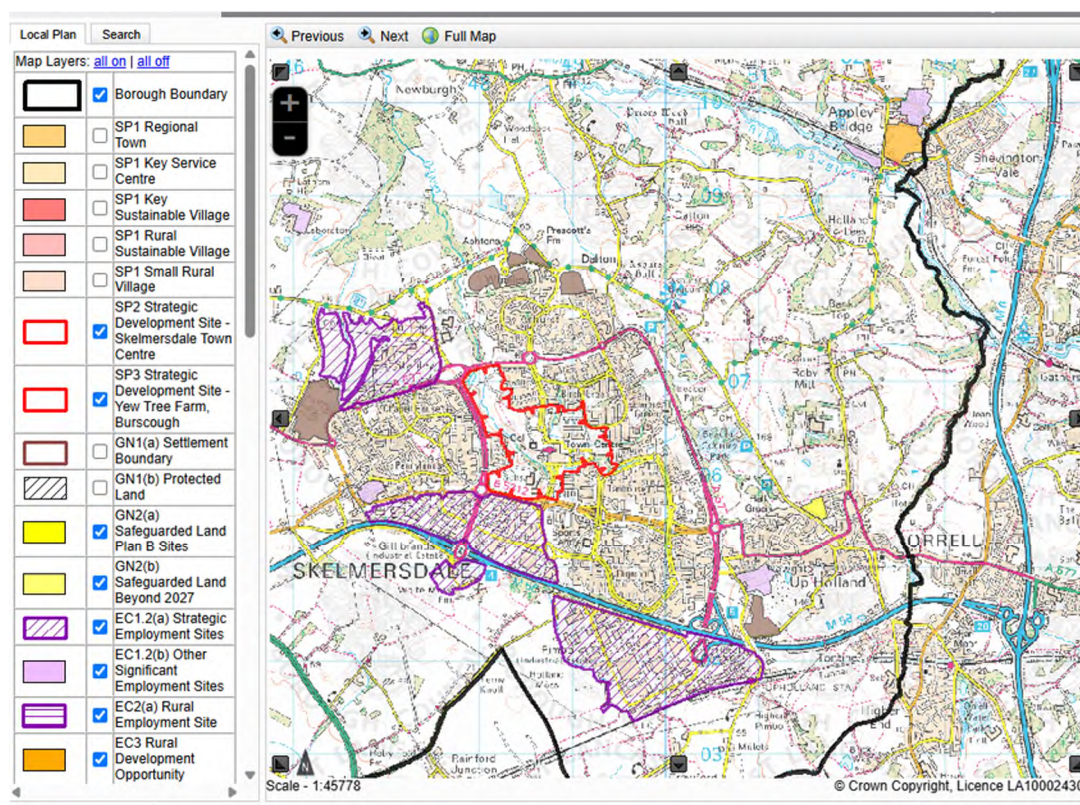


Figure 10. West Lancashire Local Plan – allocations

4.2.19 Significant employment allocations are proposed in Skelmersdale near the Wigan border. As the Local Plan anticipates these sites being built out by 2027, they are likely to have an impact on the Wigan area within the Local Plan period. As a neighbouring authority Wigan is consulted on any significant planning applications which would have a material impact on the road network within the borough. As part of this consultation process any significant impacts identified within Wigan are requested to be appropriately mitigated by the development. This would have occurred during the determination of these planning applications.

Local government reorganisation

4.2.20 It should be noted that Chorley, South Ribble and West Lancashire Councils are expected to merge to form a unitary authority in 2028, pursuant to the English Devolution and Community Empowerment Act 2026. However, the merger is not expected to supersede the local plans currently being progressed by those councils. Rather, it is likely that a broader regional development strategy will be prepared in due course, although such a strategy is unlikely to materially affect Wigan in the short to medium term.

5. INFRASTRUCTURE REVIEW

- 5.1.1 SYSTRA has compiled a list of schemes completed over the last five years, alongside committed and aspirational schemes in the area, and reviewed the extent to which these were included in the previous PfE assumptions and whether they are likely to have any significant impact on the PfE conclusions.

5.2 Highway schemes

M6 J21a to J26 smart motorway upgrade

- 5.2.1 The M6 junction 21a to 26 smart motorway scheme forms part of the wider UK smart motorway programme. It is intended to reduce congestion on the busiest parts of the motorway network. This will be achieved through technology-based traffic management and capacity improvements. The scheme includes:

- Conversion of the hard shoulder to a permanent running lane;
- Variable mandatory speed limits; and
- Intelligent transport systems, including queue detection technology.

- 5.2.2 The impact of the smart motorway scheme was not considered in the PfE assessment. The scheme is aimed at delivering benefits at the regional and national level rather than the local level. For example, journey time benefits are likely to be more noticeable over longer journeys. In addition, given the M6's peripheral location in relation to the borough, the impact on the local Wigan highway network is not expected to be substantial. The omission of this scheme in the PfE assessment is unlikely to affect the results.

Wigan East-West Link Road

- 5.2.3 The Wigan East–West Link Road is a proposed new 9-mile route connecting junction 26 of the M6 at Orrell on the western boundary of Wigan borough and junction 5 of the M61 at Chequerbent on the eastern boundary. The route will comprise newly built sections of road alongside upgrades to existing roads.

- 5.2.4 The route will be delivered in phases over different timescales, and is at different stages of the planning process:

- A49 link road section – completed 2020;
- Wigan-Hindley section – funding committed 2026;
- North Leigh Link Road – committed, outline planning application approved 2013 (A/12/76665); and
- Remaining sections – aspirational (funding not confirmed).

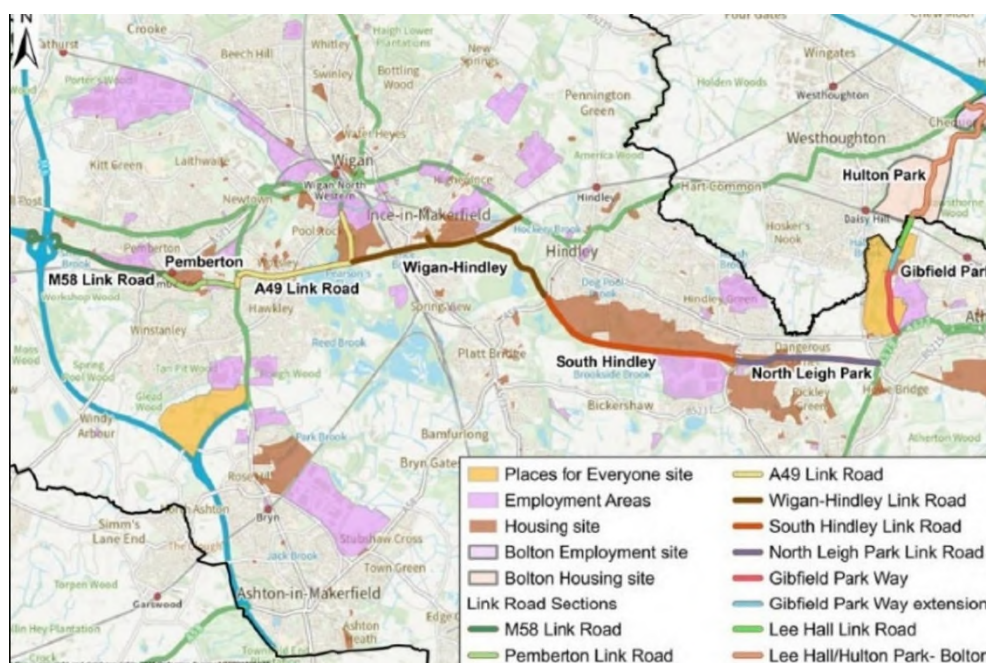


Figure 11. Map of proposed Wigan East-West Link Road

- 5.2.5 For PfE, only the A49 link road section of the scheme was included in the modelling work. The North Leigh Park Link Road and the Hindley Link Road sections, whilst committed, were only at outline application stage and therefore were not included in the modelling.
- 5.2.6 Assessment of the new road and its impacts have been undertaken independently by Wigan Council.

Lane Head improvement scheme

- 5.2.7 The Lane Head improvement scheme consists of a series of junction improvements within the Lane Head area, aimed at reducing congestion and improving air quality.
- 5.2.8 The junctions considered are:
- Newton Road/Winwick Lane – completed in 2026;
 - A580 (East Lancashire Road)/Stone Cross Lane – on site; and
 - A580 (East Lancashire Road)/Newton Road – on site.
- 5.2.9 The impact of the Lane Head improvement scheme was considered in the previous PfE assessment.

Walthew House Lane - traffic barrier removal – completed 2019

- 5.2.10 The scheme involved the removal of the motor vehicle barrier on Walthew House Lane. Recent traffic counts indicate that this has enabled an average daily flow of approximately 6,000 vehicles along the road.
- 5.2.11 The scheme's impact on the road network is largely localised to the estate and has not resulted in any material change at the strategic level.

- 5.2.12 From a strategic modelling perspective, Walthew House Lane is encoded within the estate zone. As such, it was not included in the PfE modelling.

5.3 Public Transport schemes

Bolton-Wigan rail line improvements – completed 2025

- 5.3.1 A series of upgrades to the **Bolton–Wigan railway line** has been undertaken to improve capacity and journey times. These include:
- Full electrification of the line; and
 - Platform extensions at Hindley, Westhoughton and Ince stations.
- 5.3.2 The impact of this scheme was not included in the previous PfE assessment, as it was not sufficiently developed at the time. While, in principle, transport models should allow for some uplift in rail patronage arising from the scheme, this is unlikely to be significant enough to materially affect highway capacity or required highway mitigation.

Wigan-Leigh Quality Bus Transit scheme – committed

- 5.3.3 The scheme involves the creation of a bus corridor between **Wigan town centre** and **Leigh town centre**, including:
- Improved bus priority at junctions;
 - Improved bus stop placement; and
 - Improved bus stop connectivity, including toucan crossings and widened cycle and pedestrian paths along the corridor.
- 5.3.4 This scheme was not included in the PfE analysis, as it was not sufficiently developed at the time. Mode shift relating to the scheme is unlikely to affect the highway mitigation required.

5.4 Active Transport connectivity schemes

- 5.4.1 Since PfE, Wigan has been proactive in developing and delivering improved sustainable transport connectivity across the borough. Schemes include:
- Robin Park Road and Saddle Junction active travel improvements – completed;
 - Town centre regeneration at Market Place and Leigh town centre – completed;
 - St Helen's Road Walking and Cycling Scheme – completed;
 - Atherton and Tyldesley Bee Network walking and cycling infrastructure – committed; and
 - Lowton and Golborne Bee Network active travel scheme – committed.
- 5.4.2 When PfE was under consideration, these improvements were not as well developed and therefore not considered within the modelling work. They will encourage local mode shift to more sustainable transport modes, however they are unlikely to affect the highway mitigation required to accommodate PfE development.

6. TRAFFIC MODELLING

6.1 PfE modelling

Strategic modelling

- 6.1.1 A comprehensive strategic modelling exercise was undertaken to assess the impact of the PfE allocations on the highway network across the whole of Greater Manchester.
- 6.1.2 The base year for the model is 2017. Two forecast years were agreed for development of evidence for the allocations (2025 and 2040). Land use within the existing land supply and PfE allocations were profiled into the two forecast years based on their respective trajectories.
- 6.1.3 Assignment parameters, including values of time and vehicle operating costs, were created according to the future years to take account of changes in overall perceived costs. The parameters were calculated using the DfT's Transport Analysis Guidance (TAG) Databook (version 17).
- 6.1.4 There have been changes in the DfT's TAG modelling guidelines since the 2017 version of the model. The changes are predominately based on incorporating Covid-19 adjustments alongside changes in traffic growth and behavioural trends.

Local junction modelling

- 6.1.5 Following on from the strategic modelling, a suite of junction models was developed using industry-standard software including LinSig and Junctions software where the strategic model predicted impacts on the local highway network. A total of 38 junctions were modelled within Wigan borough as part of PfE and where required, mitigation schemes were identified and tested (leading to the identification of the junction-specific schemes included as part of the PfE mitigation). A full list of the modelled junctions is provided at Appendix A.

6.2 Modelling review against 2025 data

6.2.1 As part of this review, the 2025 model forecasts and post 2017 traffic growth has been compared with observed data.

6.2.2 The following checks have been undertaken in order to identify whether the forecasts remain valid:

- Comparison between forecast and observed traffic growth (2017 to 2025) on the SRN.
- Comparison between forecast and observed traffic growth (2017 to 2025) on the Local Highway Network (LHN).

6.2.3 All checks focus on the weekday morning and evening peak hours, which were 08:00-09:00 and 17:00-18:00.

Strategic Road Network

6.2.4 Observed SRN traffic counts were sourced from 35 sites on the M6 via the National Highways WebTRIS database. These sites were selected to provide full coverage of the M6 mainline and associated slip roads within the Wigan Council area. The count locations are shown in Figure 12.

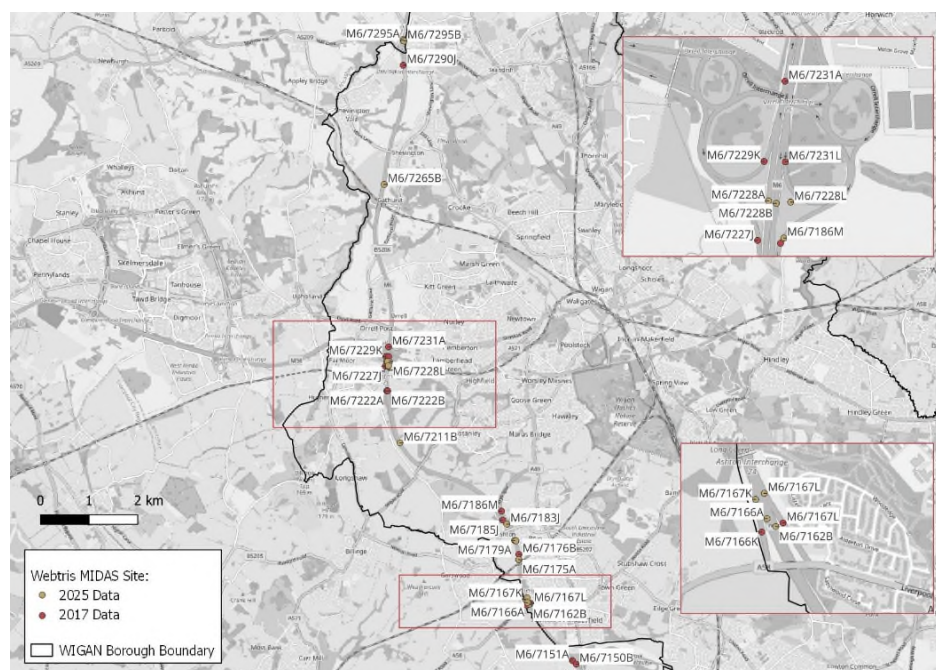


Figure 12. M6 traffic count sites – WebTRIS

6.2.5 Hourly traffic flow data from each WebTRIS site was used to derive average peak hour flows for each mainline section and associated slip road in 2017 and 2025, where data was available. These flows and the associated percentage growth for each location are presented in Table 11.

6.2.6 The corresponding modelled link flows and associated growth for each location are presented in Table 12. Table 13 compares the observed and modelled growth for each location.

Table 11. Observed M6 traffic flows – 2017 and 2025

Site ID (2017)	Site ID (2025)	Site Description	2017 AM Peak Hour	2017 PM Peak Hour	2025 AM Peak Hour	2025 PM Peak Hour	2025 vs 2017 AM % diff	2025 vs 2017 PM % diff
M6/7295A	M6/7295A	M6 Mainline NB South of J24	2979	4216	-	-	-	-
M6/7295B	M6/7295B	M6 Mainline SB South of J24	3210	3706	-	-	-	-
M6/7290J	-	M6 NB J24 On-Slip	725	705	-	-	-	-
-	-	M6 SB J24 Off-Slip	560	824	-	-	-	-
M6/7150B	M6/7166A	M6 NB Mainline J24 to J25	3717	4954	-	-	-	-
M6/7231A	M6/7262A	M6 SB Mainline J25 to J24	3627	4402	-	-	-	-
-	M6/7265B	M6 J25 NB Off-Slip	816	1031	896	986	10%	-4%
M6/7229K	-	M6 J25 SB On-Slip	778	818	807	848	4%	4%
M6/7231L	M6/7228L	M6 NB Mainline J25 to J26	-	-	2091	2927	-	-
-	M6/7228A	M6 SB Mainline J26 to J25	2768	3576	2906	3316	5%	-7%
-	M6/7228B	M6 NB J26 Off-Slip	866	1128	802	1102	-7%	-2%
M6/7227J	-	M6 SB J26 On-Slip	736	892	811	793	10%	-11%
M6/7227M	M6/7186M	M6 NB Mainline J26 Interlink	-	-	2052	2883	-	-
M6/7222A	M6/7175A	M6 SB Mainline J26 Interlink	-	-	2185	2586	-	-
M6/7222B	M6/7211B	M6 NB J26 On-Slip	890	1002	-	-	-	-
M6/7185J	M6/7183J	M6 SB J26 Off-Slip	916	1109	834	1066	-9%	-4%
M6/7186M	-	M6 NB Mainline J26 to J27	2950	3825	2988	3849	1%	1%
M6/7175A	M6/7179A	M6 SB Mainline J27 to J26	-	-	3028	3659	-	-
M6/7176B	M6/7179B	M6 NB J27 Off-Slip	478	826	498	856	4%	4%
M6/7166K	M6/7167K	M6 SB J27 ON-Slip	-	-	-	-	-	-
M6/7167L	M6/7167L	M6 Mainline NB North of J27	2576	3130	-	-	-	-
M6/7151A	M6/7162B	M6 Mainline SB North of J27	2376	3225	-	-	-	-

6.2.7 Table 11 indicates a varied pattern of changes in traffic volumes between the 2017 to 2025 period, from a reduction of 11% (in the evening peak on the junction 26 southbound on slip) to an increase of 10% (morning peak at the same location). The average growth across all sites is around 6% in the morning and 3% in the evening peak.

Table 12. Modelled M6 traffic flows – 2017 and 2025

Link	A B	2017 AM Peak Hour	2017 PM Peak Hour	2025 AM Peak Hour	2025 PM Peak Hour	2025 vs 2017 AM % diff	2025 vs 2017 PM % diff
M6 Mainline NB South	12955_2534	3254	4232	3756	4961	15%	17%
M6 Mainline SB South	2514_12954	3480	3349	4191	3996	20%	19%
M6 NB J24 On-Slip	2524_2534	897	770	893	286	-1%	-63%
M6 SB J24 Off-Slip	2514_2520	388	765	362	720	-7%	-6%
M6 NB Mainline J24 to	2534_2509	4151	5002	4649	5243	12%	5%
M6 SB Mainline J25 to	2506_2514	3868	4114	4554	4716	18%	15%
M6 J25 NB Off-Slip	2509_5282	847	1287	867	1264	2%	-2%
M6 J25 SB On-Slip	5281_2506	892	795	1188	934	33%	17%
M6 NB Mainline J25 to	2509_2492	3304	3715	3782	3979	14%	7%
M6 SB Mainline J26 to	2491_2506	2977	3319	3366	3783	13%	14%
M6 NB J26 Off-Slip	2492_5272	1052	1117	1214	1092	15%	-2%
M6 SB J26 On-Slip	5276_2491	1005	751	1041	845	4%	12%
M6 NB Mainline J26 In	2492_3521	2253	2599	2568	2887	14%	11%
M6 SB Mainline J26 Int	3516_2491	1972	2568	2324	2938	18%	14%
M6 NB J26 On-Slip	5271_3521	944	897	979	917	4%	2%
M6 SB J26 Off-Slip	3516_5277	908	957	808	830	-11%	-13%
M6 NB Mainline J26 to	3521_3522	3197	3496	3547	3804	11%	9%
M6 SB Mainline J27 to J	3515_3516	2880	3525	3133	3768	9%	7%
M6 NB J27 Off-Slip	3522_5265	396	485	414	458	4%	-6%
M6 SB J27 ON-Slip	5264_3515	632	611	605	552	-4%	-10%
M6 Mainline NB North	3522_3523	2801	3011	3134	3347	12%	11%
M6 Mainline SB North	3514_3515	2249	2914	2528	3216	12%	10%

6.2.8 Table 12 indicates a mixed pattern of forecast traffic volumes on the SRN in the strategic model. Forecast changes range from a 33% increase on the M6 J5 southbound on-slip to a 63% decrease on the J24 on-slip. Overall, average flows across the SRN are forecast to increase by 10% in the AM peak and by 3% in the PM peak.

Table 13. Observed vs modelled M6 traffic flows

Link	AM Observed Growth	PM Observed Growth	AM Modelled Growth	PM Modelled Growth	AM Model vs Observed Growth Diff	PM Model vs Observed Growth Diff
M6 Mainline NB South of J24	-	-	-	-	-	-
M6 Mainline SB South of J24	-	-	-	-	-	-
M6 NB J24 On-Slip	-	-	-	-	-	-
M6 SB J24 Off-Slip	-	-	-	-	-	-
M6 SB Mainline J25 to J24	-	-	-	-	-	-
M6 J25 NB Off-Slip	10%	-4%	2%	-2%	-7%	+3%
M6 J25 SB On-Slip	4%	4%	33%	17%	+29%	+14%
M6 NB Mainline J25 to J26	-	-	14%	7%	-	-
M6 SB Mainline J26 to J25	5%	-7%	13%	14%	+8%	+21%
M6 NB J26 Off-Slip	-7%	-2%	15%	-2%	+23%	+0%
M6 SB J26 On-Slip	10%	-11%	4%	12%	-6%	+24%
M6 NB Mainline J26 Interlink	-	-	-	-	-	-
M6 SB Mainline J26 Interlink	-	-	-	-	-	-
M6 NB J26 On-Slip	-	-	-	-	-	-
M6 SB J26 Off-Slip	-9%	-4%	-11%	-13%	-2%	-9%
M6 NB Mainline J26 to J27	1%	1%	11%	9%	+10%	+8%
M6 SB Mainline J27 to J26	-	-	9%	7%	-	-
M6 NB J27 Off-Slip	4%	4%	4%	-6%	+0%	-9%
M6 SB J27 ON-Slip	-	-	-	-	-	-
M6 Mainline NB North of J27	-	-	-	-	-	-
M6 Mainline SB North of J27	-	-	-	-	-	-

6.2.9 Table 13 compares the observed growth presented in Table 11 with the modelled growth presented in Table 12. The difference is calculated as modelled traffic flow minus observed, so a positive value shows less actual growth than that predicted by the model, or an overestimate of traffic growth. In the majority of cases, the magnitude of modelled change is larger than the magnitude of observed change, indicating a general overestimate in traffic growth. Only the northbound off slips at junctions 25, 26 and 27 show higher growth than the model estimated.

- 6.2.10 This overestimation of growth is typical of models developed prior to the pandemic. The model approach assumed a continuation of consistent growth during a period that was subsequently significantly affected by COVID-19. Pre-pandemic models also commonly adopted higher trip rates, without anticipating the enduring changes in trip-making behaviour and time-of-day travel patterns arising from the pandemic.

Local Highway Network

- 6.2.11 Traffic flows for the LHN were extracted from five C2 sites, from TfGM's traffic count database. The sites were selected to provide sufficient geographic coverage across the borough, while providing both 2017 and 2025 data. A map showing the site locations is presented in Figure 13.



Figure 13. LHN traffic count sites – C2

- 6.2.12 Average peak-hour flows were extracted from each site for 2017 and 2025. The observed flows and associated percentage growth are presented in Table 14
- 6.2.13 The corresponding modelled link flows and associated growth are presented in Table 15 , with a comparison of observed and modelled growth provided in Table 16

Table 14. Observed LHN traffic flows – 2017 and 2025

Site ID	Site Description	Direction	2017 AM Peak Hour	2017 PM Peak Hour	2025 AM Peak Hour	2025 PM Peak Hour	2025 vs 2017 AM	2025 vs 2017 PM
							% diff	% diff
1074	Central Park Way (A49) / 120m SE of Standishgate, Wigan (ATC)	NB	698	851	722	799	3%	-6%
1074	Central Park Way (A49) / 120m SE of Standishgate, Wigan (ATC)	SB	676	717	643	668	-5%	-7%
1124	Atherton Rd (A577) / 45m E of Hawthorn Ave, Hindley, Wigan (ATC)	NB	520	500	508	608	-2%	22%
1124	Atherton Rd (A577) / 45m E of Hawthorn Ave, Hindley, Wigan (ATC)	SB	601	541	519	536	-14%	-1%
1123	Atherleigh Way (A579) / 120m S of Leighbrook Way, Leigh, Wigan (ATC)	NB	501	635	448	554	-11%	-13%
1123	Atherleigh Way (A579) / 120m S of Leighbrook Way, Leigh, Wigan (ATC)	SB	799	827	763	777	-5%	-6%
1128	Bryn Rd (B5207) / 80m E of Lockett Rd, A-I-M, Wigan (ATC)	NWB	247	274	145	150	-41%	-45%
1128	Bryn Rd (B5207) / 80m E of Lockett Rd, A-I-M, Wigan (ATC)	SEB	274	386	169	247	-38%	-36%
1277	Whelley (B5238) / 60m E of Wilton Ave, Wigan (ATC)	NEB	582	739	587	673	1%	-9%
1277	Whelley (B5238) / 60m E of Wilton Ave, Wigan (AT)	SWB	596	763	588	688	-1%	-10%
1325	Tyldesley Rd (A577) / 50m S of Bracken Rd, Atherton, Wigan (ATC)	EB	585	664	626	670	7%	1%
1325	Tyldesley Rd (A577) / 50m S of Bracken Rd, Atherton, Wigan (ATC)	WB	602	648	596	622	-1%	-4%
1048	Wallgate (A49) / 100m W of Eleanor St, Wigan (ATC)	SWB	579	602	560	576	-3%	-4%
1048	Wallgate (A49) / 100m W of Eleanor St, Wigan (ATC)	NEB	1435	1420	1225	1220	-15%	-14%
1048	Wallgate (A49) / 100m W of Eleanor St, Wigan (ATC)	NWB	1044	1241	425	464	-59%	-63%

6.2.14 Table 14 shows a significant reduction in traffic volumes across the Wigan LHN between 2017 and 2025. Average flows have fallen by 12% in the morning peak and 13% in the evening peak. The greatest percentage reductions are at Wallgate junction, where traffic decreases by up to 63%, and Bryn Road junction, where flows fall by up to 45%.

Table 15. Modelled LHN traffic flows – 2017 and 2025

Site ID	Site Description	Direction	2017 AM Peak Hour	2017 PM Peak Hour	2025 AM Peak Hour	2025 PM Peak Hour	2025 vs 2017 AM % diff	2025 vs 2017 PM % diff
1074	Central Park Way (A49) / 120m SE of Standishgate, Wigan (ATC)	NB	488	456	519	467	7%	2%
1074	Central Park Way (A49) / 120m SE of Standishgate, Wigan (ATC)	SB	456	836	487	849	4%	3%
1124	Atherton Rd (A577) / 45m E of Hawthorn Ave, Hindley, Wigan (ATC)	NB	509	523	553	615	8%	17%
1124	Atherton Rd (A577) / 45m E of Hawthorn Ave, Hindley, Wigan (ATC)	SB	476	552	505	578	5%	5%
1123	Atherleigh Way (A579) / 120m S of Leighbrook Way, Leigh, Wigan (ATC)	NB	582	591	654	600	12%	1%
1123	Atherleigh Way (A579) / 120m S of Leighbrook Way, Leigh, Wigan (ATC)	SB	771	669	816	789	7%	15%
1128	Bryn Rd (B5207) / 80m E of Lockett Rd, A-I-M, Wigan (ATC)	NWB	259	325	252	370	-2%	18%
1128	Bryn Rd (B5207) / 80m E of Lockett Rd, A-I-M, Wigan (ATC)	SEB	357	252	366	304	4%	14%
1277	Whelley (B5238) / 60m E of Wilton Ave, Wigan (ATC)	NEB	794	769	827	842	4%	9%
1277	Whelley (B5238) / 60m E of Wilton Ave, Wigan (AT)	SWB	776	913	981	916	22%	0%
1325	Tyldesley Rd (A577) / 50m S of Bracken Rd, Atherton, Wigan (ATC)	EB	729	695	790	765	9%	9%
1325	Tyldesley Rd (A577) / 50m S of Bracken Rd, Atherton, Wigan (ATC)	WB	671	661	717	698	7%	5%
1048	Wallgate (A49) / 100m W of Eleanor St, Wigan (ATC)	SWB	210	350	286	376	22%	9%
1048	Wallgate (A49) / 100m W of Eleanor St, Wigan (ATC)	NEB	1450	979	1520	1019	7%	3%
1048	Wallgate (A49) / 100m W of Eleanor St, Wigan (ATC)	NWB	905	1161	1002	1158	8%	0%

6.2.15 Table 15 shows that the strategic model forecasts moderate traffic growth across the LHN between 2017 and 2025 (with an average increase of 7% in the morning and 8% in the evening peak hour).

Table 16. Observed vs modelled LHN traffic flows

Site ID	Site Description	Direction	AM Observed Growth	PM Observed Growth	AM Modelled Growth	PM Modelled Growth	AM Model vs Observed Growth Diff	PM Model vs Observed Growth Diff
1074	Central Park Way (A49) / 120m SE of Standishgate, Wigan (ATC)	NB	3%	-6%	7%	2%	+3%	+8%
1074	Central Park Way (A49) / 120m SE of Standishgate, Wigan (ATC)	SB	-5%	-7%	4%	3%	+9%	+9%
1124	Atherton Rd (A577) / 45m E of Hawthorn Ave, Hindley, Wigan (ATC)	NB	-2%	22%	8%	17%	+11%	-5%
1124	Atherton Rd (A577) / 45m E of Hawthorn Ave, Hindley, Wigan (ATC)	SB	-14%	-1%	5%	5%	+19%	+6%
1123	Atherleigh Way (A579) / 120m S of Leighbrook Way, Leigh, Wigan (ATC)	NB	-11%	-13%	12%	1%	+23%	+14%
1123	Atherleigh Way (A579) / 120m S of Leighbrook Way, Leigh, Wigan (ATC)	SB	-5%	-6%	7%	15%	+11%	+21%
1128	Bryn Rd (B5207) / 80m E of Lockett Rd, A-I-M, Wigan (ATC)	NWB	-41%	-45%	-2%	18%	+39%	+63%
1128	Bryn Rd (B5207) / 80m E of Lockett Rd, A-I-M, Wigan (ATC)	SEB	-38%	-36%	4%	14%	+42%	+50%
1277	Whelley (B5238) / 60m E of Wilton Ave, Wigan (ATC)	NEB	1%	-9%	4%	9%	+3%	+18%
1277	Whelley (B5238) / 60m E of Wilton Ave, Wigan (AT)	SWB	-1%	-10%	22%	0%	+24%	+10%
1325	Tyldesley Rd (A577) / 50m S of Bracken Rd, Atherton, Wigan (ATC)	EB	7%	1%	9%	9%	+2%	+8%
1325	Tyldesley Rd (A577) / 50m S of Bracken Rd, Atherton, Wigan (ATC)	WB	-1%	-4%	7%	5%	+8%	+9%
1048	Wallgate (A49) / 100m W of Eleanor St, Wigan (ATC)	SWB	-3%	-4%	22%	9%	+25%	+14%
1048	Wallgate (A49) / 100m W of Eleanor St, Wigan (ATC)	NEB	-15%	-14%	7%	3%	+22%	+17%
1048	Wallgate (A49) / 100m W of Eleanor St, Wigan (ATC)	NWB	-59%	-63%	8%	0%	+68%	+62%

6.2.16 Table 16 compares the observed growth presented in Table 15 with the modelled growth presented in Table 16. The difference is calculated as modelled traffic flow minus observed, so a positive value shows less actual growth than predicted by the model. At all locations, the level of growth predicted in the model is significantly higher than the changed observed at the count sites with differences of up to 68%.

- 6.2.17 As with the SRN, PfE modelling overestimated growth on the LHN. The discrepancy is more pronounced because the forecast suggested growth of up to 22% but in most locations the 2025 observed traffic levels are lower than those in 2017. This is likely to be due to a combination of factors, reflecting the greater sensitivity of local trips to post-Covid changes in travel behaviour, including reduced commuting patterns, and online shopping reducing retail trips.
- 6.2.18 It should also be noted that large percentage differences between modelled and observed growth do not correspond to large absolute volumes. For instance, the 63% difference in traffic growth on Bryn Road equates to a difference of only 100 vehicles per hour.

Summary

- 6.2.19 In all LHN locations (and most SRN), the PfE forecast was an overestimate. The traffic flow checks confirm that any mitigation identified within PfE will remain sufficient.

Covid impacts

- 6.2.20 Appendix B of TAG Unit M4 recommends that for current use, models are either rebased to a post-COVID year or that adjustment factors are applied to the output matrices to account for post-COVID travel trends.
- 6.2.21 Wigan is currently developing a post-COVID strategic model in support of its Loal Plan. This model will meet TAG guidance. As such, for the purposes of this review the model has not been re-based to a post-COVID scenario.

6.3 Review of traffic assignment

- 6.3.1 SYSTRA has undertaken a further sense-check of the proposed assignment of traffic generated for the PfE model to ensure that the forecast assignment of trips is still suitable under present-day network and land-use conditions.
- 6.3.2 Site traffic assignment was identified through origin/destination select link analysis for each allocation. The select-link plots were then compared against localised improvements and against current Google satellite imagery, to check whether assigned paths reflect realistic use of local corridors, site access points, and connections to the SRN, alongside compliance with banned turns and road closures implemented since model development.
- 6.3.3 The review concluded that the routing assumptions for PfE are still considered valid.

7. SUMMARY

- 7.1.1 SYSTRA has reviewed the assumptions made within the PfE Plan technical work, in terms of development (committed and proposed) as well as infrastructure improvements and modelling. These have been compared against current information.
- 7.1.2 A summary of the review is provided below:
- *PfE developments* – there have been minor changes to the quantum of the PfE site allocations as they have progressed through the development process, however, these are unlikely to give rise to significant changes to the forecast traffic impacts across the wider Wigan borough, necessitating additional mitigation;
 - *Other developments* – some changes to Wigan traffic levels are anticipated as a result of development in neighbouring districts, and the Council will continue to engage in discussions regarding these cross-boundary impacts;
 - *Infrastructure* – no major changes in infrastructure proposals likely to impact on the PfE allocations have been identified since the PfE assessment. However, the recent announcement of funding for the Wigan-Hindley link road is likely to impact on traffic routing which is being considered in the modelling work being undertaken for the business case in support of the scheme; and
 - *Traffic modelling* – traffic modelling undertaken for PfE forecast growth of up to 22% by 2025. The outturn traffic growth has been lower, and at some locations on the local network, 2025 flows are lower than those observed in 2017, primarily due to changes in travel behaviour following on from the Covid pandemic.
- 7.1.3 As indicated above, the traffic modelling work undertaken for PfE overestimates growth which is typical of models developed prior to the COVID-19 pandemic. The model approach assumed a continuation of consistent growth during a period that was subsequently significantly affected by COVID-19. Pre-pandemic models also commonly adopted higher trip rates, without anticipating the enduring changes in trip-making behaviour and time-of-day travel patterns arising from the pandemic.
- 7.1.4 Having reviewed changes to the quantum of development, the level of mitigation proposed and considering the over-estimation in traffic growth, the PfE assessment is still considered valid although noting that the mitigation identified may now be required later in the Plan period. Updated strategic modelling work is currently being developed by Wigan Council which will consider post-covid impacts on traffic flows and impacts associated with forecast changes to the highway network over the course of the Local Plan.

Appendix A List of Junction Models in Wigan

M6 JUNCTION 25	NORTH OF MOSLEY COMMON	POCKET NOOK	WEST OF GIBFIELD
M6, Junction 24 – A58/Southbound Off-Slip	Manchester Road East/Armitage Avenue	East Lancashire Road - Warrington Lane	A6 Manchester Road/A58 Park Road/Snydale Way
A49 Warrington Road/Worthington Way	Manchester Road/Hough Lane	East Lancashire Road - Warrington Lane Mitigation Signalised Roundabout	A58 Park Road/Platt Lane
A49 Wigan Road/B5207 Bryn Road	Sale Lane/Mort Lane roundabout	A579 - A580	A58 Park Road/B5235 Leigh Road
A49 Warrington Road/Poolstock Lane	A580/Chaddock Lane	A579 - A580 3rd Round Mitigation	A577 Atherton Road/A578 Leigh Road
M6, Junction 24 – A58/Northbound On-Slip	A580/Mosley Common Road	A579 Atherleigh Way - A578 Twist Lane	A577/Westleigh Lane
	A580/Ellenbrook Road	East Lancashire Road - Church Lane	A577 Wigan Road/B5235 Lovers' Lane
	Bridgewater Road/Newearth Road	East Lancashire Road - Newton Road Mit	A579 Atherleigh Way/B5235 Lovers' Lane
	A580/Walkden Road	Newton Road - Church Lane - Kenyon Lane	A577 Wigan Road/A579 Atherleigh Way/Gibfield Park Way
	Greenleach Lane/Old Clough Lane	Stone Cross Lane - Church Lane - Slag Lane - Golborne Road	A577/B5215
	M60 Junction 13 Western roundabout	Stone Cross Lane - Church Lane - Slag Lane - Golborne Road Mit	A577/A579/Church Street
	M60 Junction 14 (M60 North) A580 eastbound diverge / M60 Junction 14 (M60 North) A580 westbound merge	Warrington Road - Chapel Street	A579/Bolton Road/Upton Road
	Hilton Lane/Newearth Road/Rark Road/Bridgewater Road roundabout	Winwick Lane - Newton Road	
	Mosley Common Road/Bridgewater Road	Winwick Lane - Newton Road Mitigation	

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