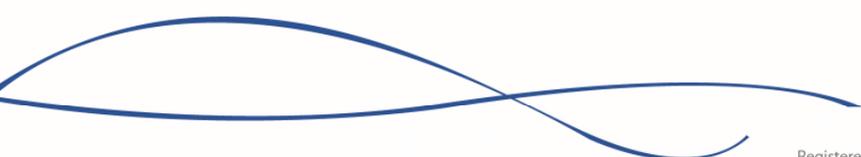


FACTORY

IMPLICATIONS OF THE PROHIBITION OF DRIVING ORDER ON THE ENVIRONMENTAL IMPACT ASSESSMENT

1 FACTORY ENVIRONMENTAL ASSESSMENT

- 1.1 To support the planning application for Factory, an Environmental Statement (ES) was submitted which included an assessment of the highways and transport implications of the development on sensitive receptors in the area. That assessment relied on a Transport Statement (TS) that included robust forecasts of traffic to the site and a traffic model undertaken by TfGM which assessed the changes in traffic over the wider area. This analysis of the environmental implications of development is described in Chapter 11 of the approved ES.
- 1.2 A wide range of mitigation measures would be employed to reduce the potential harm of traffic movements during the Construction and Operational Phases and these are described in the TS. The assessment concluded that the environmental impact from construction on vulnerable road users was Minor Adverse, reducing to Minor Negligible with mitigation. For local residents during the Operational Phase the environmental implications were considered to be Moderate Adverse reducing to Minor Adverse with mitigation. The vulnerable road users of Pedestrians and Cyclists are assessed to experience a Minor Adverse impact with the operational phase of development, reducing to a Minor Negligible with mitigation.
- 1.3 The assessment used follows the guidance given by the Institute of Environmental Assessment which has provides indicative thresholds on the levels of change in traffic needed to give rise to a perceptible effect on the environment. In summary in non-sensitive areas a change of 30% is required in traffic (or HGVs) to given rise to a measurable environmental impact. In sensitive areas this threshold may reduce to 10%, although as a city centre location this is not considered a particularly sensitive location.

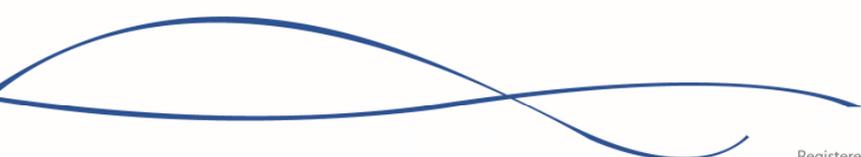


2 PROHIBITION OF DRIVING ORDER

- 2.1 The Prohibition of Driving Order (PoD) will prevent through traffic on Water Street. The effects on traffic of the PoD have been presented in the Transport Statement for the PoD Application and the Condition Discharge of the Public Realm works.
- 2.2 It is noted that for the last 5 years, Water Street has been closed to through traffic initially due to United Utility works, then the Ordsall Chord bridge works after which it briefly re-opened and then closed again around two years ago for the Factory construction works. Therefore, for the casual observer, the effects of the closure are already evident on the highway.
- 2.3 The implications of St Johns traffic including Factory on the local highway operation has been tested by TfGM using their PARAMICS City Centre traffic model which includes the future highway and major development schemes coming forward in the city. The model is an AM and PM peak hour model has had the St Johns and Factory development trips added to form a baseline assessment. To test the PoD, Water Street link was broken so that there was no direct route through.
- 2.4 This PoD will apply to general traffic except for the following:
- Pedestrians;
 - Cyclists;
 - Fire brigade, ambulance or police;
 - Statutory undertakes vehicles accessing plant;
 - Vehicles servicing Factory, maintaining its buildings or its public realm.
- 2.5 In looking at the model results, the changes on the highway between the scenario with and without the PoD are described below.

Changes in Traffic Flow on Water Street

- 2.6 Along the section of Water Street subject to the PoD there is significant improvement in the environmental conditions for pedestrians and cyclists and importantly this connects Festival and Factory Square creating a much wider improved environment.
- 2.7 Elsewhere on Water Street there is reduction in flow of around 100 vehicles. This reduction on flow means that the only traffic in the area is traffic accessing premises off Water Street and it should become a quieter highway. This represents a general marginal improvement in environmental conditions on Water Street with a significant benefit for vulnerable road users in the PoD section.



Changes in Flow on Liverpool Road

- 2.8 The reduction in flow on Water Street tends to lead to a small reduction in two-way traffic flow on Liverpool Road in the PM peak of 68 vehicles with little change in the AM peak. The junction of Water Street with Liverpool Road now would have relatively little traffic and would operate well within capacity. This change represents a negligible change with a small improvement against the baseline conditions.

Changes in Flow on Quay Street

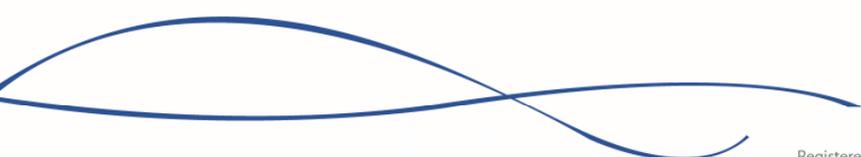
- 2.9 On Quay Street east of Water Street, there is an increase in two-way traffic flow of 84 vehicles in the AM peak and 100 vehicles in the PM peak. These increases are split directionally so that the main increases are in the opposite direction the peak commuter flows so in any direction the maximum change is around one vehicle per minute. To put this into context these increases represent an increase of 6% in traffic on Quay Street in the AM peak and 9% in the PM peak. The signal modelling shows this change has only a marginal change of 1-2 vehicles in queue length and marginal change in traffic delay.
- 2.10 In front of the residential properties of Left Bank the change is less at 3% increase in the PM peak. This change in traffic would not be observable by the casual road user and would not notice an adverse change in environmental conditions.

Changes in Flow on Lower Byrom Street

- 2.11 Lower Byrom Street would see a reduction on the central section of that road south of Gt John Street of up to 17 vehicles in the AM peak. In the PM peak there is practically no change on this section but on the northern section it is forecast 11 vehicles heading north onto Quay Street and 7 vehicles heading south. The changes in traffic flow here are negligible against the background flow and local residents or vulnerable road users would not experience any observable change in environmental conditions.
- 2.12 Elsewhere, the effects of the PoD on traffic flows are negligible.

Off Peak Implications

- 2.13 Consideration has also been given the implications of the PoD on the off-peak implications of development and for traffic movements associated with arrivals and departures at events. In this scenario it is noted that there is no parking at Factory apart from 10 disabled parking spaces. Therefore, the only traffic activity affected by the PoD is drop-off and pickup activity noting that there is no waiting for vehicles in the area and taxis would be encouraged to pickup from streets other than Water Street. Comparing the scenario with Water Street open and the PoD there is no practical difference in operation on the highway network so there is no difference in the environmental implications of development.



3 CONCLUSIONS

- 3.1 The traffic changes as a result of the Prohibition of Driving Order (PoD) have been assessed to consider whether the scheme results in any significant adverse impacts on the sensitive receptors of local residents or vulnerable road users. The changes in traffic flows with the PoD have been modelled by TfGM and the PoD will result in a noticeable improvement for vulnerable road users on Water Street. Elsewhere, there are only marginal changes in traffic flow that are all below the thresholds for observable as set out by the Institute of Environmental Assessment.
- 3.2 Therefore, the conclusions set out in the approved Environmental Statement Volume 1 (and EIA Preface), are not changed as a result of the revised scheme and the PoD.

