Habitats Regulations Assessment Report

GM Transport Strategy 2050 and Delivery Plan

Transport for Greater Manchester

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Quality information

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1. Introduction

1.1 Background to the Project

AECOM was appointed by Transport for Greater Manchester to assist in undertaking a Habitats Regulations Assessment (HRA) for the Greater Manchester Local Transport Plan (GMLTP) which is made up of Greater Manchester Transport Strategy 2050 (GMTS) and Greater Manchester Trasport Delivery Plan (GMTDP) 2027 – 2037. The aim of this HRA is to assess whether the implementation of the GMTS and GMTDP will result in Likely Significant Effects (LSEs) or adverse effects on the integrity of Habitats Sites (formerly known as European Sites) which include Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and as a matter of UK Government Policy Ramsar sites, where these are located within or adjacent to the Greater Manchester area. LSEs are deemed to be present where the implementation of a policy or transport intervention might realistically prevent a Habitats Site from reaching its conservation objectives.

The HRA of the GMLTP is required to determine if there are any realistic linking impact pathways present between a Habitats Site and the GMLTP and where LSE cannot be screened out, an analysis to inform Appropriate Assessment (AA) is then undertaken to determine if adverse effects on the integrity of the Habitats Sites will occur as a result of the GMLTP alone or in combination with other plans and projects.

1.2 Legislative Context

The United Kingdom (UK) left the European Union (EU) on 31 January 2020 under the terms set out in the European Union (Withdrawal Agreement) Act 2020 (“the Withdrawal Act”). The Withdrawal Act retains the body of existing EU-derived law within our domestic law. The most recent amendments to the Habitats Regulations – the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 – make it clear that the need for HRA continues post-Brexit.

The HRA process applies the ‘Precautionary Principle’[1] to Habitats sites. Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the European site(s) in question. Plans and projects with predicted adverse impacts on Habitats sites may still be permitted if there are no alternatives to them and there are Imperative Reasons of Over-riding Public Interest (IROPI) as to why they should go ahead. In such cases, compensation would be necessary to ensure the overall integrity of the site network.

The need for Appropriate Assessment (AA, Plate 1) is set out in the Conservation of Habitats and Species Regulations 2017 (as amended).

[1] The Precautionary Principle, which is referenced in Article 191 of the Treaty on the Functioning of the European Union, has been defined by the United Nations Educational, Scientific and Cultural Organisation (UNESCO, 2005) as: *“When human activities may lead to morally unacceptable harm* [to the environment] *that is scientifically plausible but uncertain, actions shall be taken to avoid or diminish that harm. The judgement of plausibility should be grounded in scientific analysis”.*

Conservation of Habitats and Species Regulations 2017 (as amended)

"A competent authority, before deciding to … give any consent, permission or other authorisation for a plan or project which… is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects) … must make an appropriate assessment of the implications for that site in view of that site's conservation objectives … The authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site …"

Plate 1. The Legislative basis for Appropriate Assessment

Over the years, the term HRA has come into wide currency to describe the overall process set out in the Habitats Regulations, from LSEs screening through to identification of IROPI. This has been established to distinguish the overall process from the individual stage of AA. Throughout this report the term HRA is used for the overall process, and the use of AA is restricted to the specific stage of that name.

In spring 2018 the 'Sweetman' European Court of Justice ruling[2] clarified that 'mitigation' (i.e., measures that are specifically introduced to avoid or reduce a harmful effect on a European site that would otherwise arise) should not be taken into account when forming a view on LSEs. Mitigation should instead only be considered at the AA stage. This HRA has been cognisant of that ruling.

1.3 Relevant Case Law

Although the UK is no longer part of the EU, a series of rulings of the Court of Justice of the European Union (CJEU) are still relevant. The HRA is in accordance with the principles established through these precedence cases. The relevant rulings and their implications for this HRA are summarised in Table 1 and the HRA will be cognisant of these rulings.

Table 1. Case law relevant to this HRA

Case	Ruling	Relevance to HRA
People Over Wind and Sweetman v Coillte Teoranta (C-323/17)	The ruling of the CJEU in this case requires that any conclusion of 'no likely significant effect' on a Habitats Site at the screening stage must be made prior to any consideration of measures to avoid or reduce harm to the Habitats Site. The determination of likely significant effects at the screening stage should not, in the opinion of the CJEU, constitute an attempt at detailed technical analyses.	This ruling clarified that 'mitigation' (i.e., measures that are specifically introduced to avoid or reduce a harmful effect on a Habitats Site that would otherwise arise) should not be taken into account when forming a view on likely significant effects at the screening stage. Mitigation should instead only be considered at the AA stage. This HRA has been cognisant of that ruling.

[2] People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

Case	Ruling	Relevance to HRA
	This should be conducted as part of the AA.	
Waddenzee (C-127/02)	The ruling in this case clarified that AA must be conducted using best scientific knowledge, and that the Competent Authority must be satisfied that there is no reasonable doubt as to the absence of adverse effects on the integrity of a Habitats Site. The Waddenzee ruling also provided clarity on the definition of 'significant effect', specifically that any effect from a plan or project on the conservation objectives of any Habitats Site will be a significant effect.	Adopting the precautionary principle, a 'likely' significant effect in this HRA is interpreted as one which is 'possible' and cannot be objectively ruled out. The test of significance of effects has been conducted with reference to the conservation objectives of relevant Habitats Sites.
Holohan and Others v An Bord Pleanála (C-461/17)	The conclusions of the Court in this case were that consideration must be given during AA to: • Effects on qualifying habitats and/or species of a SAC or SPA, even when occurring outside of the boundary of a Habitats Site, if these are relevant to the site meeting its conservation objectives; and • Effects on non-qualifying habitats and/or species on which the qualifying habitats and/or species depend and which could result in adverse effects on the integrity of the Habitats Site.	This relates to the concept of 'functionally-linked habitat' (i.e., areas outside of the boundary of a Habitats Site which supports its qualifying feature(s)). In addition, consideration must be given to non-qualifying features upon which qualifying habitats and/or species rely. This HRA has taken the use of functionally linked habitats into account in relation to breeding and non-breeding birds.
T.C Briels and Others v Minister van Infrastructuur en Milieu (C-521/12)	The ruling of the CJEU in this case determined that compensatory measures cannot be used to support a conclusion of no adverse effect on site integrity.	Compensation can only be considered at the IROPI stage of HRA and not during AA. Compensation must be delivered when AA concludes that there will be adverse effects on site integrity.

1.4 Report Layout

Chapter 2 of this report explains the methodology by which this HRA has been carried out, including the three essential tasks that form part of HRA. **Chapter 3** provides details of the relevant Habitats sites, including Conservation Objectives and current pressures and threats. **Chapter 4** provides detailed background on the main impact pathways identified in relation to the GMLTP and the relevant Habitats Sites. **Chapter 5** provides an overview of the screened in policies and schemes likely to have a significant effect. **Chapter 6 and 7** undertake the screening assessment of LSEs of the GMLTP policies and transport interventions. The conclusions and recommendations arising from the HRA process are provided in **Chapter 8**.

2. Methodology

2.1 Introduction

This section sets out the approach and methodology for undertaking HRA.

2.2 A Proportionate Assessment

Project-related HRA often requires bespoke survey work and novel data generation in order to accurately determine the significance of effects. In other words, to look beyond the risk of an effect to a justified prediction of the actual likely effect and to the development of avoidance or mitigation measures.

However, the draft MHCLG guidance[3] (described in greater detail later in this chapter) makes it clear that when implementing HRA of land-use plans, the AA should be undertaken at a level of detail that is appropriate and proportional to the level of detail provided within the plan itself:

"*The comprehensiveness of the [Appropriate] assessment work undertaken should be proportionate to the geographical scope of the option and the nature and extent of any effects identified. An AA need not be done in any more detail, or using more resources, than is useful for its purpose. It would be inappropriate and impracticable to assess the effects [of a strategic land use plan] in the degree of detail that would normally be required for the Environmental Impact Assessment (EIA) of a project*."

More recently, the Court of Appeal[4] ruled that providing the Council (competent authority) was duly satisfied that proposed mitigation could be "*achieved in practice"* then this would suffice to meet the requirements of the Habitat Regulations. This ruling has since been applied to a planning permission (rather than a Plan document)[5]. In this case the High Court ruled that for "*a multistage process, so long as there is sufficient information at any particular stage to enable the authority to be satisfied that the proposed mitigation can be achieved in practice it is not necessary for all matters concerning mitigation to be fully resolved before a decision maker is able to conclude that a development will satisfy the requirements of reg 61 of the Habitats Regulations"*.

In other words, there is a tacit acceptance that AA can be tiered and that all impacts are not necessarily appropriate for consideration to the same degree of detail at all tiers. At the same time, it is necessary to have confidence that the transport interventions allocated in a Local Transport Plan have a reasonable prospect of being deliverable without fundamental HRA issues.

The most robust and defensible approach to the absence of fine grain detail at this level is to make use of the precautionary principle. In other words, the plan is never given the benefit of the doubt (within the limits of reasonableness); it must be assumed that a policy/measure is likely to have an impact leading to a significant adverse effect upon an internationally designated site unless it can be clearly established otherwise.

[3] MHCLG (2006) Planning for the Protection of Habitats sites, Consultation Paper
[4] No Adastral New Town Ltd (NANT) v Suffolk Coastal District Council Court of Appeal, 17th February 2015
[5] High Court case of R (Devon Wildlife Trust) v Teignbridge District Council, 28 July 2015

2.3 The Process of HRA

Central government have released general guidance on AA6. Plate 2 outlines the stages of HRA according to guidance. The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations, and any relevant changes to the plan until no LSEs remain.

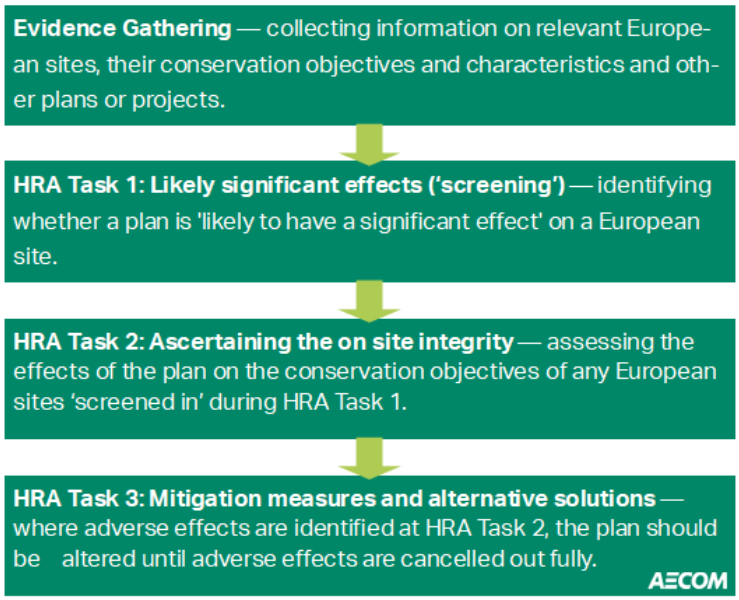

Plate 2: Four-Stage Approach to Habitats Regulations Assessment

The following process has been adopted for carrying out the subsequent stages of the HRA.

2.4 Evidence Collection

Baseline data for the Habitats Sites covered in this assessment is derived from the Joint Nature Conservation Committee (JNCC) website (www.jncc.gov.uk), Natural England Designated Sites View (https://designatedsites.naturalengland.org.uk/) and the Multi-Agency Geographic Information for the Countryside website (https://magic.defra.gov.uk/).

2.5 Task One: Test of Likely Significant Effects

Following evidence collection, the first stage of any Habitats Regulations Assessment is a Test of Likely Significant Effects (ToLSE) test (also known as 'screening') - essentially a brief, high-level assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is:

"Is the project, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon Habitats Sites?"

[6] https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site

The objective is to 'screen out' those plans and projects that can, without any detailed appraisal, be concluded to be unlikely to result in significant adverse effects upon Habitats Sites, usually because there is no mechanism for an adverse interaction.

The ToLSE is based on identification of the source of impact, the pathway of that impact that exists to receptors and then confirmation of the specific Habitats Site receptors. These are normally designated features but also include habitats and species fundamental to those designated features achieving favourable conservation status (notably functionally linked land outside the Habitats Site boundary).

In the Waddenzee case[7], the European Court of Justice ruled on the interpretation of Article 6(3) of the Habitats Directive, including that:

- An effect should be considered 'likely', "if it cannot be excluded, on the basis of objective information, that it will have a significant effect on the site" (para 44);
- An effect should be considered 'significant', "if it undermines the conservation objectives" (para 48); and
- Where a plan or project has an effect on a site "but is not likely to undermine its conservation objectives, it cannot be considered likely to have a significant effect on the site concerned" (para 47).

The ToLSE consists of two parts: firstly, determining whether there are any elements of the LTP that could result in negative impact pathways and secondly determining whether there are any Habitats Sites that might be affected. It is important to note that the ToLSE must generally follow the precautionary principle as its main purpose is to determine whether the subsequent stage of 'appropriate assessment' (i.e., a more detailed investigation) is required.

This HRA has been prepared in accordance with all principles set out in relevant case law and guidance relating to the 2017 Regulations, the Habitats Directive[8] and Birds Directive[9]. This includes the ruling by the CJEU in the case of 'People Over Wind', Peter Sweetman v Coillte Teoranta (C-323/17)[10]. This case held that: *"it is not appropriate, at the screening stage, to take account of the measures intended to avoid or reduce the harmful effects of the plan or project on that site"* (Paragraph 40). This establishes that mitigation measures cannot be taken into account at the screening stage, but they can be taken into account in an AA. The effect of this is that the screening stage must be undertaken on a precautionary basis with no regard to mitigation measures.

However, this ruling has since been qualified by the UK courts. On 15 August 2018, in the case of Langton[11], the High Court ruled that conditions on badger cull licences preventing badger culling near a Special Protection Area or at certain times of year should not be classed as mitigation measures as described in the People over Wind ruling. The judge ruled that these licence conditions were properly characterised as "integral features of the project" and could therefore be relied on for the purposes of habitats screening.

[7] Case C-127/02
[8] The Habitats Directive. Available at: The Habitats Directive - European Commission (europa.eu)
[9] The Birds Directive. Available at: The Birds Directive - European Commission (europa.eu)
[10] People Over Wind and Sweetman v Coillte Teoranta (C-323/17). Available at: CURIA - Documents (europa.eu)
[11] England & Wales High Court. (2018). Langton, R (on the Application of) v Secretary of State for Environment, Food and Rural Affairs & Anor. Accessed 1 August 2023 via: Langton, R (On the Application Of) v Secretary Of State For Environment, Food And Rural Affairs & Anor (bailii.org)

His reasoning was that it would be *"contrary to common sense for Natural England to assume that culling would take place at times and places where the applicants did not propose to do so*". Therefore, restrictions on the timing of works which are part of the proponent's proposal can be taken into account in HRA Stage 1 - Screening for Likely Significant Effects.

In addition, the Environmental Damage (Prevention and Remediation) (England) Regulations 2015[12] and the Environmental Permitting (England and Wales) Regulations 2016[13] make it an offence to pollute watercourses, irrespective of whether they are designated as Habitats Sites or not. Therefore, pollution control measures can also be considered at the LSE stage.

2.6 Task Two: Appropriate Assessment

Where it is determined that a conclusion of 'no Likely Significant Effect' cannot be drawn, the analysis must proceed to the next stage of HRA known as Appropriate Assessment (AA). Case law has clarified that 'Appropriate Assessment' is not a technical term. In other words, there are no particular technical analyses, or level of technical analysis, that are classified by law as belonging to appropriate assessment rather than ToLSE. Appropriate Assessment refers to whatever level of assessment is appropriate to form a conclusion regarding effects on the integrity (coherence of structure and function) of Habitats Sites in light of their conservation objectives.

By virtue of the fact that it follows the ToLSE process, there is a clear implication that the analysis will be more detailed than undertaken at the previous stage. One of the key considerations during Appropriate Assessment is whether there is available mitigation that would entirely address the potential effect. In practice, the Appropriate Assessment would take any element of the proposed Project that could not be dismissed following the high-level Likely Significant Effects Test analysis and assess the potential for an effect in more detail, with a view to concluding whether there would actually be an adverse effect on site integrity (in other words, disruption of the coherent structure and function of the Habitats Site(s)).

In 2018 the Holohan ruling[14] handed down by the European Court of Justice included among other provisions paragraph 39 of the ruling stating that *'As regards other habitat types or species, which are present on the site, but for which that site has not been listed, and with respect to habitat types and species located outside that site, … typical habitats or species must be included in the appropriate assessment, if they are necessary to the conservation of the habitat types and species listed for the protected area'* [emphasis added].

In evaluating significance, AECOM relies on professional judgement as well as the results of bespoke studies, supported by appropriate evidence/data, and previous stakeholder consultation regarding development impacts on the Habitats Sites considered within this assessment.

[12] https://www.legislation.gov.uk/uksi/2015/810/contents
[13] https://www.legislation.gov.uk/uksi/2016/1154/contents/made
[14] Case C-461/17

2.7 Task Three: Mitigation

Once an appropriate assessment, if required, has been completed there may be a requirement for mitigation where adverse effects have been identified.

2.8 The Geographic Scope

There is no standard criteria that dictates the ultimate physical scope of an HRA of a Plan in all circumstances. Therefore, in considering the physical scope of the assessment AECOM was guided primarily by the identified impact pathways rather than by arbitrary “zones”, i.e. a source-pathway-receptor approach. Current guidance suggests that the following Habitats sites be included in the scope of assessment:

- All sites within the Greater Manchester; and
- Other sites shown to be linked to development within Greater Manchester through a known “pathway” (discussed below).

Briefly defined, impact pathways are routes by which a change in activity within the plan area can lead to an effect upon a Habitats Site. In terms of the second category of Habitats Site listed above, Department for Levelling Up, Housing and Communities (DLUHC) (formerly Ministry of Housing, Communities and Local Government (MHCLG)) guidance states that the AA should be “*proportionate to the geographical scope of the* [plan policy]” and that “*an AA need not be done in any more detail, or using more resources, than is useful for its purpose*” (MHCLG, 2006, p.6).

Full details of all Habitats Sites discussed in this document can be found in **Chapter 3** specifying their qualifying features, conservation objectives and pressures and threats to integrity taken from the Site Improvement Plan (SIP) for each site, although it is noted that the Conservation Objectives and Supplementary Advice on Conservation Objectives (SACOs) take precedence over SIPs as they are generally more recent. **Table 2** below lists all those Habitats Sites included in this HRA. It is noted that there are no bat sites located within 30km of the Greater Manchester boundary.

Table 2. Physical Scope of the HRA - Habitats Sites of Interest

Habitats Site	Distance from Greater Manchester
Manchester Mosses SAC	Within Greater Manchester (Wigan District)
Rixton Clay Pits SAC	Approximately 800m northeast of Trafford District
Rostherne Mere Ramsar	Approximately 970m south of Trafford District
Midland Meres and Mosses Phase 1 Ramsar	Approximately 3.4km south of Trafford District
Rochdale Canal SAC	Within Greater Manchester (Rochdale, Oldham, Manchester Districts)
South Pennine Moors SAC	Within Greater Manchester (Rochdale, Oldham District)
South Pennine Moors Phase 2 SPA	Within Greater Manchester (Rochdale, Oldham District)
Peak District Moors (South Pennine Moors Phase 1) SPA	Within Greater Manchester (Oldham District)

2.9 The Physical Scope

2.9.1 Introduction

There are no standard criteria for determining the ultimate physical scope of an HRA. Rather, the source-pathway-receptor model should be used to determine whether there is any potential pathway connecting development to any Habitats Sites. Current guidance suggests that the following Habitats Sites be included in the scope of assessment:

- All sites adjacent to, within close proximity of the plan area, and
- Other sites shown to be linked to the proposed Project by a known “pathway” (discussed below).

In considering the physical scope of the assessment of the GMLTP, AECOM were guided primarily by the identified impact pathways (namely the ‘source-pathway-receptor’ approach). It should be noted that the presence of a conceivable pathway linking the GMLTP to a Habitats Site does not mean that LSEs will occur.

2.10 Confirming Other Plans and Projects That May Act ‘In-Combination’

It is a requirement of the Regulations that the impacts and effects of any land use plan being assessed are not considered in isolation but in combination with other plans and projects that may also be affecting the European designated site(s) in question.

In considering the potential for combined regional housing development to impact on Habitats sites the primary consideration is the impact of visitor numbers – i.e., recreational pressure and urbanisation.

When undertaking this part of the assessment it is essential to bear in mind the principal intention behind the legislation i.e., to ensure that those projects or plans (which in themselves have minor impacts) are not simply dismissed on that basis but are evaluated for any cumulative contribution they may make to an overall significant effect. In practice, in combination assessment is therefore of greatest relevance when the plan would otherwise be screened out because its individual contribution is inconsequential. The overall approach is to exclude the risk of there being unassessed likely significant effects in accordance with the precautionary principle. This was first established in the seminal Waddenzee[15] case.

For the purposes of this HRA, we have determined that the key other documents with a potential for in-combination effects are:

- Places for Everyone Joint Development Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 – 2039 (adopted 2024)[16]
- Manchester Local Plan – Core Strategy (Adopted 2024)[17]
- Wigan Local Plan – Core Strategy (Adopted 2013)[18]
- Salford Local Plan – Development Management Policies and Designations (Adopted 2023)[19]
- Salford Local Plan – Draft Core Strategy and Allocations (2024) (Regulation 18 Consultation Stage)[20]
- Trafford Local Plan – Core Strategy (Adopted 2012)[21]
- Bolton Local Plan – Core Strategy (Adopted 2011)[22]
- Draft Bury Local Plan (2025) (Consultation Stage)[23]
- Rochdale Local Plan - Core Strategy (Adopted 2016)[24]
- Oldham Local Development Framework (Adopted 2011)[25]
- Tameside Unitary Development Plan (Adopted 2004)[26] - it is acknowledged that at the time of writing this report Tameside Metropolitan Borough Council (MBC) is moving forward with a new Local Plan, but this is not available online.

[15] Waddenzee case (Case C-127/02, [2004] ECR-I 7405)
[16] Greater Manchester Combined Authority, 2024. Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022-2039. https://www.greatermanchester-ca.gov.uk/media/9578/places-for-everyone-joint-development-plan-document.pdf [Accessed 03 September 2025]
[17] Manchester City Council, 2024. Manchester Local Plan – Core Strategy. https://www.manchester.gov.uk/downloads/download/5672/core_strategy [Accessed 03 September 2025]
[18] Wigan Council, 2013. Wigan Local Plan Core Strategy. https://www.wigan.gov.uk/Docs/PDF/Council/Strategies-Plans-and-Policies/Planning/Adopted-Core-Strategy.pdf [Accessed 03 September 2025]
[19] Salford Council, 2023. Part One Salford Local Plan: Development Management Policies and Designations https://www.salford.gov.uk/media/398824/salford-local-plan-development-management-policies-and-designations.pdf [Accessed 03 September 2025]
[20] Salford Council, 2024. Part 2 Salford Local Plan: Draft Core Strategy and Allocations. https://www.salford.gov.uk/media/ugxnpl1z/draft-slp-csa-plan.pdf [Accessed 03 September 2025]
[21] Trafford Council, 2012. Trafford Local Plan: Core Strategy. https://www.trafford.gov.uk/planning/strategic-planning/docs/core-strategy-adopted-final.pdf [Accessed 03 September 2025]
[22] Bolton Council, 2011. Bolton Local Plan – Core Strategy. https://www.bolton.gov.uk/downloads/file/666/core-strategy [Accessed 03 September 2025]
[23] Bury Council, 2025. Draft Bury Local Plan. https://www.bury.gov.uk/asset-library/draft-local-plan-v7-cabinet.pdf [Accessed 03 September 2025.
[24] Rochdale Borough Council, 2016. Rochdale Local Plan – Core Strategy. https://www.rochdale.gov.uk/downloads/file/405/core-strategy [Accessed 03 September 2025]
[25] Oldham Council, 2011. Oldham Local Development Framework. Joint Core Strategy and Development Management Policies. oldham_council_joint_dpd_adopted_9_november_2011_at.pdf [Accessed 03 September 2025]
[26] Tameside Council, 2004. Unitary Development Plan. https://www.tameside.gov.uk/udp [Accessed 03 September 2025]

- Stockport Core Strategy Development Plan Document (Adopted 2011)[27] - it is acknowledged that at the time of writing this report Stockport MBC is moving forward with a new Local Plan, but this is not available online.
- St Helens Borough Local Plan up to 2037 (Adopted 2022)[28]
- Warrington Local Plan 2021/22 – 2038/39 (Adopted 2023)[29]
- Central Lancashire Core Strategy (Adopted 2012)[30]
- Draft Central Lancashire Local Plan (2025) (Submitted to Secretary of State (SoS) June 2025)[31]
- Blackburn with Darwen Local Plan 2021 - 2037 (Adopted 2024)[32]
- Calderdale Local Plan (Adopted 2023)[33]
- Derbyshire Dales Local Plan (Adopted 2017)[34]
- Cheshire East Local Plan Strategy 2010 – 2030 (Adopted 2017)[35]
- High Peak Borough Council Local Plan (Adopted 2016)[36] - it is acknowledged that at the time of writing this report High Peak BC is moving forward with a new Local Plan, but this is not available online.
- Kirklees Council Development Plan (Adopted 2019)[37]
- Rossendale Borough Council Local Plan 2019 to 2036 (Adopted 2021)[38]
- West Lancashire Local Plan 2012 to 2027 (Adopted 2013)[39] - it is acknowledged that at the time of writing this report West Lancashire Council is moving forward with a new Local Plan, but this is not available online[40].

It should be noted that, while the broad potential impacts of these plans will be considered, this document does not carry out a full HRA of these Plans and projects. Instead, it draws upon existing HRAs that have been carried out on the Plans and projects.

[27] Stockport Borough Council, 2011. Stockport Borough Council Local Development Framework – Core Strategy DPD. https://s3-eu-west-1.amazonaws.com/live-iag-static-assets/pdf/LDF/AdoptedPlans/Core+Strategy+DPD.pdf [Accessed 03 September 2025]
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[29] Warrington Borough Council, 2023. Warrington Local Plan 2021/22 to 2038/39. https://www.warrington.gov.uk/sites/default/files/2023-12/Warrington%20local%20plan%20-%202021-22%20-%202038-39%20-%20Adopted%20December%202023.pdf [Accessed 03 September 2025]
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[31] Preston City Council, South Ribble Borough Council and Chorley Council, 2025. Draft Central Lancashire Local Plan 2023 – 2041 Publication Version. https://centrallocalplan.lancashire.gov.uk/media/1488/cd1-central-lancashire-local-plan-publication-version-compressed.pdf [Accessed 03 September 2025]
[32] Blackburn with Darwen Council, 2024. Local Plan 2021 -2037. https://blackburn-darwen.org.uk/wp-content/uploads/Blackburn-with-Darwen-Local-Plan-2021-2037.pdf [Accessed 03 September 2025]
[33] Calderdale Council, 2023. Calderdale Local Plan, 2023. https://calderdale-consult.objective.co.uk/kse/event/37273/section/ [Accessed 03 September 2025]
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[37] Kirklees Council, 2019. Kirklees Local Plan Strategy and Policies. https://www.kirklees.gov.uk/beta/planning-policy/pdf/local-plan-strategy-and-policies.pdf [Accessed 03 September 2025]
[38] Rosendale Borough Council, 2021. Rossendale Local Plan 2019 to 2036. https://www.rossendale.gov.uk/downloads/file/17076/rossendale_local_plan_2019_to_2036_-_written_statement [Accessed 03 September 2025]
[39] West Lancashire Council, 2013. West Lancashire Local Plan 2012 – 2027. https://www.westlancs.gov.uk/media/547722/wllp-oct-2013.pdf [Accessed 03 September 2025]
[40] West Lancashire Council, 2024. The Local Plan 2023-2040 https://www.westlancs.gov.uk/planning/planning-policy/the-local-plan/the-local-plan-2023-2040.aspx [Accessed 03 September 2025]

3. Background to Habitats Sites

3.1 Manchester Mosses SAC

3.1.1 Introduction

Mossland formerly covered a very large part of Greater Manchester, Merseyside, south Lancashire and north Cheshire, and provided a severe obstacle to industrial and agricultural expansion. While most has been converted to agriculture or lost to development, several examples have survived as degraded raised bog, such as Risley Moss, Astley and Bedford Mosses, and Holcroft Moss on the Mersey floodplain. Their surfaces are now elevated above adjacent land due to shrinkage of the surrounding tilled land, and all except Holcroft Moss have been cut for peat at some time in the past. While past drainage has produced dominant purple moor-grass *Molinia caerulea,* bracken *Pteridium aquilinum* and birch *Betula* spp. scrub or woodland, wetter pockets have enabled peat-forming species to survive.

3.1.2 Conservation Objectives[41]

"*With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;*

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- *The extent and distribution of qualifying natural habitats*
- *The structure and function (including typical species) of qualifying natural habitats, and,*
- *The supporting processes on which qualifying natural habitats rely*"

3.1.3 Qualifying Features[42]

The site is designated under article 4(4) of the Directive (92/43/EEC) as it hosts the following habitats listed in Annex I:

- Degraded raised bogs still capable of natural regeneration

3.1.4 Environmental Vulnerabilities

The Natural England Site Improvement Plan (SIP) [43] and Supplementary Advice on Conservation Objectives (SACO)[44] identifies the following threats and pressures linked to the site:

- Hydrological changes
- Air pollution: impact of atmospheric nitrogen deposition
- Non-native invasive species
- Loss of functionally linked land

[41] Available at https://publications.naturalengland.org.uk/file/6584230239010816 [accessed 09/05/2024]
[42] Available at https://publications.naturalengland.org.uk/file/4802857651929088 [accessed 09/05/2024]
[43] Available at https://publications.naturalengland.org.uk/publication/6676598321315840 [accessed 09/05/2024]
[44] Available at https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030200.pdf [accessed 09/05/2024]

3.2 Rixton Clay Pits SAC

3.2.1 Introduction

Situated east of Warrington, this site comprises parts of an extensive disused brickworks quarry excavated in glacial boulder clay. The excavation has left a mosaic of water-filled hollows and clay banks. Long-abandoned areas have undergone natural succession to scrub and woodland while more recently worked areas support calcareous grassland. The site is important for great crested newt *Triturus cristatus* and holds the county's largest known breeding population.

3.2.2 Conservation Objectives[45]

"*With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;*

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- *The extent and distribution of the habitats of qualifying species*
- *The structure and function of the habitats of qualifying species*
- *The supporting processes on which the habitats of qualifying species rely*
- *The populations of qualifying species, and,*
- *The distribution of qualifying species within the site."*

3.2.3 Qualifying Features[46]

The site is designated under article 4(4) of the Directive (92/43/EEC) as it hosts the following species listed in Annex II:

- Great crested newt *Triturus cristatus*

3.2.4 Environmental Vulnerabilities

The Natural England SIP [47] and SACO[48] identifies the following threats and pressures linked to the site:

- Direct impact from 3rd party
- Water quantity, volume and flow
- Water quality
- Loss of functionally linked land
- Air quality

[45] Available at https://publications.naturalengland.org.uk/file/6277527941414912 [accessed 13/05/2024]
[46] Available at https://publications.naturalengland.org.uk/file/4827854495809536 [accessed 13/05/2024]
[47] https://publications.naturalengland.org.uk/publication/5221653453733888
[48] Available at https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030265.pdf [accessed 13/05/2024]

3.3 Rostherne Mere Ramsar

3.3.1 Introduction

Rostherne Mere is part of a series of open water and peatland, including peat bog and marsh areas set in glaciated landscape. The vegetation consists of fringing reedbeds, wooded and agricultural land. Wintering waterbirds include nationally important numbers of various duck species. Human activities include agricultural use and bird hunting.

3.3.2 Qualifying Features[49]

Ramsar crierion1:

Rostherne Mere is one of the deepest and largest of the meres of the Shropshire-Cheshire Plain. Its shoreline is fringed with common reed *Phragmites australis.*

3.3.3 Environmental Vulnerabilities

The Information Sheet on Ramsar Wetlands (RIS)[50] identifies the following factors (past, present or potential) adversely affecting the site's ecological character:

- Eutrophication
- Introduction/ invasion of nan-native animal species

3.4 Midland Meres & Mosses – Phase 1 Ramsar

3.4.1 Introduction

A series of lowland open water and peatland sites set in depressions in glacial drift left by receding ice sheets. The 16 component sites include nutrient-rich water bodies (meres), associated fringing habitats of reed swamps, fen, carr and damp pasture, and floating quaking bog (schwingmoor). The wide range of resulting habitats supports numerous rare species of plants and invertebrates. Human activities include recreation, fishing, livestock grazing, and haymaking.

3.4.2 Qualifying Features[51]

Ramsar criterion 1:

The site comprises a diverse range of habitats from open water to raised bog.

Ramsar criterion 2:

Supports a number of rare species of plants associated with wetlands including five nationally scarce species together with an assemblage of rare wetland invertebrates (three endangered insects and five other British Red Data Book species of invertebrates).

[49] Available at https://rsis.ramsar.org/RISapp/files/RISrep/GB221RIS.pdf [accessed 13/05/2024]
[50] https://jncc.gov.uk/jncc-assets/RIS/UK11060.pdf
[51] Available at untitled (jncc.gov.uk) [accessed 13/05/2024]

3.4.3 Environmental Vulnerabilities

The Information Sheet on Ramsar Wetlands (RIS)[52] identifies the following factors (past, present or potential) adversely affecting the site's ecological character:

- Eutrophication
- Introduction/ invasion of nan-native plant species

3.5 Rochdale Canal SAC

3.5.1 Introduction

The Rochdale Canal contains important habitats for submerged aquatic plants and emergent vegetation, including extensive colonies of the nationally scarce floating water-plantain *Luronium natans*. The site also supports a diverse assemblage of aquatic flora, in particular nine species of pondweed *Potomogeton* spp. The plant communities found in the Rochdale Canal are characteristic of mesotrophic water bodies, i.e. those which are moderately nutrient-rich.

3.5.2 Conservation Objectives[53]

"*With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;*

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- *The extent and distribution of the habitats of qualifying species*
- *The structure and function of the habitats of qualifying species*
- *The supporting processes on which the habitats of qualifying species rely*
- *The populations of the qualifying species, and,*
- *The distribution of the qualifying species within the site.*"

3.5.3 Qualifying Features[54]

The site is designated under article 4(4) of the Directive (92/43/EEC) as it hosts the following species listed in Annex II:

- Floating water-plantain *Luronium natans*

3.5.4 Environmental Vulnerabilities

The Natural England SIP[55] and SACO[56] identifies the following threats and pressures linked to the site:

- Physical modification
- Air pollution: impact of atmospheric nitrogen deposition
- Loss of functionally linked land

[52] https://jncc.gov.uk/jncc-assets/RIS/UK11043.pdf
[53] Available at https://publications.naturalengland.org.uk/file/5260852207026176 [accessed 13/05/2024]
[54] Available at https://publications.naturalengland.org.uk/file/6246935312728064 [accessed 13/05/2024]
[55] https://publications.naturalengland.org.uk/publication/6227629417955328
[56] Available at UK0030266_Rochdale Canal_SAC_Published 28 Mar 2024 (naturalengland.org.uk) [accessed 13/05/2024]

- Water quality
- Water quantity, volume and flow

3.6 South Pennine Moors SAC

3.6.1 Introduction

This site covers the key moorland blocks of the Southern Pennines from Ilkley Moor in the north to the Peak District in the south. The moorlands are on a rolling dissected plateau formed from rocks of Millstone Grit at altitudes of between 300m – 600m and a high point of over 630m at Kinder Scout. The greater part of the gritstone is overlain by blanket peat with the coarse gravely mineral soils occurring only on the lower slopes. The moorlands as a whole support a breeding bird community of national and international importance.

The site is representative of upland dry heath which covers extensive areas, occupies the lower slopes of the moors on mineral soils or where peat is thin, and occurs in transitions to acid grassland, wet heath and blanket bogs. The upland heath of the South Pennines is strongly dominated by *Calluna vulgaris – Deschampsia flexuosa* heath and *C. vulgaris – Vaccinium myrtillus* heath. More rarely *C. vulgaris – Ulex gallii* heath and *C. vulgaris – Erica cinerea* heath are found. On the higher, more exposed ground *V. myrtillus – D. flexuosa* heath becomes more prominent. The smaller area of wet heath is characterised by cross-leaved heath *Erica tetralix* and purple moor grass *Molinia careulea.* The site also supports extensive areas of acid grassland largely derived from dry and wet heath. In the cloughs, or valleys, which extend into the heather moorlands, a greater mix of dwarf shrubs can be found together with more lichens and mosses. The moors support a rich invertebrate fauna, especially moths, and important bird assemblages.

This site also contains areas of blanket bog, although the bog vegetation communities are botanically poor. Hare's-tail cotton-grass *Eriophorum vaginatum* is often overwhelmingly dominant and the usual bog-building *Sphagnum* mosses are scarce. Where the blanket peats are slightly drier, heather *C. vulgaris*, crowberry *Empetrum nigrum* and bilberry *V. myrtillus* become more prominent. The cranberry *Vaccinium oxycoccus* and the uncommon cloudberry *Rubus chamaemorus* is locally abundant in bog vegetation. Bog pools provide diversity and are often characterised by common cotton-grass *E. angustifolium*. Substantial areas of the bog surface are eroding, and there are extensive areas of bare peat. In some areas erosion may be a natural process reflecting the great age (up to 9000 years) of the South Pennine peats.

Around the fringes of the upland heath and areas of bog are blocks of old sessile oak woods, usually on slopes. These tend to be dryer than those further north and west, such that the bryophyte communities are less developed (although this lowered diversity may in some instances have been exaggerated by the effects of 19th century air pollution). Other components of the ground flora such as grasses, dwarf shrubs and ferns are common. Small areas of alder woodland along stream-sides add to the overall richness of the woods.

The moorland also supports a range of flush and fen habitats associated with bogs, cloughs, rivers and streams. Although generally small scale features they have a specialised flora and fauna, which makes a great contribution to the overall biodiversity of the moors.

Acid flushes are the most common type and these include transition mires and quaking bogs characterised by a luxuriant carpet of bog mosses *Sphagnum* spp., rushes and sedges.

3.6.2 Conservation Objectives[57]

"*With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;*

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- *The extent and distribution of the qualifying natural habitats*
- *The structure and function (including typical species) of the qualifying natural habitats, and,*
- *The supporting processes on which the qualifying natural habitats rely"*

3.6.3 Qualifying Features[58]

The site is designated under article 4(4) of the Directive (92/43/EEC) as it hosts the following habitats listed in Annex I:

- Blanket bogs*
- European dry heaths
- Northern Atlantic wet heaths with *Erica tetralix.* (Wet heathland with cross-leaved heath)
- Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles. (Western acidic oak woodland)
- Transition mires and quaking bogs. (Very wet mires often identified by an unstable 'quaking' surface)

Priority habitats are denoted by an '*'.

3.6.4 Environmental Vulnerabilities

The Natural England SIP [59] and SACO[60] identifies the following threats and pressures linked to the site:

- Hydrological changes
- Managed rotational burning
- Inappropriate management practices
- Public access/ disturbance
- Air pollution: impact of atmospheric nitrogen deposition
- Wildfire/ arson
- Vehicles
- Overgrazing
- Forestry and woodland management
- Disease

[57] Available at https://publications.naturalengland.org.uk/file/4877034534993920 [accessed 13/05/2024]
[58] Available at https://publications.naturalengland.org.uk/file/4643219392430080 [accessed 13/05/2024]
[59] https://publications.naturalengland.org.uk/publication/5412834661892096
[60] Available at https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030280.pdf[accessed 13/05/2024]

- Undergrazing
- Invasive species
- Loss of functionally linked land

3.7 South Pennine Moors Phase 2 - SPA

3.7.1 Introduction

The South Pennine Moors is an upland of international importance. It provides habitat for an important assemblage of breeding moorland and moorland fringe birds.

3.7.2 Conservation Objectives[61]

"*With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;*

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- *The extent and distribution of the habitats of the qualifying features*
- *The structure and function of the habitats of the qualifying features*
- *The supporting processes on which the habitats of the qualifying features rely*
- *The population of each of the qualifying features, and,*
- *The distribution of the qualifying features within the site."*

3.7.3 Qualifying Features

The site is designated under Article 4.1 of the Directive (79/409/ EEC) by supporting nationally important breeding populations of Annex I species:

- Merlin *Falco columbarius*
- Golden plover *Pluvialis apricaria*

The site qualifies under Article 4.2 by supporting, in summer, a diverse assemblage of breeding migratory birds of moorland and moorland fringe habitats:

- Golden plover *Pluvialis apricaria*
- Lapwing *Vanellus vanellus*
- Dunlin *Calidris alpina*
- Snipe *Gallinago gallinago*
- Curlew *Numenius arquata*
- Redshank *Tringa tetanus*
- Common sandpiper *Actitis hypoleucos*
- Short-eared owl *Asio flammeus*
- Whinchat *Saxicola rubetra*
- Wheatear *Oenanthe Oenanthe*
- Ring ouzel *Turdus torquatus*
- Twite *Carduelis flavirostris*

[61] Available at https://publications.naturalengland.org.uk/file/6696584052211712 [accessed 13/05/2024]

3.7.4 Environmental Vulnerabilities

The Natural England SIP [62] and SACO[63] identifies the following threats and pressures linked to the site:

- Hydrological changes
- Managed rotational burning
- Low breeding success/ poor recruitment
- Inappropriate management practices
- Public access/ disturbance
- Air pollution: impact of atmospheric nitrogen deposition
- Wildfire/ arson
- Vehicles
- Overgrazing
- Changes in species distributions
- Undergrazing
- Planning permission: general

3.8 Peak District Moors (South Pennine Moors Phase 1) SPA

3.8.1 Introduction

The site is an extensive tract of moorland and moorland-fringe habitat. It includes most of the unenclosed moorland areas of the north, eastern and south-western Peak District, where it also extends into enclosed farmland of wet rushy pasture, hay meadows and small wetlands in the valley bottoms. The moorland habitats include extensive tracts of blanket bog and dry heath, which together with wet heath, acid grassland, small flushes, gritstone edges and boulder slopes, streams and moorland reservoirs, fringing semi-natural woodland and enclosed farmland, represents the full range of upland vegetation characteristic of the South Pennines. The site supports several important species assemblages, including higher plants, lower plants and insects, as well as breeding birds. Many physical features are of geological interest.

3.8.2 Conservation Objectives[64]

"*With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;*

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- *The extent and distribution of the habitats of the qualifying features*
- *The structure and function of the habitats of the qualifying features*
- *The supporting processes on which the habitats of the qualifying features rely*
- *The population of each of the qualifying features, and,*
- *The distribution of the qualifying features within the site."*

[62] https://publications.naturalengland.org.uk/publication/5412834661892096
[63] Available at https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9007022.pdf [accessed 13/05/204]
[64] Available at https://publications.naturalengland.org.uk/file/4730802567118848 [accessed 13/05/2024]

3.8.3 Qualifying Features[65]

The site qualifies under article 4.1 of the Directive (79/409/EEC) as it is used regularly by 1% or more of the Great Britain population of a species listed in Annex I, in any season:

- Golden plover *Pluvialis apricaria*
- Short-eared owl *Asio flammeus*
- Merlin *Falco columbarius*

3.8.4 Environmental Vulnerabilities

The Natural England SIP [66] and SACO[67] identifies the following threats and pressures linked to the site:

- Hydrological changes
- Managed rotational burning
- Low breeding success/ poor recruitment
- Inappropriate management practices
- Public access/ disturbance
- Air pollution: impact of atmospheric nitrogen deposition
- Wildfire/ arson
- Vehicles
- Overgrazing
- Changes in species distributions
- Undergrazing
- Planning permission: general

[65] Available at https://publications.naturalengland.org.uk/file/5444624587948032 [accessed 13/05/2024]
[66] https://publications.naturalengland.org.uk/publication/5412834661892096
[67] Available at https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9007021.pdf [accessed 13/05/2024]

4. Background to Impact Pathways

4.1 Introduction

It is not envisaged that any of the policies contained within the LTP will involve direct losses to any Habitats Sites. Therefore, the following impact pathways are expected to be relevant to the HRA of the LTP however these may change once the emerging policies and initiatives have been finalised.

4.2 Air Quality

The principal pollutant of concern to habitats is oxides of nitrogen (NOx) and ammonia (NH_3) emitted from combustion, or in the case of ammonia from catalytic converters, including vehicle exhausts.

According to the World Health Organisation, the critical NO_x concentration (critical threshold) for the protection of vegetation is 30 μgm^{-3}, while that for ammonia is 3 μgm^{-3}, falling to 1 μgm^{-3} for sites with a significant lichen interest; In addition, ecological studies have determined 'critical loads'[68] of atmospheric nitrogen deposition (that is, NO_x combined with ammonia NH_3) for key habitats within Habitats Sites.

With regard to pollution from road traffic, the Department of Transport's Transport Analysis Guidance states that, "*Beyond 200m, the contribution of vehicle emissions from the roadside to local pollution levels is not significant"*[69]. See **Plate 3** below.

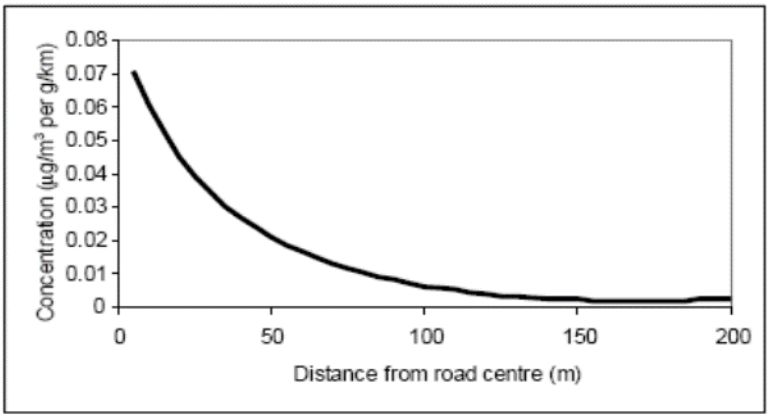

Plate 3. Traffic contribution to concentrations of pollutants at different distances from a road (Source: www.dft.gov.uk/ha/standards/dmrb/vol11/section3/ha20707.pdf)

This is therefore the distance that will be used throughout the HRA in order to determine whether Habitats Sites have the potential to be significantly affected by Policies under the LTP, in line with guidance in the Design Manual for Roads and Bridges (DMRB) LA 105 – Air Quality (2019).

[68] The critical load is the rate of deposition beyond which research indicates that adverse effects can reasonably be expected to occur

4.3 Disturbance – noise and visual (including lighting) during construction and operation

The factors that influence a species response to a disturbance are numerous, but three key factors are species sensitivity, proximity of disturbance sources and timing/duration of the potentially disturbing activity. Regarding construction noise impacts on waterfowl and waders, AECOMs professional experience is that noise impacts are unlikely to arise from noise-generating activities located more than c.200m from the qualifying bird species. Studies indicate that noise levels in excess of 84 dB(A) typically elicit a flight response in birds[70] and the same research recommends that construction noise levels are kept below 70 dB to avoid excessive disturbance of birds[71].

The noisiest construction activity is generally impact piling, where a hammer is dropped on the pile. This has a typical maximum noise level of 100-110dB at 1m from source. Noise attenuates by 6dB for every doubling of distance, such that impact piling typically results in noise levels below 70 dB at distances of more than 100m from source. Therefore, a 200m separation between construction activity and the SPA/Ramsar should generally ensure no disturbance arises through this pathway. This does not obviate the need for project-level HRA for individual applications but will aid in determining whether initiatives are likely to raise conflict with SPAs through this pathway.

The degree of impact that varying levels of noise will have on different species of bird is poorly understood except that a number of studies have found that an increase in traffic levels on roads does lead to a reduction in the bird abundance within adjacent hedgerows - Reijnen et al (1995) examined the distribution of 43 passerine species (i.e., 'songbirds'), of which 60% had a lower density closer to the roadside than further away. By controlling vehicle usage they also found that the density generally was lower along busier roads than quieter roads[72].

Increased road traffic can be accompanied by increased noise impacts although large changes are required. For example, a 25% increase in traffic on an existing road will result in only a 1dB(A) increase in noise even at the roadside, with a 100% increase needed to result in a 3dB(A) increase at the roadside – the lowest increase in noise that is thought to be even perceivable by humans and birds. As such changes in traffic flow or speeds are unlikely to result in increased disturbance of sensitive wildlife unless they are very large: a doubling in total flows is unlikely to materially increase noise exposure even close to the road.

Disturbance from visual intrusion such as lighting is likely to be most relevant if the road is immediately adjacent to an SPA or certain SACs (e.g., those designated for bat species). Road schemes may result in an increase in roadside lighting. Lighting is only likely to be an issue if any of the LTP Policies results in the introduction of street lighting to roads within close proximity of these Habitats Sites which are currently unlit.

[70] Cutts N & Allan J. 1999. Avifaunal Disturbance Assessment. Flood Defence Works: Saltend. Report to Environment Agency).
[71] Cutts, N., Phelps, A. and Burdon, D. (2009) Construction and waterfowl: Defining Sensitivity, Response, Impacts and Guidance. Report to Humber INCA, Institute of Estuarine and Coastal Studies, University of Hull
[72] Reijnen, R. et al. 1995. The effects of car traffic on breeding bird populations in woodland. III. Reduction of density in relation to the proximity of main roads. Journal of Applied Ecology 32: 187-202

With regard to HRA, noise and lighting are only considered an issue if they affect Habitats Sites designated for vulnerable animal interest (particularly birds and bats) rather than their habitats.

4.4 Water quality

The quality of the water that feeds Habitats Sites is an important determinant of the nature of their habitats and the species they support. Poor water quality can have a range of environmental impacts:

At high levels, toxic chemicals and metals can result in immediate death of aquatic life, and can have detrimental effects even at lower levels, including increased vulnerability to disease and changes in wildlife behaviour.

Eutrophication, the enrichment of plant nutrients in water, increases plant growth and consequently results in oxygen depletion. Algal blooms, which commonly result from eutrophication, increase turbidity and decrease light penetration. The decomposition of organic wastes that often accompanies eutrophication deoxygenates water further, augmenting the oxygen depleting effects of eutrophication. In the marine environment, nitrogen is the limiting plant nutrient and so eutrophication is associated with discharges containing available nitrogen.

Some pesticides, industrial chemicals, and components of sewage effluent are suspected to interfere with the functioning of the endocrine system, possibly having negative effects on the reproduction and development of aquatic life.

Sewage and some industrial effluent discharges contribute to increased nutrients in the Habitats Sites and particularly to phosphate levels in watercourses. However, these will not be associated with the LTP. Road schemes can, however, result in pollution (such as runoff of sediment, hydrocarbons and salt spray from de-icing) of aquatic, marine and riverine Habitats Sites during construction and operation, if they occur within close proximity of that site.

4.5 Loss of functionally linked land (FLL)

Although no direct loss of habitats within Habitats Sites is anticipated through implementation of the LTP, there is the potential for loss of functionally linked land.

While most Habitats Sites have been geographically defined to encompass the key features that are necessary for coherence of their structure and function, and the support of their qualifying features, this is not always the case. A diverse array of qualifying species including birds, bats and amphibians are not confined to the boundary of designated sites.

For example, the highly mobile nature of both wildfowl and heathland birds implies that areas of habitat of crucial importance to the maintenance of their populations are outside the physical limits of Habitats Sites. Despite not being part of the formal designation, this habitat is still integral to the maintenance of the structure and function of the interest feature on the designated site and, therefore, land use plans that may affect such areas should be subject to further assessment.

This has been underlined by a recent European Court of Justice ruling (C-461/17, known as the Holohan ruling[73]) which in paragraphs 37 to 40 confirms the need for an Appropriate Assessment to consider the implications of a plan or project on habitats and species outside the Habitats Site boundary provided that those implications are liable to affect the conservation objectives of the site.

With regards to birds, areas of functionally linked land typically provide habitat for foraging or other ecological functions essential for the maintenance of the designated population e.g., high tide roost on coastal populations. Functionally linked land may extend up to the maximum foraging distance for the designated bird species. However, the number of birds foraging will tend to decrease further away from the protected site and thus the importance of the land to the maintenance of the designated population will decrease.

Natural England Impact Risk Zones (IRZs) identify the typical distances that wintering waterfowl will travel from their SPAs to forage and the guidance that underlies those zones will be utilised in this HRA. The main document reference is:

- Natural England (2019). Impact Risk Zones Guidance Summary Sites of Special Scientific Interest Notified for Birds. Version 1.1

Table 3. Natural England Impact Risk Zones for designated bird features

Assemblage	Impact Risk Zone (foraging distance)
Wintering birds (except wintering waders and grazing wildfowl; wigeon and geese)	Up to 500m
Dabbling ducks such as teal, mallard and gadwall	Home ranges could extend beyond site boundaries at coastal sites, but less likely to do so at inland water bodies.
Wintering waders (except golden plover and lapwing), brent goose & wigeon	Maximum foraging distance is 2km
Wintering lapwing and golden plover	Maximum foraging distance is 15-20km. Golden plover can forage up to 15km from a roost site within a protected site. Lapwing can also forage similar distances. Both species use lowland farmland in winter and it is difficult to distinguish between designated populations and those present within the wider environment. Developments affecting functionally linked land more than 10km from the site are unlikely to impact significantly on designated populations.

[73] The Holohan ruling also requires all the interest features of the Habitats Sites discussed to be catalogued (i.e., listed) in the HRA. That is the purpose of Appendix A

Wintering white-fronted goose, greylag goose, Bewick's swan, whooper swan, pink-footed goose & wintering bean goose	Maximum foraging distance is 10km although studies have shown that pink-footed geese will fly 20km from their roosting site to feed[74]. A bespoke functional land IRZ has replaced the individual Birds 6/7 IRZs for sites supporting the following goose and swan species: pink-footed geese, barnacle goose, Bewick's swan, white-fronted goose and whooper swan. The IRZ is based on GIS distribution records of feeding pink-footed geese from a study undertaken for Natural England by the Wildfowl & Wetlands Trust[75] and the results of work undertaken by the British Trust for Ornithology to identify functionally connected habitat used by barnacle goose, Bewick's swan, white-fronted goose and whooper swan based on WeBS site and BirdTrack data and focuses on only the areas of land that we know are being used as functional habitat by designated populations

Source: Natural England (2019). Impact Risk Zones Guidance Summary Sites of Special Scientific Interest Notified for Birds. Version 1.1

Generally, the identification of an area as functionally linked land is now a relatively straightforward process and it is reasonable to assume that a site <2 ha in size is unlikely to support a large enough population of birds (taking sightlines etc., into account) to constitute 1% of an SPA population. However, the importance of non-designated land parcels may not be apparent and could require the analysis of existing data sources to be firmly established. In some instances, data may not be available at all, requiring some further survey work.

[74] https://monitoring.wwt.org.uk/wp-content/uploads/2018/12/Mapping-feeding-Pinkfeet-in-England-Final-report-vFinal.Jan15-2.pdf
[75] Ibid

5. Test of Likely Significant Effects

The tables in Appendix A provides the full Test of Likely Significant Effects for each Policy and Scheme.

Of the 45 Policies and 325 schemes, 10 policies and 22 schemes were considered to have the potential to result in likely significant effects either alone or in combination with other plans and projects.

The screened in policies are:

- Walking and Wheeling
- Cycling
- Bus Infrastructure
- Strategic Roads
- Key Route Network
- Highways Network Management
- Rail Integration
- Existing Light Rail
- Future Light Rail and Metro
- Transport Hubs

The following schemes with likely significant effects are committed for delivery in the next ten years:

- Streets, Bus and Active Travel corridors (Rochdale-Oldham-Ashton)
- Tram-train Pathfinder, Heywood to Oldham Section.
- Tram-train Pathfinder, Heywood to Bury Section.
- Rochdale railway station improvements and new entrance
- Travel hub including park & ride – Rochdale station
- Network-wide rail improvements
- A57/A628/A616 TransPennine Connectivity, Safety and Resilience
- Neighbourhood streets improvements programme
- SuDs pilot and delivery programme + extended maintenance

The GMLTP seeks to develop a business case for several schemes that may be delivered in whole or in part by the end of the plan period. The following nine of these have likely significant effects:

- Rochdale Town Centre
- Slattocks active travel improvements (rail bridge)
- Active travel crossings upgrade package along M60 corridor
- TransPennine Route Upgrade (TRU) - (Manchester Victoria - Huddersfield - Leeds - York rail line)

- M60 J21 Broadway
- Smithy Bridge access improvements
- Littleborough rail station travel hub
- Smithy Bridge rail station travel hub

The GMLTP also includes several schemes that represent longer-term priorities that options will be developed for over the next ten years. The following five of these have likely significant effects:

- Slattocks roundabout improvements
- Stakehill access improvements
- New Slattocks railway station
- South Yorkshire Connectivity Improvements
- Hollingworth and Tintwistle Bypass

6. Appropriate Assessment

6.1 Committed Schemes

There are a total of 9 schemes committed to over the course of the plan period which are likely to pose significant effect. These are:

- Streets, Bus and Active Travel corridors (Rochdale-Oldham-Ashton)
- Tram-train Pathfinder, Heywood to Oldham Section.
- Tram-train Pathfinder, Heywood to Bury Section.
- Rochdale rail station improvements and new entrance
- Travel hub including park & ride – Rochdale station
- Network-wide rail improvements
- A57/A628/A616 TransPennine Connectivity, Safety and Resilience
- Neighbourhood streets improvements programme
- SuDs pilot and delivery programme + extended maintenance

Of these schemes the following cover a range of improvements to a large area:

- Streets, Bus and Active Travel corridors (Rochdale-Oldham-Ashton)
- Tram-train Pathfinder, Heywood to Oldham Section.
- Tram-train Pathfinder, Heywood to Bury Section.
- Network-wide rail improvements
- A57/A628/A616 TransPennine Connectivity, Safety and Resilience
- Neighbourhood streets improvements programme
- SuDs pilot and delivery programme + extended maintenance

Rochdale and Oldham include sections of the Rochdale Canal SAC. This SAC is designated for its population of Floating water-plantain *Luronium natans* which is sensitive to pollution both from atmosphere and (particularly) from waterborne pollution. Rochdale Station is approximately 400m from the SAC at its closest. This is likely to be sufficiently distant that there is a low likelihood of pollutants during construction of the upgrade affecting Rochdale Canal SAC. Moreover, it is an offence to pollute watercourses under the Environmental Damage (Prevention and Remediation) (England) Regulations 2015 and the Environmental Permitting (England and Wales) Regulations 2016. As such any planning application for a station upgrade would need to include measures to protect watercourses from pollution irrespective of the presence of an SAC designation. **It is also recommended that there be a requirement for any works at this site to be accompanied by a construction environmental management plan clarifying how environmental impacts from these works on the environment will be avoided.**

- The more general schemes identified in the Greater Manchester Local Transport Plan for Oldham/Rochdale (‘Streets, Bus and Active Travel corridors (Rochdale-Oldham-Ashton)’ and Tram-train Pathfinder, Heywood to Oldham Section,

Tram-train Pathfinder, Heywood to Bury Section). are not specific regarding either the location of works or their nature, as this is to be devised at a project scale. The A57 and A628 within the boundaries of Greater Manchester are a minimum of 1.4km from the nearest Habitats site (Peak District Moors SPA and South Pennine Moors SAC).

The A628 continues through the SAC/SPA and at times lies immediately adjacent but this is approximately 10km from the Greater Manchester boundary.

The fact that these schemes, and those that are applicable to the whole of Greater Manchester (i.e. 'Network-wide rail improvements', 'Neighbourhood streets improvements programme', and 'SuDs pilot and delivery programme + extended maintenance') cover improvements over a large area means there is considerable opportunity during scheme design to ensure that impacts on Habitats sites are designed out of the scheme(s) through avoiding construction work close to (particularly within 200m of) Rochdale Canal SAC or Peak District Moors SPA/South Pennine Moors SAC, or (where such works prove to be required) suitable mitigation measures are devised and included in the planning application. Since these schemes at the LTP scale will not necessarily include development within proximity to Habitats sites, these schemes will require assessment at the planning stage to ensure that there are no negative impacts as a result of these improvements.

Since the LTP is either not specific as to the location or nature of improvement works, or (in the case of the Rochdale Station improvements) any scheme will require pollution prevention controls as a matter of law, a conclusion of no adverse effect on integrity can be drawn.

6.2 Other Schemes

There are a total of 14 other schemes with likely significant effects included within the GMLTP that Transport for Greater Manchester intends to develop options and/or a business case for over the plan period. These are:

- Rochdale Town Centre
- Slattocks active travel improvement (rail bridge)
- Active travel crossings upgrade package along M60 corridor
- TransPennine Route Upgrade (TRU) - (Manchester Victoria - Huddersfield - Leeds - York rail line)
- M60 J21 Broadway
- Smithy Bridge access improvements
- Littleborough rail station travel hub
- Smithy Bridge rail station travel hub
- Slattocks roundabout improvements
- Stakehill access improvements
- New Slattocks railway station
- South Yorkshire Connectivity Improvements
- Hollingworth and Tintwistle Bypass

The GMLTP does not commit to bringing any of these schemes forward over the plan period however it does note that these have the possibility to be implemented either fully or in part over the course of the plan period.

Given the early stage of these proposed interventions, an accurate assessment of the impacts resulting from these schemes is not possible or appropriate at this stage and any interventions brought forwards under these schemes would need to be assessed individually at the project stage.

However, it should be noted that Slattocks active travel improvements (rail bridge) , M60 Junction 21, and Slattocks Roundabout are both close to Rochdale Canal SAC. Therefore, as with Rochdale rail station improvements and new entrance **a requirement for any works at this site to be accompanied by a construction environmental management plan clarifying how environmental impacts from these works on the environment will be avoided, and a Habitats Regulations Assessment must also be produced for any planning application.**

6.3 Policies

There are a total of 10 policies within the Draft GM Transport Strategy 2050 which, over the course of the plan period, may pose a significant effect. These are:

- DP3 Walking and Wheeling
- DP4 Cycling
- DP6 Bus Infrastructure
- DP9 Strategic Roads
- DP10 Planning of Key Routes and Local Roads
- DP11 Management of Key Routes and Local Roads
- DP19 Rail Integration
- DP21 Existing Light Rail
- DP22 Future Light Rail and Metro
- DP23 Transport Hubs

These policies are broad policies that cover the delivery of various improvements and extensions to the road network, active travel infrastructure and infrastructure associated with public transportation.

While specific development is brought forward under specific schemes, these policies do provide a framework by which development and improvements within the plan area may be brought forward. Given this, it is recommended that Network Policy 14: Built and Natural Environment includes text to the effect of “Schemes and other interventions brought forward in support of delivery policies 3, 4, 6, 9, 10, 11, 19, 21, 22, 23, must be assessed for potential impact to Habitats sites and appropriate controls and mitigation must be in place prior to any works”.

7. In Combination Assessment

The only schemes within the Local Transport Plan that were screened out as posing no potential for likely significant effects were screened out due to the absence of any connecting impact pathway to Habitats sites. Since they pose no potential impact pathway there is no mechanism for them to have a likely significant effect with other plans or projects such as the various Local Plans for Greater Manchester.

The Local Plans for Greater Manchester have collectively identified allocations for tens of thousands of new homes and employment sites over the period to 2040 and beyond. These Local Plans have been subject to Habitats Regulations Assessment that have assessed impacts such as recreational pressure, air quality and water quality, including on Rochdale Canal SAC. In this HRA report one secured and financed scheme - Rochdale Station Upgrade - has been identified as posing the potential for impacts on Rochdale Canal SAC through the pathway of water quality. It has therefore been identified that as the scheme is developed measures to protect water quality in Rochdale Canal SAC must be identified and secured. This will also protect Rochdale Canal SAC from effects 'in combination' with other developments.

Several other schemes (Slattocks active travel improvements, M60 Junction 21, and Slattocks Roundabout) have been identified as being close to Rochdale Canal SAC and therefore posing potential for air quality or water quality impacts. However, these are too early in development to be assessed in detail in this Local Transport Plan, and are subject to successful funding applications before they are developed further. They will also be subject to planning consent down-the-line before they can be delivered. This process will ensure no adverse effects on integrity arise alone or in combination with other plans or projects.

8. Conclusions

The Greater Manchester Local Transport Plan has a total of 45 policies and 324 schemes. Of these 10 policies and 19 schemes had the potential to cause a likely significant effect and were discussed with regards to their impacts on Habitat sites within the Appropriate Assessment.

The policies with likely significant effects were:

- Walking and Wheeling
- Cycling
- Bus Infrastructure
- Strategic Roads
- Key Route Network
- Highways Network Management
- Rail Integration
- Existing Light Rail
- Future Light Rail and Metro
- Transport Hubs

These policies are broad policies that cover the delivery of various improvements over a wide area. The impacts of these policies will be dependent on where specific improvements are made as determined by specific schemes and interventions that will be brough forward under these policies. Given this, it is recommended that Network Policy 14: Built and Natural Environment includes text to the effect of “Schemes and other interventions brought forward in support of delivery policies 3, 4, 6, 9, 10, 11, 19, 21, 22, 23, must be assessed for potential impact to Habitats sites and appropriate controls and mitigation must be in place prior to any works”. The schemes with likely significant effects were:

- Streets, Bus and Active Travel corridors (Rochdale-Oldham-Ashton)
- Tram-train Pathfinder, Heywood to Oldham Section.
- Tram-train Pathfinder, Heywood to Bury Section.
- Rochdale rail station improvements and new entrance
- Travel hub including park & ride – Rochdale station
- Network-wide rail improvements
- A57/A628/A616 TransPennine Connectivity, Safety and Resilience
- Rochdale Town Centre
- Slattocks active travel improvements (rail bridge)
- Active travel crossings upgrade package along M60 corridor
- TransPennine Route Upgrade (TRU) - (Manchester Victoria - Huddersfield - Leeds - York rail line)
- M60 J21 Broadway

- Smithy Bridge access improvements
- Littleborough rail station travel hub
- Smithy Bridge rail station travel hub
- Slattocks roundabout improvements
- Stakehill access improvements
- New Slattocks railway station
- South Yorkshire Connectivity Improvements
- Hollingworth and Tintwistle Bypass
- Neighbourhood streets improvements programme
- SuDs pilot and delivery programme + extended maintenance

Of these schemes 14 are at an early stage of planning, still requiring the development of a business case or precise options. As such these schemes cannot be accurately assessed for impacts at this time and must be assessed on a project basis when these schemes are brought forward.

The following schemes have likely significant effects and are committed to being progressed within the plan period:

- Streets, Bus and Active Travel corridors (Rochdale-Oldham-Ashton)
- Tram-train Pathfinder, Heywood to Oldham Section.
- Tram-train Pathfinder, Heywood to Bury Section.
- Rochdale rail station improvements and new entrance
- Network-wide rail improvements
- A57/A628/A616 TransPennine Connectivity, Safety and Resilience
- Neighbourhood streets improvements programme
- SuDs pilot and delivery programme + extended maintenance

With the exception of Rochdale rail station improvements and new entrance, these schemes cover improvements over a large area and will not necessarily include development within proximity to Habitats sites and therefore, require assessment at the planning stage to ensure that there are no negative impacts as a result of these improvements.

The upgrade to Rochdale rail station improvements and new entrance has the potential to negatively impact Rochdale Canal SAC which is designated for its floating water-plantain population. The primary impact pathway that could impact this SAC as a result of works is water quality as, due to the proximity of works to the canal, there is potential for contamination during the construction works to be undertaken at this site. **It is recommended that there be a requirement for any works at this site to be accompanied by a construction environmental management plan clarifying how environmental impacts from these works on the environment will be avoided.**

Appendix A Policy and Intervention Screening Tables

Table 4. LTP Strategy Document Test of Likely Significant Effects Screening Table

Policy	Description	Test of Likely Significant Effect Outcome
A Reliable Transport Network	We will improve the reliability of our transport network, focussing on the Bee Network to prioritise sustainable travel. This will include: a) Improving public transport punctuality, journey times and operations. b) Managing our highways to improve journey time reliability, including effective management of road works. c) Increasing the use of data, sensors and digital tools and embracing future advances in digital technology and innovation including Artificial Intelligence. d) Maintaining and enhancing our network to provide greater operational, and long term, resilience. e) Providing accurate, up-to-date and reliable travel information.	No likely significant effects. This is a broad network policy that seeks to improve the reliability of public transport throughout the plan area. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.
Network Planning	We will review and adapt our transport networks to respond to changing travel patterns and growth in demand for travel in a sustainable way, considering our Right Mix Targets. This will include: a) An integrated and inclusive view of network planning which considers all travel modes, increases choice and delivers on our Network Ambitions – to support and grow the Bee Network. b) Developing and applying a consistent people-focused, place-based and context sensitive approach to network planning, including decisions about services and infrastructure. c) Co-ordinating the planning of our transport services and infrastructure across Greater Manchester authorities and operators, and with our	No likely significant effects. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.

Policy	Description	Test of Likely Significant Effect Outcome
	neighbouring authorities, to provide safer, more attractive and more reliable journeys. d) Increasing the use of data and digital tools to inform network planning decisions.	
Integrated Fares and Payments	We will make all journeys easier by offering simple and attractive fare options across multiple modes, which are easy to understand and convenient to purchase.	No likely significant effects. This policy concerns fares for public transport, particularly across multiple modes of transport. This policy does not lead to the development of any infrastructure that has the potential to cause likely significant effects.
Journey Planning and Information	We will encourage people to choose more sustainable options for their journeys by providing personalised multi-modal journey planning and travel information services, which enable customers to plan and make their journeys with ease and confidence.	No likely significant effects. This policy seeks to provide personalised multi-modal journey planning and travel information services. This policy does not lead to the development of any infrastructure that has the potential to cause likely significant effects.
Land Use and New Development	Working collaboratively across GM we will encourage land use patterns that reduce the need to travel by car, and work with developers to ensure a vision-led approach to deliver well-designed, sustainable places that prioritise travel by sustainable modes. This will include: a) Guiding and actively managing patterns of growth to prioritise sustainable travel, ensuring alignment with land use and transport strategies and investments opportunities. b) Ensuring the co-ordinated delivery and phasing of necessary sustainable transport infrastructure for development. c) Encouraging and supporting an appropriate mix of uses to minimise the number and length of journeys by car.	No likely significant effects. This policy seeks to work collaboratively with developers to reduce the need for personal transport via cars. This includes collaborating with planning and developers to ensure that future development is designed to minimise car journeys. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery

Policy	Description	Test of Likely Significant Effect Outcome
	d) Encouraging and supporting higher density development in appropriate locations with access to services, facilities and amenities and with good public transport access. e) Encouraging the planned provision of essential services – such as, healthcare, schools and food shops – within walking and cycling distance of residential communities. f) Reducing the need to travel by supporting high-quality digital infrastructure, public sector digital services and online service delivery. g) Supporting car free development and the reduction, or repurposing, of car parking in locations where high-quality public transport and active travel opportunities are available**.** h) Supporting the provision of freight handling zones / consolidation centres to meet the needs of service providers and encourage appropriate first and last mile journeys for freight. i) Working with developers and infrastructure providers to ensure that proposals for new development are: • Delivered in accordance with Local Plan / Development Plan Documents, unless material considerations indicate otherwise; and • Designed through early engagement with infrastructure providers to take full account of existing and future infrastructure assets.	policies and/or schemes supporting this objective.
An Inclusive and Accessible Network	We will ensure that transport infrastructure, vehicles and information are accessible and inclusive to all and that everyone feels able to use the network. This will include: a) Designing transport infrastructure, services, and vehicles with physical and cognitive accessibility, safety and inclusivity in mind. b) Ensuring transport information is clear and accessible to as many users as possible and taking advantage of new technologies and innovation to support users. c) Taking a more tailored and sensitive approach to designing streets and places, and management to make sure we have a street network that is as	No likely significant effects. This policy seeks to ensure that the design of transport infrastructure and vehicles are accessible and to ensure that information is available to This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery

Policy	Description	Test of Likely Significant Effect Outcome
	accessible and inclusive as possible and to meet communities varied needs. d) Ensuring our transport network is affordable. To complement an inclusive and accessible transport network, the physical availability and planning of transport services is important.	policies and/or schemes supporting this objective.
Tackling Transport Related Social Exclusion	We will work to alleviate and prevent transport related social exclusion, including the impacts of deprivation wherever possible. This will include: a) Considering the specific transport needs of communities experiencing social exclusion and deprivation when planning transport interventions and services to enable access to key services, opportunities and amenities. b) Investing in our active travel and bus networks as the most affordable transport options for those experiencing social exclusion or deprivation. c) Supporting alternative means of travel in situations where walking, wheeling, cycling and traditional public transport options are unsuitable. d) Working towards an affordable and fully integrated public transport network. e) Working towards a safe and secure transport network. f) Working to improve air quality by tackling pollution caused by the transport network, focusing on locations which are worst affected where people and communities are exposed to levels above legal limits.	No likely significant effects This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.
Affordability	We will keep the cost of travel on the Bee Network as low as possible whilst supporting investment and ensuring the long-term financial sustainability and efficiency of the transport system. This will include: a) Implementing a fares strategy which supports affordable multi-modal trips. b) Keeping operating costs low by implementing measures to improve efficiency e.g. bus priority, energy costs and utilising technology to streamline and automate back-office processes. c) Making the case to other bodies for fares and tariffs outside of our direct control to also be kept as low as possible. d) Recognising the need for services to be financially sustainable.	No likely significant effects. This policy is concerned with fares and affordability of public transport within the Bee Network. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects.

Policy	Description	Test of Likely Significant Effect Outcome
Night-time Travel	We will deliver a transport system that supports the night-time economy. This will include: a) Extending the operating hours of key bus and Metrolink services. b) Making a compelling case for later- and earlier-running services on the National Rail network. c) Improving personal security, and perceptions of safety, on our active travel and public transport networks after dark. d) Supporting the taxi and private hire industry to safely offer door-to-door services for those who need them. e) Managing large scale events to facilitate safe and efficient movement of large crowds.	No likely significant effects. This policy supports the extension of public transport operating hours and the safety of active travel and public transport users after dark. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.
Health	We will deliver transport interventions that improve the physical and mental health of Greater Manchester's residents. This will include: a) Enabling increased levels of physical activity. b) Developing local streets that are welcoming, safe spaces, enabling people to live well by creating better places that support neighbourhoods and businesses. c) Improving connectivity to key services (such health, education, and employment), amenities and other important destinations. d) Tackling deprivation and inequalities. e) Reducing levels of anxiety about travel. f) Reducing noise and air pollution from motor vehicles. g) Reducing road traffic collisions.	No likely significant effects. This policy seeks to ensure that transportation options support the health and well-being of residents. This includes seeking to reduce air pollution from motor vehicles which could have a positive effect on Habitats sites. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.

Policy	Description	Test of Likely Significant Effect Outcome
Pollution	We will monitor and tackle pollution caused by the transport network, focusing on locations which are worst affected, where people and communities are exposed to levels above legal limits. This will include: a) Bringing nitrogen dioxide (NO2) levels at the roadside within UK legal limits and working towards the World Health Organisation ambition for NO2 alongside national government. b) Maintaining PM10 and PM2.5 within UK legal limits and work towards the WHO guideline value of 5µg/m^3 . c) Reduce the impact of noise from transport vehicles and infrastructure wherever possible, including noise from freight being transported by rail through residential areas. d) Reducing the impact of transport and infrastructure on water resources and watercourses.	No likely significant effects. This is a positive policy that seeks to limit pollution. This includes working to limit air pollution and reducing the impact of transport and infrastructure on water courses. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.
Climate Change	We will reduce carbon emissions from transport, to help Greater Manchester achieve its ambition of being carbon neutral by 2038; and we will take action to make our transport system resilient to the effects of climate change including increased risks of flooding. This will include: a) Reduce the need to travel thereby reducing the overall number of trips. b) Promote sustainable travel choices by foot, bike, public or shared transport to reduce private car usage and decrease overall car trips. c) Reduce the number of vehicles powered by fossil fuels. d) Minimising the embodied and operational carbon that is produced by transport infrastructure. e) Making our transport system resilient and adapting to the impacts of climate change. f) Using nature-based and water efficient solutions in transport projects whenever we can such as Sustainable Urban Drainage Systems (SuDS). g) Integration of new drainage infrastructure between transport schemes and wider development.	No likely significant effects. This policy seeks to reduce carbon emissions in line with Greater Manchester's carbon neutrality targets. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.

Policy	Description	Test of Likely Significant Effect Outcome
Green and Blue Infrastructure	We will work to enhance green and blue infrastructure to support biodiversity, environmental and community benefits, improve sustainable water management and to provide an attractive environment for walking, wheeling, and cycling. This will include: a) Identifying and delivering on opportunities to enhance green and blue infrastructure in transport schemes, such as incorporating street trees, planting, green walls, and roofs. b) Incorporating Sustainable Drainage Systems (SuDS) in the design of transport schemes where appropriate. c) Enabling walking, wheeling and cycling infrastructure to utilise green and blue corridors wherever possible, and facilitate access to places, services and the natural environment. d) Early engagement with partner organisations to maximise opportunities for new blue and green infrastructure.	No likely significant effects. This policy seeks to support and enhance green and blue infrastructure provision and usage while delivering transport schemes. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.
Built and Natural Environment	We will minimise the impact of transport on the built and natural environment. This will include: a) Minimising or avoiding the impact of transport on townscapes, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources. b) Improving access to the built and natural environment c) Delivering environmental enhancements, improved water management, and biodiversity net gain through transport schemes in accordance with legislation. d) Reducing the impact of traffic by increasing the use of public transport and active travel and through effective traffic management. e) Support delivering a resilient network for nature across the city-region through transport.	No likely significant effects. This policy seeks to minimise the impact of transport on the built and natural environment. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.
Vision Zero	We will aim to deliver a transport network that has zero fatalities and life changing injuries on our roads by 2040 while increasing safe, healthy, equitable mobility for all. This will include: a) Creating safer streets, consistent with our Streets for All approach.	No likely significant effects.

Policy	Description	Test of Likely Significant Effect Outcome
	b) Delivering safer speeds on our highway network including targeted 20mph speed limits. c) Ensuring safer use of our roads through more educational programmes and campaigns. d) Improving vehicle safety. e) Improving post-crash response to incidents. Fulfilling these goals will require continued collaboration between organisations that form part of the Safer Roads Greater Manchester Partnership (Driver and Vehicle Standards Agency, GMCA, the 10 GM local authorities, Greater Manchester Fire and Rescue Service, Greater Manchester Police, North West Ambulance Service, National Highways, Transport for Greater Manchester), Greater Manchester Communities and other key partners on road safety.	This policy seeks to ensure that streets are safe, with appropriate safety measures and response to incidents. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.
Personal Safety and Security	We will improve personal security, safety and perceptions of safety, tackling crime and anti-social behaviour across the transport network. This will include: a) Improving personal safety and helping people feel safe while travelling, through presence, monitoring and enforcement on the network, prioritising the tackling of 'high harm' crimes, such as sexual offences, violence, and hate crime and discrimination. b) Designing and maintaining transport assets and services with personal safety and security in mind, and by addressing cleanliness, graffiti and vandalism (including first and last mile journeys). c) Supporting communication and education interventions to provide reassurance to people travelling and deterring undesirable conduct. d) Utilising new and emerging technologies such as video analytics to monitor the network. e) A focus on supporting travel during hours of darkness. To fulfil these goals and will continue to work collaboratively between organisations such as TfGM, GMCA Police and Crime Commission, local authorities, transport operators, Greater Manchester Police, British Transport Police, Network Rail, and local community safety partnerships.	No likely significant effects. This policy seeks to ensure security and safety including monitoring and technical approaches. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.

Policy	Description	Test of Likely Significant Effect Outcome
Network Security	We will work with government, law enforcement, security agencies and transport providers to respond to, and counter, terrorist threats to our transport network or our network users. This will include: a) Ensuring our transport networks are monitored, and staff trained, as part of a vigilant presence on the network, confident to respond to terrorism incidents. b) Designing and improving public spaces and services, and supporting infrastructure proportionate to risk. c) Emergency planning and response within the Greater Manchester Resilience Forum (GMRF), delivering our responsibilities under the Civil Contingencies Act 2004. d) Ensuring our systems are robustly protected and secured, to ensure availability. e) Recognising the role of our network as part of the UK's Critical National Infrastructure.	No likely significant effects. This policy seeks to ensure security of the transport network, including monitoring and appropriate design of public spaces and services. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.
Maintenance and Asset Management	We will work to improve and maintain the condition and resilience of our transport network and manage assets to support our network ambitions. This will include: a) Taking a strategic and whole-life approach to asset management across our network b) Prioritising maintenance that is critical to network reliability c) Working collaboratively to maintain assets across our network d) Optimising our asset lifecycle cost to help maintain affordable fares e) Adopting an environmentally responsible approach to the operation and maintenance of our transport network assets f) Applying a safety-first approach to reduce incidents and enhance passenger perceptions of safety g) Utilising new technologies and real-time information to monitor asset performance and condition, scheduling maintenance at times to minimise disruption h) Investing in our assets to encourage active travel and use of public transport	No likely significant effects. This policy seeks to maintain existing transport assets while taking an environmentally responsible approach that This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.

Policy	Description	Test of Likely Significant Effect Outcome
Delivery Policies		
Delivering the Bee Network	We will enhance and expand the Bee Network, Greater Manchester's dynamic and integrated active travel (walking, wheeling and cycling) and public transport network. This will include: a) Introducing local rail into the Bee Network. b) Improving Bee Network Buses with more reliable and faster journey times, and better integration into the wider network. c) New measures that will enable smoother multi-modal journeys facilitated by seamless interchange between modes – tickets, timings, information, regulation and infrastructure. d) Using technology to prioritise sustainable travel options, implementing smart infrastructure such as intelligent traffic signals and connected vehicles (buses and trams) and real-time data integration. e) Integrated branding across Bee Network active travel and public transport modes. f) Delivering Bee Active Network walking, wheeling and cycling improvements.	No likely significant effects. This policy seeks to expand the bee network. This is primarily via ticketing and branding measures and the incorporation of existing local rail services into the network This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects.
Streets and Roads	Our streets will be welcoming and safe spaces for everyone, enabling more travel by walking, wheeling, cycling and public transport, while creating better places that support local communities and businesses. This will include: a) Creating green, vibrant streets that are welcoming and safe places to spend time in and travel along. b) Creating an attractive and inclusive environment for people walking, wheeling and cycling. c) Enabling a reliable, efficient, integrated, and accessible public transport network. d) Safe and appropriate provision for motor vehicles, parking, goods and servicing. e) Making the best use of limited street space. f) Creating a well-managed, resilient and connected street network.	No likely significant effects. This policy seeks to ensure that streets and roads are suitable for active travel as well as public transport and motor vehicles. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure proposed to support this goal is assessed separately in the delivery policies and/or schemes supporting this objective.

Policy	Description	Test of Likely Significant Effect Outcome
Walking and Wheeling	We will enable and encourage more people to travel actively by walking or wheeling. This will include: a) Making walking and wheeling a safe, convenient and attractive choice, following our Streets for All approach. b) Ensuring there are direct and attractive walking and wheeling routes to public transport and opportunities for walking as a leisure activity. c) Ensuring that new developments are designed to enable walking and wheeling and are fully integrated into the wider network through the planning process. d) Delivering focussed initiatives to enable and encourage more people to walk or wheel – including school streets.	Potential likely significant effects. This scheme encourages more people to cycle by improving the cycling network. The explanation for this policy clarifies that this includes provision of crossing points, connecting quiet streets and improving junctions. Depending on scale and location of the works there may be linking impact pathways. Therefore, this policy cannot be screened out at this stage.
Cycling	We will enable and encourage more people to cycle. This will include: a) Delivering a safe, well-maintained, comprehensive and accessible cycle network, following our Streets for All guidance b) Ensuring cycling is an attractive option, both as a main mode and for incidental journeys to public transport stops and stations, and also enabling people to travel with their bike on trams. c) Provide a range of cycle parking and bike storage options across the network. d) Increasing access to bikes, e-bikes and cargo-bikes by continuing to expand and develop public cycle sharing schemes as well as other initiatives. e) Ensuring that new developments are designed to enable cycling and are fully integrated into the wider network through the planning process f) Enabling more people to cycle through a diverse range of cycle training and initiatives to suit local and individual needs – including school streets.	Potential likely significant effects. This scheme encourages more people to cycle by improving the cycling network. The explanation for this policy clarifies that this includes provision of crossing points, connecting quiet streets and improving junctions. Depending on scale and location of the works there may be linking impact pathways. Therefore, this policy cannot be screened out at this stage.
Bus services	We will use our powers over the franchised bus system to improve services, decarbonise the network and significantly increase bus patronage – to make bus the first choice for more journeys.	No likely significant effects.

Policy	Description	Test of Likely Significant Effect Outcome
	This will include: a) Keeping fares as low as possible and integrating them with the rest of the Bee Network. b) Increasing access and providing connectivity for communities across Greater Manchester to key destinations, as well as across the city region boundary into neighbouring areas. Increasing service frequencies and operating hours, particularly on key orbital and radial routes, and for important destinations such as health, education, retail, leisure and employment. c) Improving service reliability including bus priority infrastructure to increase speeds on key corridors. d) Integrating the bus network with other modes and existing services for specific groups. e) Improving and standardising the experience for bus users including the comfort, safety and security of our customers. f) Building a fully zero emission bus fleet with new sustainable vehicles. g) Delivering a financially sustainable bus system. h) Integration of school bus services. i) Enabling more people to travel by bus, through education and awareness initiatives to suit local and individual needs.	This policy seeks to improve the bus services. This is done via fares and operating hours as well as integrating additional existing bus services into the network. Interventions to support this policy are likely to be small-scale and remote from Habitats sites without liking impact pathways. As such there are no likely significant effects as a result of this policy.
Bus infrastructure	We will improve the overall quality and performance of bus journeys through reducing journey times, improving reliability, and enhancing the accessibility and quality of our bus stops. This will include: a) Protecting, maintaining and increasing coverage of bus priority infrastructure, particularly on key corridors including enforcement and extended hours where needed/appropriate. b) Tackling localised highway issues that cause delays to buses. c) Building upon and enhancing road works information between highways authorities, TfGM and operators at the earliest opportunity and minimise the impact of works on the network. d) Make the best use of new technology and traffic signal infrastructure to deliver priority for buses wherever possible.	Potential likely significant effects. This policy seeks to improve bus journeys via infrastructure measures including localised highway issues, increasing provision of bus infrastructure and improving bus stops. Depending on scale and location of the works there may be linking impact pathways. Therefore, this policy cannot be screened out at this stage.

Policy	Description	Test of Likely Significant Effect Outcome
	e) Making sure stops are accessible, provide real-time information where possible, appropriately located next to destinations and interchanges and provide comfortable and safe waiting areas. f) Improve first and last mile customer experience for bus users through Implementing appropriate crossing and footway facilities at bus stops.	
Neighbourhood Transport Services	We will better integrate neighbourhood transport services across Greater Manchester to increase availability and convenience for customers. This will include: a) Supporting essential services for disabled people, special educational needs and older people with mobility difficulties. b) Improving and better integrating flexible demand services in areas where there are gaps in the public transport network. c) Ensuring large new employment sites contribute to flexible demand services, where they are needed, to improve sustainable access to employment opportunities where traditional public transport provision would be unviable. d) Recognising the role of voluntary and community transport services (including the NHS, community centres etc.) in delivering bespoke journey options for people struggling to access services.	No likely significant effects. This policy supports the provision of neighbourhood transport services and flexible demand services. This policy is targeted at first/last mile services and demand responsive transport. This does not lead to the development of infrastructure that has the potential to cause likely significant effects and as such, there are no likely significant effects as a result of this policy.
Freight and Logistics	We will improve the operational efficiency and effectiveness of our transport network to support more sustainable freight and logistics solutions that enable economic growth. This will include: a) Improving journey times and reliability for deliveries. b) Mitigating the environmental, safety and societal impacts, including for local communities. c) Enabling more sustainable freight movements. d) Addressing freight within development sites. e) Supporting provision of parking and rest facilities for drivers. f) Supporting transition to zero emission freight.	No likely significant effects. This policy supports the efficiency of freight and logistic. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and as such, there are no likely significant effects as a result of this policy.

Policy	Description	Test of Likely Significant Effect Outcome
Strategic Roads	Working with National Highways, we will progress a unified approach to managing the Strategic Road Network (SRN) and Greater Manchester's Key Route and Local Road Network (LRN) to deliver safer and more reliable journeys. This will include: a) Prioritising and shaping investment in the SRN to support economic growth by improving the condition, resilience and safety of the network. b) Coordinating the planning, management, operation of the LRN and SRN to enable smoother more reliable journeys and providing people with up-to-date information when planning, and during travel. c) Ensuring that wherever the SRN connects with local streets there are quality provisions for people walking, wheeling and cycling that align with our Streets for All approach. d) Reducing the local environmental impacts, barriers to movement and severance (both physical and psychological) between neighbourhoods, caused by the SRN. e) Working in partnership with National Highways, TfN and neighbouring local highway authorities to identify, understand and provide solutions to strategic cross-boundary issues and opportunities. f) Supporting wider use of technology across the SRN and the local road network.	Potential likely significant effects. This policy seeks to work with National Highways to ensure a unified approach to the SRN and LRN including ensuring safe pedestrian and cycling options at SRN and LRN meeting points and removing the barriers to movement between neighbourhoods caused by the SNR. Depending on scale and location of works brough forward to support this there may be linking impact pathways. Therefore, this policy cannot be screened out at this stage.
Key Route Network	We will take an integrated and unified approach to planning, operating and enhancing the Greater Manchester Key Route Network (KRN) in line with our Streets for All approach. This will include: a) Coordinating the planning, management and operation of roads across Greater Manchester and with neighbouring authorities, to provide people with better travel information and safer, smoother and more reliable journeys. b) Improving and enhancing our local road network, where necessary to support creation of jobs and new homes, particularly in Greater Manchester's growth locations. c) Balancing the needs of general traffic with those of other users and uses, including those who live, spend time, walk and cycle along key routes.	Potential likely significant effects. This policy seeks to improve the Key Route Network in line with the streets for all approach. The policy includes improvements and enhancements to the road network. Depending on scale and location of these improvements, there may be linking impact pathways. Therefore, this policy cannot be screened out at this stage.

Policy	Description	Test of Likely Significant Effect Outcome
	d) Supporting Bee Network bus users with more bus priority, including a significant increase in bus lane provision and more Red Routes. e) Supporting all road users through better and smarter maintenance of our roads, and improvements to safety, efficiency and operational performance of our Key Routes, including more Red Routes. f) Making the Key Route Network fit for the future, from new and emerging technologies to improved climate resilience of road infrastructure.	
Highways Network Management	We will improve the safety and operational efficiency of our highway network – balancing the needs of all users and local communities – to minimise disruption, improve journey time reliability, and encourage use of active travel and public transport.	Potential likely significant effects. This policy seeks to improve the highway network. Depending on scale and location of these improvements, there may be linking impact pathways. Therefore, this policy cannot be screened out at this stage.
Parking and Kerbside Management	We will manage the supply of parking and manage our kerbsides in a way that supports the vitality and viability of our town centres, employment and residential areas and other key destinations, while avoiding excessive parking provision that encourages increased car use. This will include: **Provision** a) Monitoring and managing car parking demand and supply, taking into account: o the needs of different users (e.g. disabled people, deliveries, taxis, carers and providers of essential services), o the availability of alternative modes of transport, and o wider place-making objectives. b) Introducing measures to control on-street parking – such as the provision of appropriate waiting restrictions, or residents only parking, where there is a recognised need. c) Monitoring and managing kerbside space to promote alternative more equitable and sustainable uses (including dynamic uses) aligned with our Streets for All approach.	No likely significant effects. This policy seeks to manage the availability of parking, with a focus on monitoring and management to ensure that there is adequate provision for parking while not encouraging excessive car use. Interventions to support this policy are likely to be small-scale and remote from Habitats sites without liking impact pathways. As such there are no likely significant effects as a result of this policy.

Policy	Description	Test of Likely Significant Effect Outcome
	d) Supporting car free development and the reduction, or repurposing, of car parking provided in locations where high-quality public transport and active travel opportunities are available. e) Supporting the provision and use of electric vehicle charging points off-street or on-street where safe and appropriate. f) Appropriate identification of parking facilities for HGVs and coaches. **Enforcement and Operations** g) Ensuring the availability/turn-over of parking spaces to support local businesses and enable deliveries, through improved regulation and enforcement of parking, both on-street and in local authority car parks. h) Seeking to ensure that available and reliable public transport is competitively priced against parking charges. i) Reducing the amount of parking on the pavement / footway and other inconsiderate parking. **Quality** j) Improve the quality and safety of the parking facilities and services by adopting high standards of design, maintenance, security and customer service, and by using smart technologies and innovation to enhance the user experience.	
Car clubs	We will work with partners to promote the use and availability of car clubs as sustainable and cost-effective alternatives to private car ownership, and ensure they are integrated into the Greater Manchester transport network. This will include: a) Working with private operators to promote the use and availability of car clubs across Greater Manchester for personal and business use. b) Seeking car club availability at key transport nodes such as Metrolink stops and Rail stations, and make sure car clubs are integrated into the wider Greater Manchester transport network and residential areas. c) Continue to monitor car clubs for future use.	No likely significant effects. This policy seeks to promote use of car clubs via monitoring and supporting implementation by working with private operators. This policy does not lead to the development of infrastructure that has the potential to cause likely significant effects.
Bike and E-Scooter Hire	We will promote the use of bike hire and e-scooter hire as cost-effective alternatives to private car ownership and ensure that such modes are integrated into the Bee Network.	No likely significant effects.

Policy	Description	Test of Likely Significant Effect Outcome
	This will include: a) Working to expand bike and e-scooter hire to key locations and new developments. b) Integrating bike and e-scooter hire services with public transport. c) Ensuring bike and e-scooter hire parking and docking stations are located in convenient and accessible locations. d) Helping people find and use bike and e-scooter hire services more easily by including wayfinding and digital signposting.	This policy seeks to promote use of bike and e-scooter hire, including ensuring appropriate cycle parking and signposting. This policy does not lead to the development of infrastructure that has the potential to cause likely significant effects.
Motorcycles, Mopeds and Private E-scooters	We support the use of motorcycles, mopeds and legal use of e-scooters as part of our transport mix, recognising the need for effective management of these vehicles and to encourage the transition to ultra-low emissions. This will include: a) Supporting the transition to electric motorcycles, mopeds and legal use of eScooters. b) Considering provisions for parking when we make changes to streets and parking arrangements. c) A focus on safety as part of our Vision Zero strategy, recognising that motorcycle, moped and eScooter riders are vulnerable road users, and that there are particular issues with eScooter interactions with pedestrians (see **NP - Vision Zero**). d) Developing a Greater Manchester wide approach on motorcycle, moped and eScooter access to bus lanes. e) Working with Greater Manchester Police and partners to tackle unlawful: • use of off-road motorcycles on the highway. • use of motorcycles off road and unlawful eScooter use. • noise pollution from motorcycles.	No likely significant effects. This policy supports the use of motorcycles, mopeds and e-scooters. This policy does not lead to the development of infrastructure that has the potential to cause likely significant effects.
Taxis	We will work with the taxi industry across Greater Manchester to offer safe and high-quality taxi services from a strong, thriving and well-regulated sector, which is integrated with the wider transport network. This will include: a) Working collaboratively with the taxi trade and local authorities in response to government taxi and private hire vehicle licensing proposals.	No likely significant effects. This policy seeks to support the provision of taxi services, including appropriate licensing and fleet improvements.

Policy	Description	Test of Likely Significant Effect Outcome
	b) Ensuring appropriate pick up and drop off locations are incorporated into interchange and street design at key locations. c) Continuing to enable hackney carriages to use bus lanes. d) Enabling the transition to Low Emission Vehicles for the GM taxi fleet. e) Prioritising the retention and new entries of Wheelchair Accessible Vehicles across the taxi fleet. f) Recognising the role water taxis could play in supporting leisure trips to GM key visitor destinations and supporting integration with the wider transport network.	Interventions to support this policy are likely to be small-scale and remote from Habitats sites without liking impact pathways. As such there are no likely significant effects as a result of this policy.
Coaches	We will work with operators of coach services to integrate facilities, services and information into the Bee Network. This will include: a) Integrating scheduled coach service ticketing and information into the Bee Network App. b) Ensuring that accessible coach parking and set down/pick-up points are available at key locations, strategic interchanges and rail stations for replacement services. c) Working with coach operators to make bus priority infrastructure open to coaches, except where use by coaches would have a negative impact on local bus services.	No likely significant effects. This policy seeks to support the provision of coach services, including integrated ticketing and permitting coaches to use bus infrastructure where viable. Interventions to support this policy are likely to be small-scale and remote from Habitats sites without liking impact pathways. As such there are no likely significant effects as a result of this policy.
Ultra Low Emission Vehicles	We will encourage the transition towards ultra-low emission vehicles. This will include: a) Reduce the imbalance in the availability of charging infrastructure in different locations and explore ways to reduce the disparity in charging rates between private and public settings. b) Work with the private sector to increase the number of publicly available charging points, ensure these are well designed, consider the needs of disabled people, and encourage renewable energy as a first choice for providers.	No likely significant effects. This policy seeks to support the uptake of electric and other low emissions vehicles in a range of ways including support for greater provision of publicly accessible charging points. Interventions to support this policy are likely to be small-scale and remote from Habitats

Policy	Description	Test of Likely Significant Effect Outcome
	c) Developing charging infrastructure that is integrated with other transport modes and encourages taxis, private hire vehicles and car clubs to transition. d) Continue to evaluate the benefits of emerging fuel technologies such as hydrogen and working with partners explore refuelling opportunities.	sites without liking impact pathways. As such there are no likely significant effects as a result of this policy.
Rail Integration	We will work with Great British Railways (GBR) and partners to fully integrate local rail into the Bee Network. This will include: a) Integrating rail into the Bee Network in terms of fares and ticketing, interchange, branding and information. b) Improving local suburban rail services, including improved frequencies. c) Ensuring rail stations and services are accessible to all and perceptions of personal safety are significantly improved. d) Making it easier for passengers to access stations by walking, wheeling and cycling and to interchange between transport modes. e) Delivering new stations, including in key growth locations. f) Encouraging higher density development near stations, to bring more people closer to high quality public transport. g) Support a sense of community ownership and placemaking, including through community rail partnerships and volunteer schemes, to ensure changes increase social inclusion. We will develop an effective Mayoral Partnership with GBR, as heralded in the Rail Reform consultation document, and continue to explore deeper levels of rail devolution over time. We will work with Government, the rail industry, regional and local partners to develop the emerging draft Rail Vision document into a joint long term delivery plan for the railway in our region.	Possible significant effects This policy seeks to integrate local rail services into the Bee Network. This policy calls for the development of new stations in key growth locations. While this policy does not allocate specific sites for the development of these rail stations, if these are to be created in close proximity to any Habitats site there will be potential linking impact pathways.
Regional and National Rail Services	We will work with Great British Railways (GBR) and rail industry partners to develop a high-capacity and reliable regional and national (inter-urban) rail network that provides seamless connectivity between Greater Manchester, other northern towns and cities, and the rest of the country. The initial focus will be preparing a joint Integrated Rail Vision.	No likely significant effects. The policy makes clear an intent to collaborate with Great British Railways to improve the regional and national rail services

Policy	Description	Test of Likely Significant Effect Outcome
	This will include: a) Delivering capacity, reliability, speed and resilience improvements, ensuring improvements to inter-urban service provision and rail freight. b) Taking advantage of the service improvements and reliability benefits offered by the Transpennine Route Upgrade. c) Progressing the Liverpool to Manchester section of Northern Powerhouse Rail d) Supporting the rail industry with making its case for further rolling stock investment. e) Working with Government to improve Greater Manchester's rail connectivity across the UK, including connectivity with Northern Cities, the West Midlands and London. f) Extending the benefits of Northern Powerhouse Rail throughout Greater Manchester and across economic centres in the North of England.	via working to prepare a joint Integrated Rail Vision. While this policy does make reference to the Trans Pennine Route Upgrade, the Liverpool to Manchester Northern Powerhouse Rail Line and other developments, these are to be agreed with partners in the Integrated Rail Vision plan and as such are best addressed when that plan is assessed.
Existing Light Rail	We will maintain, enhance, and expand the connectivity of our Metrolink as an integrated part of our Bee Network.	Potential likely significant effects. This policy seeks to expand connectivity of Metrolink as part of the Bee network. Depending on how this extended connectivity is established, as well as the nature, scale and location of any works as a part of this, there may be linking impact pathways. Therefore, this policy cannot be screened out at this stage.
Future Light Rail and Metro	We will continue to develop future light rail and metro capacity and connections, to serve more people and places	Potential likely significant effects. This policy seeks to expand connections and capacity for light rail and metro. Depending on how these connections are developed, as well as the nature, scale and location of any works as a part of this, there may be linking impact pathways. Therefore, this policy cannot be screened out at this stage.

Policy	Description	Test of Likely Significant Effect Outcome
Transport Hubs (including Park and Ride)	We will seek to ensure transport hubs and interchanges make it easy to travel across the Bee Network, and in doing so enable a seamless and high-quality customer experience for those making multi-modal journeys. This will include: a) Enhancing the customer experience at our Strategic Interchanges, e.g. National Rail Stations, Interchanges and Manchester Airport – through consistent high standards of infrastructure and information provision and integration of Bee Network modes at high footfall locations. b) Developing Travel Hubs and Local Travel Hubs to increase access to the Bee Network by improving modal choices, co-locating modes together conveniently, with consistent approaches to information provision and wayfinding. c) Providing appropriate car parking facilities at Travel Hubs that offer the best opportunity to intercept long-distance car trips, aligned with our Park and Ride principles.	Potential likely significant effects This policy seeks to develop multi-modal travel hubs to support journeys across multiple modes of transport. Depending on the nature, scale and location of any works to support the delivery of these transport hubs, there may be linking impact pathways. Therefore, this policy cannot be screened out at this stage.
Travel choices	We will deliver targeted, evidence-based, information and campaigns to encourage and enable people to use the Bee Network and make sustainable travel choices.	No likely significant effects. This policy seeks to provide suitable information and campaigns to encourage optimal travel choice. This policy will not lead to new development and as such has no likely significant effects.
Technology and Innovation	We will investigate, develop and deploy transport technology and innovations that support our Right Mix target, align with our network ambitions and deliver a better customer experience. This will include: a) Horizon scanning for technology and innovations to enable Greater Manchester to capitalise on emerging opportunities while fostering partnerships with public bodies, industry and research institutions. b) Trialling new ideas through pilot projects with thorough evaluation of their impacts. c) Rolling out successful trials of technology and innovation into our business-as-usual activities.	No likely significant effects. This policy seeks to provide suitable information and campaigns to encourage optimal travel choice. This policy will not lead to new development and as such has no likely significant effects.

Policy	Description	Test of Likely Significant Effect Outcome
Collaboration with Neighbouring Authorities and Other Organisations	We will work closely with neighbouring authorities and other organisations to improve cross-boundary connections, to support the needs of local communities and deliver on shared objectives (such as health improvement, environmental protection and economic growth). This will include: a) Sharing evidence with neighbouring authorities to support the development and delivery of cross-boundary initiatives – focusing on active travel and public transport connections between neighbourhoods and town centres, and on encouraging sustainable cross-boundary commuting trips. b) Co-ordinating and improving cross-boundary bus routes under bus franchising and working to resolve fares and ticketing issues. c) Collaborative working with neighbouring authorities, Transport for the North and Network Rail on services and infrastructure investment and the development of Northern Powerhouse Rail. d) Collaborative working with neighbouring authorities, Transport for the North and National Highways on Strategic Road Network investment. e) Collaborative working with planning authorities, landowners and developers to ensure new developments are well located and as sustainable as possible. f) Collaborative working with major organisations such as the NHS or Manchester Airports group to identify and deliver shared objectives. g) Encouraging sustainable freight options.	No likely significant effects. This policy supports collaboration with neighbouring authorities and other organisations. This policy does not lead to the development of any specific infrastructure that has the potential to cause likely significant effects and any infrastructure brought forward as part of this collaboration is assessed separately in the schemes supporting this objective or will need to be assessed at a later time.

Table 5. LTP Delivery Plan Document Test of Likely Significant Effects Screening Table

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Map 1			
Sale West and Altrincham Improvements	Improvements to streets, including accessibility at bus stops and on walking routes to them. More bus priority and green man crossings at traffic signals.	Trafford	No likely significant effect. This scheme concerns improvements to streets and bus stops within Trafford District. These improvements will likely be small-scale and remote from Habitats sites without linking impact pathways.
Streets, Bus and Active Travel corridors: • Wigan-Leigh • Wigan-Bolton • Bolton-Bury • Bury-Rochdale • Rochdale-Oldham-Ashton • A664 Rochdale Road • A6 Manchester - Stockport • A662 Ashton New Road • A62 Oldham Road • Ashton - Stockport • Wilmslow Road improvements • Salford Crescent - Media City Phase 1	Upgrade to bus corridors. More bus priority, including at traffic signals, to improve reliability and reduce journey times. Improvements to streets, including accessibility at bus stops and on walking routes to them.	Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Wigan	Potential impacts This scheme makes improvements to various bus corridors throughout the plan area. While the majority of these corridors are distant from Habitats sites and therefore lack linking pathways, the Rochdale-Oldham-Ashton bus corridor crosses the Rochdale Canal SAC and as such, depending on scale and location of the works there may be linking impact pathways.
GM Main Town Centre improvements package • Ashton-under-Lyne • Altrincham • Bolton (inc. Town Centre East Phase 1) • Bury • Oldham (inc. Market Place)	To improve the streets and public realm within, and access to, main town centres, for walking, cycling, public transport and placemaking whilst tackling issues such as traffic congestion, servicing, air pollution, bus service reliability.	Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside,	No likely significant effect. This scheme concerns improvements to streets and public realm within Main Town Centres. These improvements are remote from Habitats sites.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
• Rochdale • Stockport (inc. Town Centre West) • Wigan		Trafford, Wigan	The nearest of these centres to an SAC is Rochdale, however, works at this centre are over 500m from the nearest Habitats site and as such there are no likely significant effects.
Other Town Centre and Destination Place schemes including: • Leigh • Radcliffe • Stalybridge • Stretford • Swinton	To improve streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability	Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford	No likely significant effect. This scheme concerns improvements to streets within Town Centres. These improvements are all remote from Habitats sites and as such there are no likely significant effects.
North Manchester General Hospital	Supporting North Manchester General Hospital's redevelopment by improving the streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	Manchester	No likely significant effect. This scheme concerns improvements to streets in the vicinity of North Manchester General Hospital. These improvements are all remote from Habitats sites and as such there are no likely significant effects.
Castleton Phase 2	Continuation of Castleton walking and cycling scheme through to Rochdale town centre.	Rochdale	No likely significant effect. This scheme concerns the continuation of the Castleton walking and Cycling scheme. This scheme is remote from Habitats sites and as such there are no likely significant effects.
Ordsall Neighbourhood	Neighbourhood street enhancements in Ordsall	Salford	No likely significant effect. This scheme concerns improvements to streets in Ordsall neighbourhood. These

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			improvements are remote from Habitats sites and as such there are no likely significant effects.
Salford Quays AT Package	Improvements to access by and connectivity for walking and cycling	Salford	No likely significant effect. This scheme concerns improvements to walking and cycling connectivity. These improvements are all remote from Habitats sites and as such there are no likely significant effects.
Oldham Town Centre Market Place	To support development and regeneration in Oldham Town Centre and to improve its attractiveness, accessibility and connectivity for people walking, cycling and using public transport, while maintaining the functional integrity of the highway network.	Oldham	No likely significant effects This scheme seeks to improve the connectivity, accessibility and attractiveness of Oldham town centre. These improvements are all remote from Habitats sites and as such there are no likely significant effects.
Bolton to Doffcocker Phase 2	Active travel improvements as part of Phase 2 will support the regeneration of Bolton town centre and create a better link between the Phase 1 scheme and Topp Way/ Higher Bridge Street scheme, helping more people to walk, wheel or cycle safety across the area and to Bolton town centre.	Bolton	No likely significant effects This scheme seeks to improve active travel in and around Bolton town centre. These improvements are all remote from Habitats sites and as such there are no likely significant effects.
Wilbraham Road improvements	Street improvements along Wilbraham Road to make travel safer, more accessible, and more reliable for all. These changes will include bus and active travel measures, helping people move around more easily whether they're walking, wheeling, cycling, or using public transport.	Manchester	No likely significant effect. This scheme concerns street improvements along Wilbraham Road. These improvements are remote from Habitats sites and as such there are no likely significant effects.
Western Access Brightly Brook junction improvements	As part of the Western Access scheme supporting the proposed Northern Gateway development, junction improvements at Pilsworth Road/Moss	Bury	No likely significant effect. This scheme concerns junction improvements at Pilsworth Road/Moss Hall

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	Hall Road in south Heywood aim to promote sustainable travel.		Road. These improvements are remote from Habitats sites and as such there are no likely significant effects.
Palatine Road / Princess Parkway improvements	Street improvements along Palatine Road / Princess Parkway to make travel safer, more accessible, and more reliable for all. These changes will include bus and active travel measures, helping people move around more easily whether they're walking, wheeling, cycling, or using public transport.	Manchester	No likely significant effect. This scheme concerns street improvements along Palatine Road / Princess Parkway. These improvements are remote from Habitats sites and as such there are no likely significant effects.
Metrolink Bury Line Stop Upgrades	Package of tram stop improvements to improve customer experience, focused on former British Rail stations including priority Heaton Park upgrade.	Bury	No likely significant effect. This scheme concerns improvements to tram stops on the bury line. These improvements will likely be small-scale and remote from Habitats sites without linking impact pathways.
Metrolink Altrincham Line Stop Upgrades	Package of tram stop improvements to improve customer experience.	Manchester, Trafford	No likely significant effect. This scheme concerns improvements to tram stops on the Altrincham line. These improvements will likely be small-scale and remote from Habitats sites without linking impact pathways.
New Metrolink Stop - Cop Road	New stop to serve the Beal Valley and Broadbent Moss development, providing a fast, frequent and reliable rapid transit option.	Oldham	No likely significant effect. This scheme concerns a new tram stop to serve Beal Valley and Broadbent Moss development. This new stop will be remote from Habitats sites without linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Tram-train Pathfinder, Heywood to Oldham Section. Tram-train Pathfinder, Heywood to Bury Section.	Extension of tram-train to run Oldham - Bury, following implementation of the early pathfinder scheme between Oldham and Heywood via Rochdale, providing improved, faster and more reliable connectivity, and investigation of potential spur into Northern Gateway.	Bury, Oldham, Rochdale	Potential impacts This scheme extends the tram-train. This transport line does cross the Rochdale Canal SAC in the Heywood to Oldham Section and as such, there may be linking impact pathways from this section. The Heywood to Bury section is remote from Habitats sites and therefore will have no likely significant effects.
Metrolink Connection to Stockport	To provide communities in and around Stockport with an alternative rapid transit option into the South Manchester and Trafford, thereby reducing pressure on local roads.	Stockport	No likely significant effect. This scheme extends the Metrolink to Stockport. This extension will be remote from Habitat sites and therefore have no likely significant effects.
Bury Interchange redevelopment including Metrolink stop upgrade and new southern access	The Bury Interchange redevelopment is a major infrastructure scheme aiming to provide a key multimodal transport hub serving Metrolink, bus, and active travel users. It aims to deliver a modern, accessible, and carbon-neutral transport interchange that supports the Bee Network and Bury's wider regeneration ambitions	Bury	No likely significant effect. This scheme creates a multimodal transport hub in Bury. This transport hub will be remote to all Habitats sites and therefore does not have any likely significant effects.
New Metrolink Stop - Elton Reservoir	New stop to serve the Elton Reservoir development, providing a fast, frequent and reliable rapid transit option.	Bury	No likely significant effect. This scheme concerns a new Metrolink stop to serve Elton Reservoir development. This new stop will be remote from Habitats sites without linking impact pathways.
New Golborne railway station	New Railway Station, served by trains between Wigan and stations to Manchester, connecting to other National Rail Services. Providing a fast and reliable public transport option, contributing to	Wigan	No likely significant effect. This scheme creates a new railway station at Goldbourne. This new station will be remote

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	modal shift and reducing pressure on the highway network.		from Habitats sites without linking impact pathways.
Walkden rail station step-free access	Improved access for everyone, providing stop-free access between street and platforms	Salford	No likely significant effect. This scheme concerns accessibility improvements to Walkden Rail Station. These improvements will likely be small-scale and will be remote from Habitats sites without linking impact pathways.
Access for All Swinton rail station and step-free access	Improved access for everyone, providing stop-free access between street and platforms.	Salford	No likely significant effect. This scheme concerns accessibility improvements to Swinton Rail Station. These improvements will likely be small-scale and will be remote from Habitats sites without linking impact pathways.
Access for All Bryn railway station	Improved access for everyone, providing step-free access between street and platforms.	Wigan	No likely significant effect. This scheme concerns accessibility improvements to Bryn Rail Station. These improvements will likely be small-scale and will be remote from Habitats sites without linking impact pathways.
Access for All Hindley rail station	Improved access for everyone, providing step-free access between street and platforms.	Wigan	No likely significant effect. This scheme concerns accessibility improvements to Hindley Rail Station. These improvements will likely be small-scale and will be remote from Habitats sites without linking impact pathways.
Rochdale rail station improvements and new entrance	Package of station improvements to improve access, attractiveness, and customer experience, from street to train	Rochdale	Potential effects. This scheme concerns several improvements to Rochdale Rail Station. Rochdale railway station is located within

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			500m of Rochdale Canal SAC and as such, depending on the nature, scale and location of this scheme there may be linking impact pathways.
Greenfield railway station upgrade	Station improvements as part of TransPennine Route Upgrade, including improvements to access for everyone, with step-free access between street and platforms, and platform extensions to allow longer trains to serve the station.	Oldham	No likely significant effect. This scheme concerns accessibility improvements and platform extensions at Greenfield Rail Station. These improvements will likely be small-scale and will be remote from Habitats sites without linking impact pathways.
Bee Network Rail Integration Phase 1	Integration of first tranche of local rail services into the Bee Network. Services to go live December 2026.	Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan	No likely significant effect. This scheme concerns the integration of existing local rail services into the Bee Network. This scheme does not lead to significant physical development with any necessary improvements being small scale and therefore do not pose any likely significant effects.
Bee Network Rail Integration Phase 2	Integration of second tranche of local rail services into the Bee Network. Services to go live December 2027.	Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan	No likely significant effect. This scheme concerns the integration of existing local rail services into the Bee Network. This scheme does not lead to significant physical development with any necessary improvements being small scale and therefore do not pose any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Bee Network Rail Integration Phase 3	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2028.	Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan	No likely significant effect. This scheme concerns the integration of existing local rail services into the Bee Network. This scheme does not lead to significant physical development with any necessary improvements being small scale and therefore do not pose any likely significant effects.
Bee Network Rail Integration Phase 4	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2029.	Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan	No likely significant effect. This scheme concerns the integration of existing local rail services into the Bee Network. This scheme does not lead to significant physical development with any necessary improvements being small scale and therefore do not pose any likely significant effects.
Network-wide rail improvements	Infrastructure improvements to improve reliability and resilience, reduce journey times, enable service enhancements and provide capacity for additional freight services.	Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan	Potential effects. This scheme concerns infrastructure improvements across the national rail network within the plan area. There are several areas of this rail network that are in proximity to Habitats sites. As such, depending on the nature, scale and location of this scheme there may be linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
M60/M62/M66 Simister Interchange	Provision of a new loop, providing free flow movement between the M60 North and M60 West (clockwise), allowing traffic to bypass the congested signalised roundabout; widening of the slip between M60 West and M60 North (anticlockwise); widening of the M60 between junction 17 and 18; widening of the M66 on the Bury side of the junction.	Bury	No likely significant effect. This scheme concerns provision of a new loop to reduce traffic on the roundabout and widening of the motorways and slip roads. These improvements will be remote from Habitats sites and therefore will not lead to likely significant effects.
Wigan-Bolton East/West - Hulton Park	New road, part of proposed Wigan - Bolton East / West route. Improved connectivity between M6 and M61, supporting development in the Northfold Growth Corridor.	Bolton, Wigan	No likely significant effect. This scheme concerns a new road supporting development in the Northfield Growth Corridor. This new road is to be remote from Habitats sites and therefore will not lead to likely significant effects.
Carrington Relief Road	New / improved road link, supporting development and growth across Sale West, Carrington and Partington.	Trafford	No likely significant effect. This scheme concerns a new/improved road link. This new road is to be remote from Habitats sites and therefore will not lead to likely significant effects.
A57/A628/A616 TransPennine Connectivity, Safety and Resilience	A package of measures to improve road safety along the length of route between M67 and M1, part of a programme focused on the National Highways roads with the lowest iRAP road safety rating.	Tameside	Potential effects. This scheme makes safety improvements along the A57, A628 and A616. While the A57 and A616 are remote from any habitat sites, the A 628 lies immediately adjacent to areas of the South Pennine Moors SAC and SPA. As such, depending on the nature, scale and location of this scheme there may be linking impact pathways.
Mottram Bypass A57 Link Road	New road links, between M67 junction 4 and Mottram Moor, and between Mottram Moor and Wolley Bridge. A National Highways scheme to	Tameside	No likely significant effect.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	remove A57 thorough traffic from Mottram village, reduce traffic delays, improve safety and provide new facilities for people walking, cycling, and bus users. Improved connectivity between Glossopdale and Tameside, and between Greater Manchester and South Yorkshire		This scheme concerns new road links between the M67, Mottram Moor and Wolley Bridge. These links are to be remote from Habitats sites and therefore will not lead to likely significant effects.
A34 Handforth - Cheadle Phase 1	To improve multi-modal access to existing and planned residential, employment and education locations along the A34 corridor between Handforth, Cheadle and Heald Green. Focus is on improving cycling and walking connectivity and reducing severance impact of the A34, plus junction improvements to provide access to potential development sites for all modes and potential new public transport hub at Stanley Green.	Stockport	No likely significant effect. This scheme concerns improvements to access to facilities along the A34. These improvements are to be remote from Habitats sites and therefore will not lead to likely significant effects.
Bury Interchange Redevelopment	Construction of a replacement tram and bus interchange in Bury Town Centre, the first operationally carbon-neutral transport hub / interchange in Greater Manchester.	Bury	No likely significant effect. This scheme creates a replacement tram and bus interchange in Bury. This development will be remote to all Habitats sites and therefore does not have any likely significant effects.
Stockport rail station - interchange and travel hub redevelopment	To provide better access to public transport through Travel Hub / Park and Ride facilities. This in turn will encourage modal shift in Greater Manchester.	Stockport	No likely significant effect This scheme is a redevelopment of the interchange and travel hub at Stockport Rail station to enhance access to public transport. This development will be remote to all Habitats sites and therefore does not have any likely significant effects.
Hindley Travel Hub	To provide better access to public transport through Travel Hub / Park and Ride facilities. This	Wigan	No likely significant effect

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	in turn will encourage modal shift in Greater Manchester.		This scheme concerns a travel hub at Hindley to enhance access to public transport. This development will be remote to all Habitats sites and therefore does not have any likely significant effects.
Tyldesley Travel Hub	To provide better access to public transport through Travel Hub / Park and Ride facilities. This in turn will encourage modal shift in Greater Manchester.	Wigan	No likely significant effect This scheme concerns a travel hub at Tyldesley to enhance access to public transport. This development will be remote to all Habitats sites and therefore does not have any likely significant effects.
Mosley Common Guided Busway stop and Travel Hub	To provide better access to public transport through Travel Hub / Park and Ride facilities. This in turn will encourage modal shift in Greater Manchester.	Wigan	No likely significant effect This scheme concerns a travel hub and guided busway at Mosley Common to enhance access to public transport. This development will be remote to all Habitats sites and therefore does not have any likely significant effects.
Travel hub including park & ride - Rochdale station	Package of station improvements to improve access, attractiveness, and customer experience, from street to train.	Rochdale	Potential effects. This scheme concerns several improvements to Rochdale Rail Station. Rochdale railway station is located within 500m of Rochdale Canal SAC and as such, depending on the nature, scale and location of this scheme there may be linking impact pathways.
Map 2			
A6018 Bus Infrastructure Improvements	To improve reliability and speed of buses on A6018 between Stalybridge - Mottram in	Tameside	No likely significant effect. This scheme concerns upgrades bus infrastructure on the A6018. This is remote

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	Longdendale corridor, which forms part of one of the radial Streets for All corridors.		from habitat sites and as such, these improvements do not lead to any likely significant effects.
S4A & Bus A577 West	Route upgrade of the Wigan - M58 bus corridor, with the emphasis on quality, reliability, and integration into the urban realm.	Wigan	No likely significant effect. This scheme concerns upgrades to a bus route. This bus route is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
S4A & Bus A577 East	Route upgrade of the Wigan - Salford bus corridor, with the emphasis on quality, reliability, and integration into the urban realm.	Bolton, Wigan	No likely significant effect. This scheme concerns upgrades to a bus route. This bus route is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
S4A & Bus A56 Bury-Ramsbottom	To improve reliability and speed of buses on A56 between Bury - Ramsbottom corridor, which forms part of one of the radial Streets for All corridors, and cross boundary connections into Rossendale/Lancashire.	Bury	No likely significant effect. This scheme concerns upgrades to a bus route. This bus route is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
S4A & Bus A56 Manchester-Bury	To improve reliability and speed of buses on A56 between Manchester - Bury corridor, which forms part of one of the radial Streets for All corridors.	Bury, Manchester	No likely significant effect. This scheme concerns upgrades to a bus route. This bus route is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
S4A & Bus Trafford Centre - Cadishead	To improve reliability and speed of buses on the B5320 and A57 between the Trafford Centre - Cadishead corridor.	Salford, Trafford	No likely significant effect. This scheme concerns upgrades to a bus route. This bus route is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Northern Gateway Bus network and active travel improvements	To support the Northern Gateway potential development area facilitating access into and through the development.	Bury	No likely significant effect. This scheme concerns improvements to the bus network and active travel infrastructure supporting the Northern Gateway potential development area. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Walshaw bus network and active travel improvements	To support the proposed Walshaw development, local bus services and supporting infrastructure and active travel infrastructure will be improved as part of the site's delivery.	Bury	No likely significant effect. This scheme concerns improvements to the bus network and active travel infrastructure supporting the Walshaw development. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Elton Reservoir bus network and active travel improvements	To support the Elton Reservoir potential development, local bus services and supporting infrastructure and active travel infrastructure will be improved as part of the site's delivery.	Bury	No likely significant effect. This scheme concerns improvements to the bus network and active travel infrastructure supporting the Elton Reservoir potential development. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
New Carrington local bus network improvements	To support the proposed New Carrington development, local bus services and supporting infrastructure will be improved as part of the site's delivery.	Trafford	No likely significant effect. This scheme concerns improvements to the bus network and active travel infrastructure supporting the New Carrington development. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
S4A & Bus Bolton – Bury A58 corridor	To improve reliability and speed of buses on A58 on Bolton-Bury-Rochdale corridor, which forms part of one of the radial Streets for All corridors.	Bolton, Bury, Rochdale	No likely significant effect. This scheme concerns improvements to the buses, active travel and public realm on the

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	The scheme will also deliver elements of active travel and public realm improvements.		Bolton-Bury-Rochdale corridor. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Wigan Station Gateway and Town Centre S4A Improvements	Street improvements in Wigan town centre, coupled with the Wigan Station Gateway scheme, will enhance safety, accessibility, and support better multi-modal connections across the town centre, with improving access to all Wigan rail stations. The scheme will make it easier for people to move around the town centre while encouraging active travel and sustainable transport choices.	Wigan	No likely significant effect. This scheme concerns street improvements within Wigan town centre to provide better connections and enhance safety. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Bolton Town Centre S4A Improvements	To improve the streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	Bolton	No likely significant effect. This scheme concerns improvements to streets in Bolton town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Rochdale Town Centre	To support walking, cycling and bus movements in Rochdale Town Centre (including pedestrian movements to Rochdale Metrolink stop) and to support the regeneration of Rochdale Town Centre.	Rochdale	Potential effects. This scheme concerns street improvements to Rochdale town centre. Rochdale town centre is located within 500m of Rochdale Canal SAC and as such, depending on the nature, scale and location of this scheme there may be linking impact pathways.
Atherton Town Centre S4A Improvements	To facilitate development and regeneration in Oldham Town Centre and to improve the attractiveness of Oldham Town Centre for pedestrians, cyclists and public transport users, and maintain the integrity of the highway network within and around Oldham Town Centre.	Wigan	No likely significant effect. This scheme concerns improvements to streets in Atherton town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Oldham Town Centre S4A	To facilitate development and regeneration in Oldham Town Centre and to improve the attractiveness of Oldham Town Centre for pedestrians, cyclists and public transport users, and maintain the integrity of the highway network within and around Oldham Town Centre.	Oldham	No likely significant effect. This scheme concerns improvements to streets in Oldham town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Ashton-under -Lyne Town Centre S4A	To support walking, cycling and bus movements in Ashton-under-Lyne Town Centre (including pedestrian movements to Ashton-under-Lyne Town Centre Metrolink stop) and to support the regeneration of Ashton-under-Lyne Town Centre.	Tameside	No likely significant effect. This scheme concerns improvements to streets in Ashton-Under-Lyne town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Stockport Town Centre S4A Accessibility Package	To include delivery of new connectivity hubs, active neighbourhoods, slow streets, public realm improvements, EV charging and car club expansion. To include early delivery of Mersey Square remodel to improve bus movements, also to include early delivery of A6 Railway Road junction remodel to include increased capacity and east-west cycle route.	Stockport	No likely significant effect. This scheme concerns improvements to the street, public realm and connectivity in Stockport town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Altrincham Town Centre S4A	To support walking, cycling and bus movements in Altrincham Town Centre (including pedestrian movements to Altrincham Metrolink stop)	Trafford	No likely significant effect. This scheme concerns improvements to streets in Altrincham town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Sale S4A	To support walking, cycling and bus movements in Sale Town Centre (including pedestrian movements to Sale Metrolink stop)	Trafford	No likely significant effect. This scheme concerns improvements to streets in Sale. This is remote to any Habitats sites and as such does not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Sharston Road improvements	Street improvements along Sharston Road including active travel, public realm, and other local measures improving safety and accessibility for all road users.	Manchester	No likely significant effect. This scheme concerns improvements to streets along Sharston Road. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Westhoughton Active Travel Improvements	Neighbourhood street enhancements with new walking/cycling links and M61 bridge; supporting town centre access and sustainable travel.	Bolton	No likely significant effect. This scheme concerns improvements for active travel in Westhoughton. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Astley Bridge / Crompton Active Travel Improvements	Neighbourhood street enhancements in Astley Bridge and Crompton.	Bolton	No likely significant effect. This scheme concerns street improvements in Astley Bridge and Crompton. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Prestwich Active Travel Improvements	Neighbourhood street enhancements centred on Prestwich	Bury	No likely significant effect. This scheme concerns street improvements for active travel in and around Prestwich. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Whitefield Active Travel Improvements	Neighbourhood street enhancements centred on Whitefield	Bury	No likely significant effect. This scheme concerns street improvements for active travel in and around Whitefield. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Trafford Greenway to Altrincham	The Trafford Greenway scheme seeks to establish a high-quality walking and cycling corridor linking Partington with Altrincham. A key element of the	Trafford	No likely significant effect. This scheme concerns reopening disused rail lines and street improvements for a

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	scheme involves reopening the disused Cheshire Lines railway route, including the restoration of the Cadishead/Partington viaduct. This will enable a direct active travel connection between Partington, and the Timperley Metrolink stop, complemented by improvements to surrounding local streets.		walking and cycling route between Partington and Altrincham. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Trafford Waters connectivity improvements and bridge	Connectivity enhancements at the proposed Trafford Waters development, including the delivery of a new active travel bridge, will improve access to and through the development, supporting active travel and providing better integration to public transport links.	Trafford	No likely significant effect. This scheme concerns connectivity enhancements at Trafford Waters including delivery of a bridge. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Slattocks active travel improvements (rail bridge)	Active travel improvements to Slattocks Rail Bridge will increase capacity and improve safety and accessibility for all users. This upgrade will also enhance local connectivity and support active travel by creating a more inclusive and reliable route for walking and cycling along this key corridor.	Rochdale	Potential impacts This scheme concerns improvements Slattocks rail bridge. This bridge is located within 500m of Rochdale Canal SAC and as such, depending on the nature and scale of this scheme there may be linking impact pathways.
New Carrington local bus network improvements	Enhancements to the local bus network serving the proposed development at New Carrington, will improve public transport accessibility, reliability, and coverage across the area. These improvements will strengthen connections to key destinations, support sustainable travel choices, and improve integration with walking and cycling routes to promote active travel and local connectivity.	Trafford	No likely significant effect. This scheme concerns enhancements to the local bus network at New Carrington. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Active travel crossings upgrade package along M60 corridor	A package of active travel crossing upgrades along the M60 corridor will improve safety,	Manchester, Stockport	Potential impacts

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	accessibility, and connectivity for pedestrians and cyclists. These enhancements aim to reduce severance caused by major road infrastructure and support more inclusive, sustainable travel across adjacent communities.		This scheme concerns the improvement of several active travel crossing points along the M60 to improve safety. The M60 crosses Rochdale Canal SAC at White Gate and as such, depending on the nature, scale and location of this these upgrades there may be linking impact pathways.
Autonomous Vehicle Service (Bolton Interchange - Royal Bolton Hospital)	24/7 self-driving system running on a decommissioned railway corridor connecting the Bolton Transport Interchange to the Royal Bolton Hospital.	Bolton	No likely significant effect. This scheme concerns the establishment of a self-driving system on a decommissioned railway line. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Wingates sustainable transport corridor including links to Westhoughton	The Wingates sustainable transport corridor will deliver improved walking, cycling, and public transport infrastructure, including enhanced links to Westhoughton. This scheme aims to support active travel, reduce car dependency, and strengthen local connectivity between residential areas and employment sites.	Bolton	No likely significant effect. This scheme concerns improved active travel infrastructure including enhanced links to Westhoughton. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
De Havilland Way corridor improvements	Improvements along the De Havilland Way corridor will enhance safety, accessibility, and journey reliability for all users. The scheme will support sustainable travel by upgrading walking and cycling infrastructure.	Tameside, Wigan	No likely significant effect. This scheme concerns upgrades to walking and cycling routes along De Havilland Way corridor. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Park Bridge Viaduct NCN 626	The Park Bridge Viaduct scheme along NCN 626 involves restoring the historic structure to create a safe, direct, and accessible walking and cycling route between Oldham and Ashton-under-Lyne.	Tameside	No likely significant effect. This scheme concerns restoration of the Park Bridge Viaduct for a safe active travel route. This is remote to any Habitats sites

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			and as such does not lead to any likely significant effects.
Godley Green Hattersley bridge connection	A new multi-user bridge connecting Godley Green Garden Village development to Hattersley, adjacent to Hattersley Train Station, this scheme will provide safe and accessible walking and wheeling access across the railway line. This connection will strengthen integration between the two communities, improve access to public transport, and support active travel as part of the wider sustainable development of the area.	Tameside	No likely significant effect. This scheme concerns the construction of a new multi-user bridge at Hattersley. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
A560 Stockport Road/Mottram Old Road travel corridor	The A560 Stockport Road / Mottram Old Road corridor improvement scheme aims to deliver a 'Streets for All' approach, enhancing safety, accessibility, and journey quality for all users. The project will support active travel and public transport, reduce severance, and improve connectivity between Hattersley and surrounding areas.	Stockport	No likely significant effect. This scheme concerns street enhancements to support active travel along the A560 Stockport Road/ Mottram Old Road corridor. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Express Bus Corridor Manchester - Northern Gateway	To support the Northern Gateway potential development area facilitating access into and through the development.	Manchester, Rochdale	No likely significant effect. This scheme concerns an express bus corridor supporting Northern Gateway potential development area. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Metrolink connection to Middleton	To provide much greater capacity and frequency on the Manchester-Middleton corridor, both to address existing crowding issues and to facilitate further growth.	Bury, Rochdale	No likely significant effect. This scheme concerns a Metrolink to Middleton. This is remote to any Habitats sites and as such does not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Trafford Waters and Port Salford Metrolink Extension	Enhance regional connectivity, support sustainable growth, and unlock major housing and employment opportunities across Greater Manchester's western growth corridor.	Salford, Trafford	No likely significant effect. This scheme concerns an extension to Metrolink at Trafford Waters and Port Salford. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Metro/Rail/Tram-Train Stockport to Altrincham	To provide much greater capacity and frequency on the Stockport - Trafford corridor, both to address existing crowding issues and to facilitate further growth.	Stockport, Trafford	No likely significant effect. This scheme concerns increased frequency and capacity of public transport on the Stockport-Trafford corridor. This is remote to any Habitats sites and should lead to minimal infrastructure development. Therefore, this does not lead to any likely significant effects.
Metro/Rail/Tram-Train Stockport to Ashton	To provide much greater capacity and frequency on the Stockport - Ashton corridor, both to address existing crowding issues and to facilitate further growth.	Stockport, Tameside	No likely significant effect. This scheme concerns increased frequency and capacity of public transport on the Stockport-Trafford corridor. This is remote to any Habitats sites and should lead to minimal infrastructure development. Therefore, this does not lead to any likely significant effects.
New Cheadle railway station	New railway station served by trains between Altrincham and Manchester via Stockport. Providing a fast and reliable public transport option, contributing to modal shift and reducing pressure on the highway network.	Stockport	No likely significant effect. This scheme concerns the construction of a new Railway station at Cheadle. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Patricroft railway station step-free access	Improved access for everyone, providing step-free access between street and platforms.	Salford	No likely significant effect.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			This scheme concerns accessibility improvements to Patricroft Railway Station. These improvements will likely be small-scale and will be remote from Habitats sites without linking impact pathways.
TransPennine Route Upgrade (TRU) - (Manchester Victoria - Huddersfield - Leeds - York rail line)	Major improvements to the TransPennine route between Manchester Victoria and York, via Huddersfield and Leeds. Includes electrification, station upgrades, track and signalling modernisation. Will provide additional capacity for more passenger and freight services, more reliable journeys, and longer trains.	Manchester, Oldham, Tameside	Possible significant effect. This scheme concerns major improvements to the TransPennine Route. This route passes under South Pennine Moors SAC/SPA and as such, depending on the nature, scale and location of this these improvements there may be linking impact pathways.
Mossley railway station relocation	Replacement station, relocated as part of the TransPennine route upgrade, with modern facilities, including a new footbridge with lift access to platforms.	Tameside	No likely significant effect. This scheme concerns the construction of a replacement station to relocate Mossley Railway Station. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Port Salford freight terminal	Port Salford is set to become the UK's first inland tri-modal port, integrating road, rail, and water freight transport. To support this nationally significant logistics hub, a freight terminal option is currently being developed for the site.	Salford	No likely significant effect. This scheme concerns the construction of a freight terminal at Port Salford. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Bus Rapid Transit Atherton to Regional Centre	To provide a more attractive alternative to the car on the Atherton – Regional Centre Corridor, particularly for the associated potential new developments.	Bolton, Manchester, Wigan	No likely significant effect. This scheme concerns the establishment of a rapid bus route between Atherton and the regional centre. Development relating to this

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
Bus Rapid Transit Bolton to Leigh	To provide a more attractive alternative to the car on the Bolton Leigh Corridor, particularly for the associated potential new developments.	Bolton, Wigan	No likely significant effect. This scheme concerns the establishment of a rapid bus route between Bolton and Leigh. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
M60 J21 Broadway	To address existing congestion and reliability issues on the SRN, improve facilities for walking, cycling and bus, and support development in the Northern Gateway.	Bury	Possible significant effect. This scheme concerns improvements at Junction 21 of the M60. This junction is adjacent to Rochdale Canal SAC and as such, depending on the nature, and scale of this these improvements there may be linking impact pathways.
M60 J24 Denton	Improvements to signals and circulatory carriageway.	Salford	No likely significant effect. This scheme concerns improvements to the signage and circulatory carriageway at Junction 24 of the M60. Development relating to this will likely be small-scale and this junction is remote from Habitats sites without linking impact pathways.
M62-A57 Link	New M62 Junction 11a, with link road to A57 at Port Salford. To support development in the area, including Port Salford intermodal freight terminal.	Oldham	No likely significant effect. This scheme concerns the construction of a new link road. This is remote to any Habitats

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			sites and as such does not lead to any likely significant effects.
M62-M60 Link	To address existing congestion issues on the SRN and provide the capacity for the scale of development proposed both within the city region and in neighbouring authorities.	Oldham	No likely significant effect. This scheme concerns the construction of a new link road. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Wigan-Bolton, East/West M58 Link	New Highway Link, part of envisaged route between M6 J28 and M61 J5. DfT Major Road Network scheme, between A49 and A58. To support growth, housing and jobs in the Northfold Growth Area, and release space for Streets for All improvements on A577.	Wigan	No likely significant effect. This scheme concerns the construction of a new link road. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Wigan to Hindley Link Road	New Highway Links, part of envisaged route between M6 J28 and M61 J5. Developer Led sections, between A58 and A527. To support growth, housing and jobs, in the Northfold Growth area, and release space for Streets for All improvements on A577.	Wigan	No likely significant effect. This scheme concerns the construction of a new link road. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
M66 J3 and Northern Gateway Western Access	To support development in the Northern Gateway Mayoral Development Area, with improvements at M66 J3, and along the Pilsworth Road/ Croft Lane corridor.	Rochdale	No likely significant effect. This scheme concerns improvements to the route from M66 J3 to the Northern Gateway Mayoral Development Area. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
A34 Handforth - Cheadle Phase 2	To improve multi-modal access to existing and planned residential, employment and education locations along the A34 corridor between Handforth, Cheadle and Heald Green. Focus is on	Stockport	No likely significant effect. This scheme concerns the improvements along the A34 corridor. This is remote to any

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	improving cycling and walking connectivity and reducing severance impact of the A34, plus junction improvements to provide access to potential development sites for all modes and potential new public transport hub at Stanley Green		Habitats sites and as such does not lead to any likely significant effects.
Manchester Airport area Road Upgrades	To improve the reliability of journey times to the Airport, enhancing its function as the primary global gateway for the North of England, to be coordinated with longer term highway improvements required to support HS2 and NPR Growth Strategy at Manchester Airport.	Manchester, Trafford	No likely significant effect. This scheme concerns road upgrades around Manchester Airport. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
A58 Bury Bridge Junction Improvement	Improvements to junction to support all users, and reduce delay for buses.	Bury	No likely significant effect. This scheme concerns upgrades to bury bridge junction. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
A627 Junction Improvements - Oldham	A package of improvements at junctions between the A627(M) and Oldham Town Centre, to support all users.	Oldham	No likely significant effect. This scheme concerns road upgrades between the A627 and Oldham Town Centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Smithy Bridge access improvements	To support the proposed development at Roch Valley, a new road connection between A664 and Smithy Bridge Road	Rochdale	Possible significant effect. This scheme concerns a new road connection between the A664 and Smithy Bridge Road. Smithy Bridge Road and the A664 both cross the Rochdale Canal SAC and as such, depending on the scale and location of this road connection, there may be linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
A56 / B6222 Moorgate Junction improvements	Improvements to junction to support all users, and reduce delay for buses.	Bury	No likely significant effect. This scheme concerns upgrades to the A56/B6222 Moorgate Junction. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Bredbury Economic Corridor Improvement Package	Improved link between M60 J25 and Bredbury Gateway development.	Stockport	No likely significant effect. This scheme concerns upgrades to the link between Junction 25 of the M60 and Bredbury Gateway. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Cheadle Economic Corridor Improvement Package	Package of improvements to support all users along the A560 corridor.	Stockport	No likely significant effect. This scheme concerns upgrades along the A560 corridor. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Western Gateway Link Roads	New / improved road links, to north and south of the Manchester Ship Canal, supporting new development, jobs and housing including Port Salford and Traffic Waters.	Trafford	No likely significant effect. This scheme concerns new and upgraded link roads near Manchester ship canal. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Angouleme Way Improvements	Further improvements in the A58 corridor to improve connectivity in and around Bury Town Centre.	Bury	No likely significant effect. This scheme concerns upgrades in the A58 corridor around Bury Town Centre. This is

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			remote to any Habitats sites and as such does not lead to any likely significant effects.
Cheadle Hulme railway station - travel hub expansion	Improving access to public transport, including provision of additional multi-level car parking, and better facilities to support people walking, wheeling and cycling to the station.	Stockport	No likely significant effect. This scheme concerns an expansion to Cheadle Hulme travel hub. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Bury Town Centre Travel Hub & S4A	To support walking, cycling and bus movements in Bury town centre (including pedestrian movements to Bury Metrolink stop) and to support the regeneration of Bury.	Bury	No likely significant effect. This scheme concerns upgrades in and around Bury Town Centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Bramhall railway station - travel hub expansion	Improving access to public transport, including provision of additional multi-level car parking, and better facilities to support people walking, wheeling and cycling to the station.	Stockport	No likely significant effect. This scheme concerns an expansion to Bramhall rail station travel hub. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Swinton Railway Station - travel hub	Improving access to public transport, including provision of better facilities to support people walking, wheeling and cycling to the station.	Salford	No likely significant effect. This scheme concerns improvements to Swinton railway station travel hub. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Leigh Bus Station and Interchange	A new transport interchange in Leigh town centre to significantly improve passenger experience, enhance multi-modal integration between public transport and active travel.	Wigan	No likely significant effect. This scheme concerns the construction of a new transport interchange in Leigh town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Smithy Bridge rail station travel hub	Upgrade the existing station to create a fully integrated, accessible, and sustainable transport	Rochdale	Possible significant effect.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	interchange that enhances connectivity, supports modal shift, and contributes to local economic growth.		This scheme concerns a new road connection between the A664 and Smithy Bridge Road. Smithy Bridge rail station is Within 500m of Rochdale Canal SAC and as such, depending on the nature and scale and location of this road connection, there may be linking impact pathways.
Littleborough rail station travel hub	Upgrade the existing station to create a fully integrated, accessible, and sustainable transport interchange that enhances connectivity, supports modal shift, and contributes to local economic growth.	Rochdale	Possible significant effect. This scheme concerns access improvements to Littleborough Railway Station including multi-level car parking and active travel facilities. Littleborough Railway Station is located within 500m of Rochdale Canal SAC and as such, depending on the nature and scale of this these improvements there may be linking impact pathways.
Stalybridge Interchange	Replacement of the existing bus station with new facility,	Tameside	No likely significant effect. This scheme concerns the construction of a replacement for the existing bus station at Stalybridge. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Eccles Bus Station Upgrade	Upgrade to existing bus station	Salford	No likely significant effect. This scheme concerns upgrades to the existing bus station at Eccles. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Map 3			
Davenport Green Local Bus Improvements	Enhancements to the local bus network serving the proposed development Davenport Green, will	Trafford	No likely significant effect.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	improve public transport accessibility, reliability, and coverage across the area. These improvements will strengthen connections to key destinations, support sustainable travel choices, and improve integration with walking and cycling routes to promote active travel and local connectivity.		This scheme concerns enhancements to the local bus network at Davenport Green. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
West Trafford Bus Connectivity Study	To explore opportunities to improve local bus connectivity in West Trafford as part of Greater Manchester's wider ambition to deliver a more integrated, reliable, and inclusive public transport network through the Bee Network.	Trafford	No likely significant effect. This scheme proposes a bus connectivity study concerning West Trafford. This scheme does not directly lead to material development and so is without linking impact pathways.
Slattocks roundabout improvements	Improvements at Slattocks Roundabout to support new housing and employment growth in the area. The roundabout will serve as a key access point to the Stakehill development, improvements will also prioritise active travel movements such as improved pedestrian crossings to tackle severance.	Rochdale	Potential impacts This scheme concerns improvements to Slattocks Roundabout. This roundabout is adjacent to Rochdale Canal SAC and as such, depending on the nature and scale of this scheme there may be linking impact pathways.
Walshaw connectivity improvements	Multi-modal access improvements prioritising bus and active travel at the proposed Walshaw development site, this will include public realm improvements and other local measures to promote sustainable travel to the area	Bury	No likely significant effect. This scheme concerns upgrades to access at the proposed Walshaw development site. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Health Innovation Bolton access improvements	Multi-modal access improvements prioritising bus and active travel at the proposed Health Innovation Bolton development site, this will include public realm improvements and other local	Bolton	No likely significant effect. This scheme concerns upgrades to access at the proposed Health Innovation Bolton development site. This is remote to any

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	measures to promote sustainable travel to the area.		Habitats sites and as such does not lead to any likely significant effects.
New Carrington local bus network improvements	To support the proposed New Carrington development, local bus services and supporting infrastructure will be improved as part of the site's delivery.	Trafford	No likely significant effect. This scheme concerns enhancements to the local bus network at New Carrington. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
Broadbent Moss and Beal Valley western link road Broadbent Moss and Beal Valley eastern link road	Multi-modal access improvements prioritising bus and active travel at the proposed Broadbent Moss and Beal Valley development sites. This will include public realm improvements and other local measures to promote sustainable travel.	Oldham	No likely significant effect. This scheme concerns upgrades to access at the proposed Broadbent Moss and Beal Valley development site. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Tyldesley town centre improvements	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre.	Wigan	No likely significant effect. This scheme concerns transport, street and public realm upgrades at the Tyldesley town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Standish town centre improvements	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre.	Wigan	No likely significant effect. This scheme concerns transport, street and public realm upgrades at the Standish town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Platt Bridge town centre improvements	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre	Wigan	No likely significant effect. This scheme concerns transport, street and public realm upgrades at the Platt Bridge

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Golborne town centre improvements	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre.	Wigan	No likely significant effect. This scheme concerns transport, street and public realm upgrades at the Goldborne town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Elton access improvements	To support the proposed Elton Reservoir development, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Bury	No likely significant effect. This scheme concerns upgrades to access at the proposed Elton Reservoir development site. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Ashton Mayoral Development Zone connectivity improvements	To support the proposed development in Ashton-under-Lyne town centre as part of the Mayoral Development Zone, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Tameside	No likely significant effect. This scheme concerns transport and access upgrades at Ashton-Under-Lyne town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Oldham town centre/ wider Oldham connectivity improvements study	A study to look at connectivity improvements for wider Oldham into the town centre, to create a connected, accessible, and sustainable town centre that supports economic growth and inclusive access by sustainable modes.	Oldham	No likely significant effect. This scheme concerns transport, street and public realm upgrades at Oldham town centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Northern Gateway connectivity improvements	To support the proposed Northern Gateway development, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Bury, Rochdale	No likely significant effect. This scheme concerns sustainable transport and access upgrades supporting connectivity to the proposed Northern Gateway development. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Stakehill access improvements	To support the proposed Stakehill development, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Rochdale	Potential impacts This scheme concerns improvements to improve connectivity for the proposed Stakehill development. This is within 500m of Rochdale Canal SAC and as such, depending on the nature and scale of this scheme there may be linking impact pathways.
Godley Green access improvements	To support the proposed Godley Green development, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Tameside	No likely significant effect. This scheme concerns sustainable transport and access upgrades supporting connectivity to the proposed Godley Green development. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Carrington access improvements	To support the proposed New Carrington development, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Trafford	No likely significant effect. This scheme concerns sustainable transport and access upgrades supporting connectivity to the proposed New Carrington development. This is remote to any Habitats sites and as such does not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
A576 Corridor Improvements	To improve reliability and speed of buses on the A576 between Salford - Middleton corridor, which forms part of one of the radial Streets for All corridors.	Bury, Manchester	No likely significant effect. This scheme concerns improvements to reliability and speed of buses on the A576. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
Metro/Rail/Tram-Train Stockport to Marple	To provide much greater capacity and frequency on the Marple corridor, both to address existing crowding issues and to facilitate further growth.	Stockport	No likely significant effect. This scheme concerns improvements to capacity and frequency of public transport on the Marple corridor. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
Metro/Rail/Tram-Train Warrington Line CLC	To provide much greater capacity and frequency on the Warrington corridor, both to address existing crowding issues and to facilitate further growth.	Manchester, Salford, Trafford	No likely significant effect. This scheme concerns improvements to capacity and frequency of public transport on the Warrington corridor. This likely will not include substantial development and therefore is without linking impact pathways.
Metro/Rail/Tram-Train Glossop Line	To provide much greater capacity and frequency on the Glossop corridor, both to address existing crowding issues and to facilitate further growth.	Tameside	No likely significant effect. This scheme concerns improvements to capacity and frequency of public transport on the Glossop corridor. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
Metro/Rail/Tram-Train extension to Northern Gateway	To support the development of Northern Gateway by providing a service to and from the Regional Centre.	Bury, Rochdale	No likely significant effect. This scheme concerns a Metro/Rail/Tram-Train route between the Northern Gateway

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			development and the Regional Centre. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
New Slattocks railway station	New railway station in Castleton, located between Mills Hill and Castleton. Supporting new developments in the area, providing a fast and reliable public transport option, contributing to modal shift and reducing pressure on the highway network	Rochdale	Potential impacts This scheme concerns construction of a new railway station between Mills Hill and Castleton. This is within 500m of Rochdale Canal SAC and as such, depending on the nature and scale of this scheme there may be linking impact pathways.
New Ashton Moss West Railway Station	New railway station, supporting development at Ashton Moss. Providing a fast and reliable public transport option, contributing to modal shift and reducing pressure on the highway network.	Tameside	No likely significant effect. This scheme concerns a new railway station at Ashton Moss. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Eccles railway station - step-free access	Improved access for everyone, providing step-free access between street and platforms.	Salford	No likely significant effect. This scheme concerns accessibility improvements at Eccles railway station. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
Ashton-under-Lyne railway station upgrade	Station improvements as part of TransPennine Route Upgrade, including improvements to access for everyone, with step-free access between street and platforms, and platform extensions to allow longer trains to serve the station.	Tameside	No likely significant effect. This scheme concerns accessibility improvements and platform extensions at Ashton-under-Lyne railway station. This is remote to any Habitats sites and as such does not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Port Salford rail freight link	As part of the proposed Port Salford development, the rail freight link is a planned connection between Port Salford and the national rail network.	Salford	No likely significant effect. This scheme concerns a new link for Rail Freight at Port Salford. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Chat Moss rail link to Port Salford	As part of the proposed Port Salford development, the rail freight link is a planned connection between Port Salford and the national rail network via the Chat Moss Line, which runs between Manchester and Liverpool. It will enable freight trains to access the West Coast Main Line	Salford, Trafford	No likely significant effect. This scheme concerns a new link for Rail Freight at Port Salford. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Intermodal Logistics Park North Rail Freight Terminal	New connection from Chat Moss line, to serve proposed intermodal freight terminal south of Lane Head in Wigan.	Wigan	No likely significant effect. This scheme concerns a new link for Rail Freight from the Chat Moss line. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Northern Powerhouse Rail Strategy at Manchester Airport	Major hub on the proposed NPR / L&M rail line, including connections to the airport, improvements to the M56, access by all; sustainable modes. Supporting development and growth in the area.	Manchester	No likely significant effect. This scheme concerns a new major hub connecting to Manchester Airport and improvements to the A56. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Northern Powerhouse Rail Station at Manchester Airport	Major hub on the proposed NPR / L&M rail line, including connections to the airport, improvements to the M56, access by all; sustainable modes. Supporting development and growth in the area.	Manchester	No likely significant effect. This scheme concerns a new major hub connecting to Manchester Airport and improvements to the A56. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Bus Rapid Transit Stockport to Manchester Airport	To provide better public transport access to potential developments and existing residential	Manchester, Stockport	No likely significant effect.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	areas, and to help achieve the step change in non-car mode share needed to support the growth of the Airport area.		This scheme concerns the establishment of a rapid bus route between Stockport and Manchester airport. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
Bus Rapid Transit Manchester Airport to Stanley Green	To provide a more attractive alternative to the car between Handforth and Manchester Airport, and to help achieve the step change in non-car mode share needed to support the growth of the Airport area.	Stockport	No likely significant effect. This scheme concerns the establishment of a rapid bus route between Handforth and Manchester airport. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
Bus Rapid Transit Altrincham to Carrington	To provide a more attractive alternative to the car on the Altrincham – Partington – Carrington Corridor, particularly for the associated potential new developments.	Trafford	No likely significant effect. This scheme concerns the establishment of a rapid bus route between Altrincham and Carrington. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
Bus Rapid Transit Altrincham to Manchester Airport	To provide a more attractive alternative to the car on the Altrincham – Hale - Manchester Airport Corridor, and to help achieve the step change in non-car mode share needed to support the growth of the Airport area.	Manchester, Trafford	No likely significant effect. This scheme concerns the establishment of a rapid bus route between Altrincham and Manchester Airport. Development relating to this will likely be small-scale and this route is remote from Habitats sites without linking impact pathways.
M62 J20 Improvements	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	Rochdale	No likely significant effect.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			This scheme concerns upgrades to junction 20 of the M62. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
M66 J1 Improvements	Investigation into potential improvements at or around J1 to address existing congestion and reliability issues	Bury	No likely significant effect. This scheme concerns upgrades to junction 1 of the M66. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
M66 J2 Improvements	To address existing congestion and reliability issues on the SRN, improve facilities for walking, cycling and bus on local roads, and support development in the area.	Bury, Rochdale	No likely significant effect. This scheme concerns upgrades to junction 2 of the M66. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
M62 J19 Improvements	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	Rochdale	No likely significant effect. This scheme concerns upgrades to junction 19 of the M62. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
A627(M) Junction Improvements	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	Rochdale	No likely significant effect. This scheme concerns junction improvements on the A627(M). This is remote to any Habitats sites and as such does not lead to any likely significant effects.
M60 J19	To address existing congestion and reliability issues at the SRN, improve facilities for walking, cycling and bus on local roads, and support development in the Northern Gateway.	Rochdale	No likely significant effect. This scheme concerns upgrades to junction 19 of the M60. This is remote to any Habitats sites and as such does not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
M60 SE Junctions Study Schemes	Implementation of interventions from study investigating potential improvements at junctions between J24 Denton and J3 Sharston.	Stockport	No likely significant effect. This scheme concerns upgrades to junctions on the SE of the M60. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
M6 J25 Improvements	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	Wigan	No likely significant effect. This scheme concerns upgrades to junction 25 of the M6. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Gibfield-Hulton Park East - West Link	New Highway Link, part of envisaged route between M6 J28 and M61 J5. Connecting developer delivered sections of route to the north and south, crossing the Atherton railway line. To support growth, and delivery of housing and jobs in the Northfold Growth Area	Wigan	No likely significant effect. This scheme concerns a new highway link between the M6 and the M61. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Walshaw Link Road and local highway improvements	New road through the proposed Walshaw development, between Church Street and Scobell Street roundabout.	Bury	No likely significant effect. This scheme concerns a new highway link through the proposed Walshaw development. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Davenport Green Spine Road	The Davenport Green Spine Road is a proposed new multi-modal transport corridor forming a central part of the Davenport Green Masterplan. It will support and unlock the development prioritising public transport, active travel.	Trafford	No likely significant effect. This scheme concerns a new spine road at Davenport Green. This is remote to any Habitats sites and as such does not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Northern Gateway Spine Road/Whittle Lane Improvements	To support development in the Northern Gateway, providing a new north-south and east-west connector roads.	Bury, Rochdale	No likely significant effect. This scheme concerns a new spine road in the Northern Gateway. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Lane Head South Bypass	New road link to southeast of Lane Head, connecting A572 to the south, with A580 to the east of Lane Head. To support development in the area, and boost network resilience.	Wigan	No likely significant effect. This scheme concerns a new link road southeast of Lane Head. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Elton Reservoir Link Road and local highway improvements	Link road and junction improvements to support the proposed development at Elton Reservoir, significantly improving network resilience in Bury.	Bury	No likely significant effect. This scheme concerns link road and junction improvements to support the Elton Reservoir development. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Carrington Spur Upgrade	Improvements to existing road between M60 J8 and A6144 Carrington Lane, to support development at New Carrington	Trafford	No likely significant effect. This scheme concerns improvements to the road between M60 J8 and Carrington Lane. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
A6 High Lane and Disley Bypass	A bypass of the settlements of High Lane and Disley, promoted by Cheshire East Council.	Stockport	No likely significant effect. This scheme concerns a new bypass of High Lane and Disley. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Windlehurst Road High Lane bypass improvements	Improvements to Windlehurst Lane, in association with High Lane and Disley Bypass.	Stockport	No likely significant effect. This scheme concerns improvements to Windlehurst Lane. This is remote to any

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			Habitats sites and as such does not lead to any likely significant effects.
A6-M60 Link Road	New link road connecting the A555 Airport Relief Road and M60 J25 at Bredbury.	Stockport	No likely significant effect. This scheme concerns a new link road between the A55 and M60. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
A34 Junction Improvements	Further improvements to junctions in the A34 corridor, to support new development.	Stockport	No likely significant effect. This scheme concerns improvements to junctions along the A34 corridor. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Hollingworth and Tintwistle Bypass	To alleviate traffic congestion on the A57, A628, and A616 routes that presently pass through the villages of Mottram-in-Longdendale, Hollingworth and Tintwistle.	Tameside	Potential impacts This scheme concerns construction of a new bypass. Depending on the exact route selected for this scheme, this may pass within 500m of South Pennine Moor SPA/SAC. As such, depending on the scale and location of this scheme there may be linking impact pathways.
South Yorkshire Connectivity Improvements	Further improvements in the A628 corridor to improve connectivity between Greater Manchester and South Yorkshire	Tameside	Potential impacts This scheme concerns improvements in the A628 corridor. This route passes within 500m of South Pennine Moor SPA/SAC. As such, depending on the nature, scale and location of this scheme there may be linking impact pathways.
Fairfield General Hospital Access Improvements	Local highway improvements to improve access to Fairfield General Hospital for all users	Bury	No likely significant effect. This scheme concerns local highway improvements at and around Fairfield

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			General Hospital. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Stanley Green Bus / BRT Interchange	BRT Terminal, including park and ride facilities.	Stockport	No likely significant effect. This scheme concerns the construction of a BRT terminal at Stanley Green. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Autonomous Vehicle Corridor Extension Royal Bolton Hospital to Logistics North	Supporting Northfold development area	Bolton	No likely significant effect. This scheme concerns an extension to the Autonomous Vehicle corridor at Royal Bolton Hospital. This is remote to any Habitats sites and as such does not lead to any likely significant effects.
Map 4			
S4A & Bus • A664 Rochdale Road • A6 Manchester - Stockport • A662 Ashton New Road • A62 Oldham Road • Wilmslow Road improvements • Salford Crescent - Media City Phase 1	Upgrade to bus corridors. More bus priority, including at traffic signals, to improve reliability and reduce journey times. Improvements to streets, including accessibility at bus stops and on walking routes to them.	Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Wigan	No likely significant effect. This scheme concerns upgrades to bus corridors. These bus routes are remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
GM Main Town Centre improvements package - Salford Quays	To improve the streets and public realm within, and access to, main town centres, for walking, cycling, public transport and placemaking whilst tackling issues such as traffic congestion, servicing, air pollution, bus service reliability.	Bolton, Bury, Manchester, Oldham, Rochdale, Salford,	No likely significant effect. This scheme concerns upgrades to the street and public realm in town centres. These are remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
		Stockport, Tameside, Trafford	
City Centre Accessible Core and Movement programme, including: • Deansgate Phase 1 • Medlock Street • Swan Street • A34 John Dalton Street S4A corridor	Improvements to access for all the Regional Centre, to improve the streets and public realm within, and access to, the Regional Centre for pedestrians, cyclists and public transport users, while considering all users. Tackling issues such as traffic congestion, parking , servicing, air pollution, bus service reliability.	Manchester, Salford	No likely significant effect. This scheme concerns upgrades to the street and public realm in the regional centre. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Cotton Quay S4A	To improve streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	Manchester	No likely significant effect. This scheme concerns street improvements at Cotton Quay. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
White City Circle Phase 1	Street enhancements at the White City Circle junction to reduce severance and support sustainable travel, with a focus on improving safety, accessibility, and journey reliability for all road users. The scheme will have a particular focus on active travel measures.	Manchester	No likely significant effect. This scheme concerns street improvements at White City Circle. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Salford Crescent-MediaCity Phase 1	A full upgrade of the Salford Crescent-MediaCity corridor, focusing on improving bus reliability, and integration with the surrounding streets. The scheme will also deliver elements of active travel and public realm improvements.	Salford	No likely significant effect. This scheme concerns street improvements along the Salford Crescent-Media City corridor. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
City Centre Accessible Core and Movement programme - Deansgate Phase 2	Improvements to access for all the Regional Centre, to improve the streets and public realm within, and access to, the Regional Centre for pedestrians, cyclists and public transport users,	Manchester, Salford	No likely significant effect. This scheme concerns upgrades to the street and public realm in the regional centre. This is remote from habitat sites and as such,

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	while considering all users. Tackling issues such as traffic congestion, parking, servicing, air pollution, bus service reliability.		these upgrades do not lead to any likely significant effects.
Holt Town access improvements	Multi-modal access improvements as part of the regeneration of Holt Town, including active travel, bus, public realm, and other local measures.	Manchester	No likely significant effect. This scheme concerns access improvements at Holt Town. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Broughton cycle way improvements	Active travel and street improvements along Blackfriars Road (that makes up part of the Broughton cycleway), to make walking, wheeling and cycling safer and more accessible for all.	Manchester	No likely significant effect. This scheme concerns active travel improvements at Blackfriars Road. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Oldham Street Bus Loop	Proposed bus and active travel measures that aim to improve safety for bus passengers and pedestrians in the Oldham Street loop area of Manchester city centre.	Manchester	No likely significant effect. This scheme concerns bus and active travel improvements at Oldham Street loop. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Salford Crescent-MediaCity Phase 2	A full upgrade of the Salford Crescent-MediaCity corridor, focusing on improving bus reliability, and integration with the surrounding streets. The scheme will also deliver elements of active travel and public realm improvements.	Salford	No likely significant effect. This scheme concerns street improvements along the Salford Crescent-Media City corridor. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
S4A & Bus A56 Chester Road	To improve reliability and speed of buses on the A56 between Streford - Manchester City Centre corridor, which forms part of one of the radial Streets for All corridors.	Manchester, Trafford	No likely significant effect. This scheme concerns upgrades to a bus route. This bus route is remote from habitat

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			sites and as such, these upgrades do not lead to any likely significant effects.
S4A & Bus A34 Upper Brook St	To improve reliability and speed of buses on the A34 between Manchester Royal Infirmary - Manchester City Centre corridor, which forms part of one of the radial Streets for All corridors.	Manchester	No likely significant effect. This scheme concerns upgrades to a bus route. This bus route is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
S4A & Bus A6 South	To improve reliability and speed of buses on the A6 between Manchester City Centre - Stockport corridor, which forms part of one of the radial Streets for All corridors.	Stockport	No likely significant effect. This scheme concerns upgrades to a bus route. This bus route is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
S4A & Bus A6 Manchester to Walkden via Swinton	To improve reliability and speed of buses on the A6 between Manchester - Switon- Walkden corridor, which forms part of one of the radial Streets for All corridors.	Manchester, Salford	No likely significant effect. This scheme concerns upgrades to a bus route. This bus route is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Clippers Quay/Wharfside Bridge	Pedestrian, cycle and public realm improvements to increase connectivity by foot, bike, bus and Metrolink, reduce through traffic and congestion and address road safety and air quality issues.	Salford, Trafford	No likely significant effect. This scheme concerns upgrades to the public realm at Clipper Quay. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Salford Quays Old Trafford and Wharfside S4A Improvements	Pedestrian, cycle and public realm improvements to increase connectivity by foot, bike, bus and Metrolink, reduce through traffic and congestion and address road safety and air quality issues.	Salford, Trafford	No likely significant effect. This scheme concerns public realm improvements at Salford Quays. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Central Salford S4A Improvements	To support walking, cycling and bus movements in Central Salford (including pedestrian movements to Salford Central Railway Station) and to support the regeneration of Central Salford.	Salford	No likely significant effect. This scheme concerns improvements in Central Salford. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Old Trafford Regeneration	To support walking, cycling and bus movements in Old Trafford (including pedestrian movements to Old Trafford Metrolink stop) and to support the regeneration of Old Trafford.	Trafford	No likely significant effect. This scheme concerns improvements at Old Trafford. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Old Trafford Regeneration Area	To support housing and employment development in Old Trafford, improving accessibility and connectivity for walking, cycling and using public transport, while maintaining the functional integrity of the highway network.	Salford, Trafford	No likely significant effect. This scheme concerns improvements at Old Trafford. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Whitworth Street Improvements	Street improvements along Whitworth Street including active travel, public realm, and other local measures improving safety and accessibility for all road users.	Manchester	No likely significant effect. This scheme concerns street improvements at Whitworth Street. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Peter Street Improvements	Street improvements along Peter Street including active travel, public realm, and other local measures improving safety and accessibility for all road users.	Manchester	No likely significant effect. This scheme concerns street improvements at Peter Street. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Etihad Stadium access improvements	Multi-modal access improvements near the Etihad Stadium, including bus, active travel, public realm, and other local measures to improve accessibility to the stadium.	Manchester	No likely significant effect. This scheme concerns access improvements at Etihad Stadium.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Shudehill and Corporation Street Improvements	Street improvements along Whitworth Street including active travel, public realm, and other local measures improving multi-modal integration, safety and accessibility for all road users.	Manchester	No likely significant effect. This scheme concerns street improvements at Whitworth Street. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Salford City Centre Bee Lines Improvements	Active travel and street improvements in Salford City Centre to make walking, wheeling and cycling safer and more accessible for all.	Salford	No likely significant effect. This scheme concerns improvements in Central Salford. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Seymour Grove	To improve streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	Manchester	No likely significant effect. This scheme concerns street improvements at Seymour Grove. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Cotton Quay S4A	To improve streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	Salford	No likely significant effect. This scheme concerns street improvements at Cotton Quay. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
White City Circle Phase 2	Street enhancements at the White City Circle junction to reduce severance and support sustainable travel, with a focus on improving safety, accessibility, and journey reliability for all road users. The scheme will have a particular focus on active travel measures.	Trafford	No likely significant effect. This scheme concerns street improvements at White City Circle. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
London Road/Piccadilly Improvements	A series of improvements along London Road and the surrounding Piccadilly area to make walking, cycling, and wheeling safer, more accessible, and create a high-quality pedestrian environment.	Manchester	No likely significant effect. This scheme concerns street improvements at the Picadilly area. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
City Centre Accessible Core and Movement programme - Deansgate Phase 3	Improvements to access for all the Regional Centre, to improve the streets and public realm within, and access to, the Regional Centre for pedestrians, cyclists and public transport users, while considering all users. Tackling issues such as traffic congestion, parking , servicing, air pollution, bus service reliability.	Manchester	No likely significant effect. This scheme concerns accessibility improvements at the Regional Centre. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Deansgate improvements (Quay Street/ Liverpool Road)	A series of active travel upgrades along Deansgate, including the junctions at Quay Street and Liverpool Road, to make walking, wheeling, and cycling safer, more accessible, and more attractive. Key features of the scheme includes segregated cycle lanes, improved pedestrian crossings, and sustainable urban drainage gardens.	Manchester	No likely significant effect. This scheme concerns active travel improvements along Deansgate. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Port Salford connectivity improvements	Port Salford is set to become the UK's first inland tri-modal port, integrating road, rail, and water freight transport. To support this nationally significant logistics hub, a series of improvements to active travel, bus, and other local supporting measures will be needed to bring the development forward sustainably.	Salford	No likely significant effect. This scheme concerns active travel improvements at Port Salford. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Salford Crescent Linear Park	The Salford Crescent Linear Park is a key feature within the broader Salford Crescent Masterplan. The scheme aims to promote active travel, enhance biodiversity and improve walkability in the area.	Salford	No likely significant effect. This scheme concerns active travel improvements at Salford Crescent Linear Park. This is remote from habitat sites and

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			as such, these upgrades do not lead to any likely significant effects.
Wharfside Masterplan area improvements	To support the Wharfside area masterplan, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Trafford	No likely significant effect. This scheme concerns sustainable transport and access improvements at Wharfside. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
New Metrolink Stop - Sandhills	New stop to serve the Victoria North development, providing a fast, frequent and reliable rapid transit option.	Manchester	No likely significant effect. This scheme concerns a new metrolink stop. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Metrolink/Tram-Train connection to Northwest GM	To provide much greater capacity and frequency on the Wigan-Bolton-Manchester corridor, both to address existing crowding issues and to facilitate further growth.	Wigan, Bolton, Manchester	No likely significant effect. This scheme concerns increasing metrolink capacity and frequency. This does not require physical development and is remote from habitat sites and as such, this does not lead to any likely significant effects.
Metro/Rail/Tram-Train Warrington	To provide much greater capacity and frequency on the Warrington corridor, both to address existing crowding issues and to facilitate further growth.	Salford, Trafford	No likely significant effect. This scheme concerns increasing metrolink capacity and frequency. This does not require physical development and is remote from habitat sites and as such, this does not lead to any likely significant effects.
Bee Network Rail Integration Phase 1	Integration of first tranche of local rail services into the Bee Network. Services to go live December 2026.	GM	No likely significant effect. This scheme concerns the integration of existing local rail services into the Bee Network. This scheme does not lead to significant physical development with any

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			necessary improvements being small scale and therefore do not pose any likely significant effects.
Bee Network Rail Integration Phase 2	Integration of second tranche of local rail services into the Bee Network. Services to go live December 2027.	GM	No likely significant effect. This scheme concerns the integration of existing local rail services into the Bee Network. This scheme does not lead to significant physical development with any necessary improvements being small scale and therefore do not pose any likely significant effects.
Bee Network Rail Integration Phase 3	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2028.	GM	No likely significant effect. This scheme concerns the integration of existing local rail services into the Bee Network. This scheme does not lead to significant physical development with any necessary improvements being small scale and therefore do not pose any likely significant effects.
Bee Network Rail Integration Phase 4	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2032.	GM	No likely significant effect. This scheme concerns the integration of existing local rail services into the Bee Network. This scheme does not lead to significant physical development with any necessary improvements being small scale and therefore do not pose any likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Central Manchester Rail Capacity Upgrade	A number of rail infrastructure schemes across the rail network in Central Manchester and Salford, to improve reliability, reduce journey times, and provide additional capacity for passenger and freight services.	Manchester, Salford	No likely significant effect. This scheme concerns rail improvements at Central Manchester and Salford. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Salford Crescent Railway Station Upgrade	Provision of additional platform for inbound services, as part of the CMRCU. Providing additional capacity, improved resilience and reliability.	Salford	No likely significant effect. This scheme concerns station improvements at Salford Crescent railway station. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
Oxford Road railway station upgrade	Major package of station improvements, including track and platform remodelling, and improved facilities for passengers from street through to train. Part of CMRCU	Manchester	No likely significant effect. This scheme concerns station improvements at Oxford Road railway station. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects.
New railway station Old Trafford	To support the regeneration of Old Trafford by providing a new public transport option, and contributing to modal shift and reducing pressure on the highway network.	Trafford	No likely significant effect. This scheme concerns a new station at Old Trafford. This is remote from habitat sites and as such, does not lead to any likely significant effects
Salford Central railway station - additional platforms	Reinstatement of platforms, allowing more services to call at the station. Part of CMRCU.	Salford	No likely significant effect. This scheme concerns station improvements at Salford Central railway station. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Manchester Piccadilly railway station - additional platforms	Additional through platforms (15 and 16), providing additional capacity for passenger and freight services, improving accessibility for, reducing congestion accessing, on, and through platforms 13 and 14, improving reliability and resilience of services. Not part of CMRCU	Manchester	No likely significant effect. This scheme concerns station improvements at Manchester Picadilly railway station. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects
Northern Powerhouse Rail underground rail station at Manchester Piccadilly	Transformational scheme to reimagine Manchester Piccadilly as a multi-level transport hub, combining train, tram, NPR / L&M, metro, and bus. Supporting growth and development across the City Region and beyond.	Manchester	No likely significant effect. This scheme concerns improvements at Manchester Picadilly railway station to make it into a transport hub. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects
Regional Centre underground Metro options	A new underground system for trains and trams, increasing the region's tram and rail capacity.	Manchester	No likely significant effect. This scheme concerns an underground train and tram system at the regional centre. This is remote from habitat sites and as such, these upgrades do not lead to any likely significant effects
Bus Rapid Transit Atherton to Regional Centre	To provide a more attractive alternative to the car on the Atherton – Regional Centre Corridor, particularly for the associated potential new developments.	Wigan, Salford, Manchester	No likely significant effect. This scheme concerns a rapid bus route between the regional centre and Atherton. This is remote from habitat sites and as such, does not lead to any likely significant effects
City Centre Interchange	To provide a seamless, accessible, and sustainable transport hub that integrates multiple modes, reduces congestion, and supports economic growth and climate goals.	Manchester	No likely significant effect. This scheme concerns creating a transport hub at the City Centre. This is remote from habitat sites and as such, these does not lead to any likely significant effects

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Schemes not shown on maps			
Bus pinch points	Localised, targeted schemes to reduce delay to, and provide priority for buses, reducing journey times and improving reliability	GM Wide	No likely significant effect. This policy is regarding improving pinch points within towns for buses. These are likely small-scale schemes and remote from Habitats sites without linking impact pathways.
Bus shelter upgrades	Provision of new, and upgrades to existing, bus shelters.	GM Wide	No likely significant effect. This policy is regarding improving bus shelters within towns. These are likely small-scale schemes and remote from Habitats sites without linking impact pathways.
Bus Stop upgrades	Upgrade of stops in accordance with new GM guidelines, ensuring access for everyone, including users of wheeled mobility aids and those with buggies and prams - whether passing by the stop, accessing the shelter, or boarding and alighting the bus - including a designated clear zone for bus ramp deployment.	GM Wide	No likely significant effect. This policy is regarding improving accessibility within towns. These are likely small-scale schemes and remote from Habitats sites without linking impact pathways.
Bus Priority Network – management and enforcement	Management and enforcement of bus lanes, bus stop clearways, bus only sections of road, and bus priority at traffic signals. To Improve bus reliability, shorten journey times, and ensure safe, accessible boarding by enabling buses to stop in line with the kerb for accessible, efficient boarding, and enabling ramp use.	GM Wide	No likely significant effect. This policy is regarding management of priority bus lanes. These are likely small-scale schemes and remote from Habitats sites without linking impact pathways.
Bus Priority - signal upgrades	Addition of bus detection and priority to existing traffic signals.	GM Wide	No likely significant effect. This policy is regarding bus signals improvements. These are likely small-scale

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			schemes and remote from Habitats sites without linking impact pathways.
Network data and intelligence	Increased use of data and AI to inform bus network planning, changes, monitor and improve performance.	GM Wide	No likely significant effect. This policy is regarding data collection and likely to be completely digital. Therefore, there would be no linking impact pathways.
Bus information	Provision of improved information at stops, including real time passenger information	GM Wide	No likely significant effect. This policy is regarding passenger information such as billboards and timetables and marketing campaigns rather than physical development. Therefore, there are no linking impact pathways.
Route maintenance, renewal and enhancement	Enhanced maintenance of existing AT infrastructure. Ensuring infrastructure remains accessible, welcoming, inclusive and safe.	GM Wide	No likely significant effect. This policy is about maintaining active travel routes and renewing current routes. The policy will likely be focused within towns and remote from Habitats sites and without linking impact pathways.
Access to public transport improvements - bus and tram stops, railway stations	Safe and accessible routes to key bus stops, tram stops and railway stations.	GM Wide	No likely significant effect. This policy is about improving accessible routes to public transport. These are likely small-scale schemes and remote from Habitats sites without linking impact pathways.
Ongoing delivery of Strategic Cycle Network	Extending safe, accessible, all-ability cycle network, making cycling an option for more people.	GM Wide	No likely significant effect. This policy is about extending the cycle network. The policy will likely be focused within towns and remote from Habitats sites and without linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
School programme	School Streets, access to school, to improve safety and encourage more travel to school by sustainable modes.	GM Wide	No likely significant effect. This policy is about access improvements to schools and school streets, these are likely small scale and remote from Habitats sites without linking impact pathways.
Ongoing roll out of controlled pedestrian crossings at signal junctions	Addition of green-man crossings to signalised junctions where absent.	GM Wide	No likely significant effect. This policy is about pedestrian junctions and development will likely be small scale and remote from Habitats sites without linking impact pathways
Supporting measures - home to school, activation and access	Active Travel revenue activities - behaviour change, activation measures - raising awareness of new, improved active travel options.	GM Wide	No likely significant effect. This policy is regarding behaviour and information regarding active travel and likely does not require any material development. Therefore, there would be no linking impact pathways.
Supporting and enabling measures - infrastructure	e.g. cycle parking; street furniture - cycle stands, cycle hangars, benches, bins; signage and wayfinding for pedestrians and cyclists	GM Wide	No likely significant effect. This policy is about improving streets by adding parking and street furniture. These are small scale developments and remote from Habitats sites without linking impact pathways.
Cycle and e-scooter hire	Further expansion of schemes and availability in key centres.	GM Wide	No likely significant effect. This policy is about providing cycle and scooter hire in key towns. This is therefore promoting active travel and public travel which is likely positive for Habitats sites. These are likely small-scale schemes and remote from Habitats sites without linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
SuDs pilot and delivery programme + extended maintenance	Pilots installation of SUDS, outside of major programmes, on a variety of streets, trialling a variety of approaches. Also enhanced maintenance/defect packages, and as extent of SUDS enabled streets increases, to ensure installations and planting becomes well established.	GM Wide	Potential impacts. This scheme concerns a trial program of SUDS on a variety of streets. Depending on scale and locations of the works there may be linking impact pathways.
Parking and Kerbside Management Programme	Parking and Kerbside Management Programme will include a set of interventions and infrastructure improvements aimed at managing how kerbside space is used—especially for parking, loading, deliveries, and other street-level activities.	GM Wide	No likely significant effect. This scheme is about maintaining and managing how kerbside space is used within the greater Manchester area. These interventions are likely to be small scale and remote from any Habitats sites, without linking impact pathways.
Air quality measures and monitoring programme	Ongoing programmes and projects to reduce transport related emissions and improve air quality, working towards compliance with legal air quality requirements at all monitoring sites.	GM Wide	No likely significant effect. This scheme is about monitoring air quality and providing measures, it is likely to be a positive scheme if it reduces air quality and therefore is unlikely to negatively affect Habitats sites.
Streets maintenance (enhanced)	Going beyond "like for like" street maintenance, taking a more wholistic view of the street, applying the GM Streets for All approach to "improve the street" - which could for example include, alongside programme carriageway surface dressing or resurfacing, (spot) repairs to footways, installation of dropped crossings, construction of accessible bus stops.	GM Wide	No likely significant effect. This scheme is about maintaining streets. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
Neighbourhood streets improvements programme	Programme to apply Streets for All selected 'improve the street' measures to neighbourhood	GM Wide	Potential impacts. This scheme concerns accessibility improvements to neighbourhood roads.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	streets, as appropriate to context, with a particular focus on safety and accessibility.		Depending on scale and locations of the works there may be linking impact pathways.
GM Shared Mobility programme	To provide more options for, and coverage by, personal shared mobility options across GM, providing flexible transport options, particularly for shorter journeys and to connect to public transport; Support for other shared mobility initiatives such as car clubs, as a practical alternative to car, or multiple car, ownership.	GM Wide	No likely significant effects. The policy supports flexible transport options including car club. Any interventions required to support this scheme are likely to be small scale and remote from any Habitats sites, without linking impact pathways.
Local Roads operation, maintenance and renewals: surfaces, structures, lighting and drainage (Ten LHAs, including KRN)	Ongoing maintenance, per Local Highways Authorities Highways Asset Management Plans.	GM Wide	No likely significant effect. This scheme is about maintaining streets. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
Local Roads enhanced maintenance - Streets for People top-up	Supplement to 'like for like' maintenance activities for incorporation of S4A enhancements, e.g. accessibility improvements (dropped kerbs, tactile paving, accessible bus stops etc.), to improve access for all.	GM Wide	No likely significant effect. This scheme is about maintaining streets. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
Local Roads network resilience – including climate adaptation	To understand, and where necessary seek to mitigate, potential impacts of climate change on local road infrastructure.	GM Wide	No likely significant effect. This scheme is about understanding and mitigating impacts of climate change on the road network. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Strategic Roads operation, maintenance and renewals: surfaces, structures, lighting and drainage (National Highways)	Ongoing maintenance, per National Highways Asset Management Plans, to ensure network availability, reliability and longevity.	GM Wide	No likely significant effect. This scheme is about maintaining streets. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
Public Rights of Way – maintenance, improvements and accessibility	To improve condition and accessibility of public rights of way, as a key part of the GM transport network.	GM Wide	No likely significant effect. This scheme is about maintaining and improving public rights of way. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
Charging for roadworks use of road space	Introduction of lane rental charging, where utilities and highways authorities have to pay when traffic lanes are closed for road works, on the busiest roads, at busiest times. Encourages off-peak working, and reduced duration of works.	GM Wide	No likely significant effect. This scheme is about charging for lane closures at peak times. This scheme does not include any material development and therefore lacks linking impact pathways.
HGV Driver Facilities	Supporting provision of improved parking facilities for HGV drivers, both for breaks and overnight. Also, consideration of alternative fuels for road freight.	GM Wide	No likely significant effect. This scheme is about supporting provision of HGV parking. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
Bus Route Analysis Recommendation Reports (RARR) & interventions – rolling programme	Rolling programme of bus route assessments, looking at current route operational issues, and focusing on potential traffic management, regulation and control interventions that could improvement reliability of buses on the route, and reduce bus journey times.	GM Wide	No likely significant effects. This scheme regards assessing bus routes to determine potential intervention for improvement to the routes. Any interventions supporting this scheme are likely to be small

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			scale and remote from any Habitats sites, without linking impact pathways.
Red Route roll-out across the KRN	Extension of red routes to more of the SRN, to reduce journey times and improve journey time reliability for buses and other vehicles.	GM Wide	No likely significant effects. This scheme regards extending red routes. Works for this scheme are likely to be small scale and remote from any Habitats sites, without linking impact pathways.
Establishment of recommended Freight Route Network	Establishment of a recommended freight network, for use by drivers of goods vehicles, as well as review of restrictions.	GM Wide	No likely significant effect. This scheme is about identifying a network of existing roads to be identified as a recommended network to be used by freight drivers. This scheme does not include any material development and therefore lacks linking impact pathways.
Traffic Control and Management - operations & renewals	To maintain and enhance the efficiency, safety, and resilience of the transport network through proactive operational management and targeted infrastructure renewals that support sustainable mobility and minimise disruption.	GM Wide	No likely significant effect. This scheme is about operational management and targeted infrastructure renewal. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
Traffic management, control and regulation enhancements	On-going traffic management and regulation enhancements across Greater Manchester.	GM Wide	No likely significant effect. This scheme is about traffic management and regulation. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Upgrade of Traffic Management and Control systems to FUSION control system	Upgrading to the FUSION Traffic Management and Control system will modernise how we monitor and manage the road network, enabling faster responses to incidents, better coordination across transport modes, and improved journey reliability for all users.	GM Wide	No likely significant effect. This scheme is about upgrading the traffic management and control system. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
Operational Control Centre development	Improvements to the Operational Control Centre to ensure monitoring capabilities are sufficient to improve traffic management, safety, and network performance by enabling real-time data collection, smarter analytics, and more informed decision-making across the transport system.	GM Wide	No likely significant effect. This scheme is about upgrading monitoring capabilities. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
Extended Camera coverage, monitoring, data & analytics	Expanding camera coverage and enhancing monitoring capabilities will improve traffic management, safety, and network performance by enabling real-time data collection, smarter analytics, and more informed decision-making across the transport system	GM Wide	No likely significant effect. This scheme is about upgrading monitoring capabilities. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
National Highways and GM Roads UTMC integration	Integrating National Highways and Greater Manchester Roads into a unified Urban Traffic Management and Control (UTMC) system will enable better coordination, faster incident response, and more efficient network-wide traffic management to improve journeys across the region.	GM Wide	No likely significant effect. This scheme is about upgrading monitoring capabilities to incorporate Nation Highways and Greater Manchester Roads. Works resulting from this are likely to be small scale maintenance remote from any Habitats sites and without linking impact pathways.
EV Charging Facilities – on street & LHA / TfGM travel hubs	Delivering EV charging facilities at on-street locations and key travel hubs will support the transition to cleaner vehicles, improve accessibility for residents and commuters, and help Greater Manchester meet its environmental and net zero goals	GM Wide	No likely significant effect. This scheme is about creating more charging points for electric cars. This will likely be small scale development remote from

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			Habitats sites and without linking impact pathways.
EV Charging Facilities – cross-footway charging solutions	Introducing cross-footway EV charging solutions will enable residents without off-street parking to charge electric vehicles conveniently and safely, supporting inclusive access to cleaner transport and helping accelerate the shift to zero-emission travel.	GM Wide	No likely significant effect. This scheme is about creating more charging points for electric cars. This will likely be small scale development remote from Habitats sites and without linking impact pathways.
Automated Vehicles and other new and emerging technologies – including wider transport network implications	To evaluate, trial, prepare for, and take advantage of, new transportation and mobility technologies, such as automated and connected vehicles, new energy vehicles, advanced traffic control, monitoring and management, charging, shared-use, traveller information. Including developments towards Mobility as a Service.	GM Wide	No likely significant effect. This scheme is about evaluating and preparing for new transportation and mobility technologies. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Bee Network Safety Plan development and implementation	Safety plan focusing on bus operations and services	GM Wide	No likely significant effect. This scheme is about preparing a bus safety plan. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
V0 and Safe Systems Awareness, scheme assessment	Awareness raising programme for people involved in road and street design across GM	GM Wide	No likely significant effect. This scheme is about raising awareness in street design. This scheme does not include material development and therefore lacks linking impact pathways.
Conversion of Pelican crossings to Puffins	Replacement of outdated pelican crossing (flashing amber) with puffin crossings (with pedestrian detection)	GM Wide	No likely significant effect. This scheme is about replacing pedestrian crossings. This will likely be small scale

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			development remote from Habitats sites and without linking impact pathways.
Towards IS039001 accreditation	Achieving ISO accreditation for road safety management system for GM	GM Wide	No likely significant effect. This scheme is about achieving ISO accreditation. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Camera enforcement – maintenance and renewals	Replacement of outdated camera infrastructure, and maintenance of camera enforcement infrastructure	GM Wide	No likely significant effect. This scheme is about replacing camera infrastructure. This will likely be small scale development remote from Habitats sites and without linking impact pathways.
Enhanced and extended camera enforcement – speed, red light, moving traffic	Further roll out of camera enforcement to additional locations across GM	GM Wide	No likely significant effect. This scheme is about additional camera enforcement. This will likely be small scale development remote from Habitats sites and without linking impact pathways.
Connected and Autonomous Vehicle opportunities and requirements	Maximising opportunities and managing any risks from autonomous vehicles onto the network, such as improvements to highway infrastructure, traffic management and control systems. Includes considerations around autonomous private hire vehicles.	GM Wide	No likely significant effect. This scheme is about managing the risks and opportunities of autonomous vehicles. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Speed limit reviews and implementation – LRN, KRN, SRN and Motorways	Ongoing programme of review of speed limits across neighbourhoods, key routes, and motorways, applying Safe Systems principles of Safe Speeds.	GM Wide	No likely significant effect. This scheme is about reviewing speed limits. This scheme does not include material development and therefore lacks linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Addition of pedestrian facilities at existing signals	Adding green man crossings at traffic signal junctions where these are not provided, to allow pedestrians to cross safely.	GM Wide	No likely significant effect. This scheme is about additional pedestrian crossings. This will likely be small scale development remote from Habitats sites and without linking impact pathways.
GM-wide road and transport safety education	Road and transport safety programmes including schools, training for motorcyclists, older drivers.	GM Wide	No likely significant effect. This scheme is about safety education programmes. This scheme does not include material development and therefore lacks linking impact pathways.
GM-wide road safety - publicity, campaigns, events	Seasonal campaigns such as Christmas dink driving, Darker Nights in autumn, awareness raising round road safety, yearly Emergency Services Day.	GM Wide	No likely significant effect. This scheme is about safety education programmes. This scheme does not include material development and therefore lacks linking impact pathways.
SRN / LRN interface / severance reduction	Measures at SRN junctions with the local network to provide safe, controlled crossings for pedestrians and cyclists passing across the SRN, including crossing slip roads, to reduce severance effect of the SRN on the Active Travel Network, and of communities.	GM Wide	No likely significant effect. This scheme is about additional pedestrian crossings at SRN junctions. This will likely be small scale development remote from Habitats sites and without linking impact pathways.
Safer Roads – data, insight and analytics	Collection, analysis and use of data to best direct and target investment and actions to enhance safety of all road users, and evaluate the effects of investment.	GM Wide	No likely significant effect. This policy is regarding data collection and likely to be completely digital. Therefore, there would be no linking impact pathways.
Safer Roads – infrastructure programme	Programme schemes to enhance safety, with a particular focus on the Key Route Network of busier roads - such as interfaces with neighbourhood roads, with the SRN, and the SRN, and crossing facilities.	GM Wide	No likely significant effect. This scheme is about safety improvements to roads. This will likely be small scale development remote from Habitats sites and without linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Vision Zero Strategy monitoring and review	Periodic review and reporting of progress towards our Vision Zero goals.	GM Wide	No likely significant effect. This policy is regarding review and reporting of safety goals. Therefore, there would be no linking impact pathways.
Safer routes to school – 'beyond the School street'	Consideration of improvements to safety around, and on journeys to school, involving the KRN and other busier roads and bus routes, where School Street schemes, with focus on car-free areas around schools, may not be appropriate. To enhance safety of all users, and encourage more trips to and from school to be made by active modes and public transport.	GM Wide	No likely significant effect. This policy is about safety improvements to routes to schools along busier streets. These are likely small scale and remote from Habitats sites without linking impact pathways.
KRN International Road Assessment Programme – route assessments and interventions	Assessment of the Key Route Network using the International Road Assessment Programme criteria, ascertain performance of and issue on the network, and devise a package of potential measures to improve sections of road or junctions which have a low rating.	GM Wide	No likely significant effect. This scheme is about assessing performance of routes and devising potential interventions where required. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Safer Roads – KRN corridor studies and interventions	Ongoing programme of road corridor review, for early identification of emerging issues, and potential responses.	GM Wide	No likely significant effect. This scheme is about reviewing road corridors routes and devising potential interventions where required. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
20 mph across neighbourhood streets (S4A Neighbourhood Street Type)	Extension of 20mph speed limits to neighbourhood streets across the city region. To improve safety for all users of neighbourhood streets, and make walking, cycling and public transport more attractive.	GM Wide	No likely significant effect. This scheme is about extending 20mph speed limits. Works relating to this will be small scale and remote from Habitats sites without linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
20 mph for town and districts centres (S4A Destination Place Street type)	Extension of 20mph to streets in, and around town centres, particularly where there is heavy pedestrian and cyclist use, busy bus stops, or significant numbers of people crossing. To improve safety for all users, and make walking, cycling and public transport more attractive.	GM Wide	No likely significant effect. This scheme is about extending 20mph speed limits. Works relating to this will be small scale and remote from Habitats sites without linking impact pathways.
Bus network reviews	Reviews of bus services, by area, or service group based. Bringing together review of data and market intelligence with the views of local people, businesses and other stakeholders, in line with our Network Planning Approach.	GM Wide	No likely significant effect. This scheme is about review of the bus network. This scheme does not include material development and therefore lacks linking impact pathways.
Near miss reporting system	Roll out of a bee-network wide confidential reporting system for anyone involved in delivering bus services to report near-miss incidences, minor collisions. These events will be collated with other incidents and categorised to help inform Transport for Greater Manchester's bus safety work.	GM Wide	No likely significant effect. This scheme is about a new miss reporting system and therefore no physical development. Therefore, there will be no linking impact pathways to Habitats sites.
Service based measures to improve reliability and performance	Use of data and analytics to monitor bus service performance, such as actual versus scheduled run times, along with customer, driver and operator feedback, to identify potential changes to bus services to improve punctuality, reliability and customer experience.	GM Wide	No likely significant effect. This scheme is about using data to identify improvements bus services. This scheme does not lead to physical development and therefore lack linking impact pathways.
Integration of Demand Responsive Transit (Local Link) and Ring and Ride into the Bee Network	Bringing these services more fully into the Bee Network offer, and raising awareness of them - including branding, information, and integration into the Bee Network App	GM Wide	No likely significant effect. This scheme is about integrating existing services into the Bee Network and does not lead to physical development. Therefore, there will be no linking impact pathways to Habitats sites.
Increased network coverage - enhanced local area networks.	Increasing the number of people withing walking distance of a regular bus service (a stop with at	GM Wide	No likely significant effect.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	least every 30 minutes / 2 per hour), or with local link coverage, to improve coverage of the bus network. This includes non-Bee Network buses.		This scheme is about increasing bus network coverage. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Increased core service frequency - enhanced service on high frequency corridors	Increasing bus frequency / services on core corridors to provide a minimum of 5 buses at hour / bus every 12 minutes or better. This includes where a number of routes joining together on a core section. To drive patronage on the Bee Network. This includes non-Bee Network buses.	GM Wide	No likely significant effect. This scheme is about increasing bus frequency and does not lead to physical development. Therefore, there will be no linking impact pathways to Habitats sites.
Integrated services - Special Educational Needs and Disability (SEND) transport, non-emergency passenger transport	Exploring synergies between SEND provision, patient transport, demand responsive ring and ride.	GM Wide	No likely significant effect. This scheme is about exploring potential synergies between existing services. Therefore, there will be no linking impact pathways to Habitats sites.
Express bus services	Trial of limited stop bus services. To provide more attractive, faster, bus services on selected routes, to increase bus patronage.	GM Wide	No likely significant effect. This scheme is about providing express bus routes and does not lead to physical development. Therefore, there will be no linking impact pathways to Habitats sites.
Expansion of night bus services	Roll out of night buses to more districts. To provide nighttime bus connectivity and support the night time economy.	GM Wide	No likely significant effect. This scheme is about providing night buses and does not lead to physical development. Therefore, there will be no linking impact pathways to Habitats sites.
Bus fleet investment and renewal	Ongoing programme of investment in the bus fleet over the life of vehicles, and vehicle replacement, ensuring reliable operation, and high standards of presentation.	GM Wide	No likely significant effect. This scheme is about investing in the bus fleet and does not lead to physical

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			development. Therefore, there will be no linking impact pathways to Habitats sites.
Bus station investment and renewal	Ongoing programme of capital investment in bus stations, across their operational life, and replacement of facilities at end of life. Ensuring safe, attractive, efficient facilities for all - passengers, drivers and operators.	GM Wide	No likely significant effect. This scheme is about maintaining and replacing bus stations as required. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Bus depots - including new Stockport depot	Investment into existing and new bus depot infrastructure and facilities.	GM Wide	No likely significant effect. This scheme is about investing into new and existing bus depot facilities. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Fully electrified fleet and charging infrastructure	Investment into zero emission (at the tailpipe) buses and necessary charging facilities at depots to support them.	GM Wide	No likely significant effect. This scheme is about investing in the bus fleet and does not lead to physical development. Therefore, there will be no linking impact pathways to Habitats sites.
Network - wide railway station improvements	Programme of station improvements across stations served by Bee Network rail services and others. To improve accessibility, safety, security, information, and make rail a more attractive choice for journeys.	GM Wide	No likely significant effect. This scheme is about station improvements. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Railway asset maintenance and renewal	Programme and preventative maintenance and renewal of assets, to maintain service reliability and performance (Network Rail).	GM Wide	No likely significant effect. This scheme is about maintenance and renewal of rail assets. Any works resulting from this will likely be small scale

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			development remote from Habitats sites and without linking impact pathways.
Station platform extensions	Extension of existing platforms, allowing longer trains with more carriages to stop, without need to use selective door opening.	GM Wide	No likely significant effect. This scheme is about platform extension at some rail stations. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Rail multi-modal ticket transformation and simplification	Supports the Bee Network's vision of an integrated, accessible, and user-friendly transport system by streamlining ticketing across rail and other modes to encourage sustainable travel and improve passenger experience.	GM Wide	No likely significant effect. This scheme is about integrating ticketing. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Service enhancements and performance improvements	New, additional, lengthened, more frequent, train services. Reduced journey times. (Operator led, Network Rail enabled)	GM Wide	No likely significant effect. This scheme is about improving train services and does not lead to physical development. Therefore, there will be no linking impact pathways to Habitats sites.
Access for all at all Bee Network railway stations	Deliver fully inclusive, step-free access between streets and platforms across stations served by Bee Network rail services, ensuring that all passengers, regardless of age, disability or mobility, can travel confidently and independently as part of a truly integrated and equitable public transport system.	GM Wide	No likely significant effect. This scheme is about improvements to rail stations to improve accessibility. Works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Exploring feasibility of further new railway stations and travel hubs	Exploring opportunities for potential new stations on the existing rail network; Improvements at existing stations for multimodal connectivity through creation, enhancement, or expansion of travel hubs.	GM Wide	No likely significant effect. This scheme is about exploring potential new stations along the existing rail network. This does not lead to likely significant effects.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
			Should this process identify potential new stations, schemes to create these stations would need to be independently assessed at that time.
New rolling stock programmes	Introducing tram/train vehicles and modernising the fleet to improve reliability, passenger comfort, accessibility, and environmental performance, supporting the Bee Network's ambition for a cleaner, more efficient, and fully integrated public transport system.	GM Wide	No likely significant effect. This scheme is about improving rolling stock and does not lead to physical development. Therefore, there will be no linking impact pathways to Habitats sites.
Enhanced rail connectivity between West Midlands and Greater Manchester	Working with partners to take explore options to transform rail capability between the West Midlands and Greater Manchester via Crewe.	GM Wide	No likely significant effect. This scheme is about exploring potential options to enhance rail connectivity. This does not lead to likely significant effects. Should this process identify infrastructure to be provided, schemes to create that infrastructure would need to be independently assessed at that time.
Stops and Stations information upgrades	Provision of Improved, accessible, inclusive and up-to-date information at stops, stations, interchanges and travel hubs.	GM Wide	No likely significant effect. This scheme is about improving information provision. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Bee Network Mobile Application enhancements (including personalised travel accounts)	Ongoing upgrades to the Bee Network mobile application App, to add functionality and services.	GM Wide	No likely significant effect. This scheme is about improving the Bee network app and does not lead to physical development. Therefore, there will be no linking impact pathways to Habitats sites.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Sustainability focussed customer initiatives	Initiatives to promote, encourage and support people in making more sustainable transport choices.	GM Wide	No likely significant effect. This scheme is about encouraging sustainable transport choices and does not lead to physical development. Therefore, there will be no linking impact pathways to Habitats sites.
Further integration of Bee Network services through Tap & Go, multi-modal ticket simplification and enhancements	To make using the Bee Network a simple, straightforward, and seamless proposition for customers.	GM Wide	No likely significant effect. This scheme is about integrating ticketing. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Integrating event transport services with the Bee Network	Providing better, more prominent and more integrated sustainable transport options for people attending major events, working with event and venue partners.	GM Wide	No likely significant effect. This scheme is about integrating event transport into the Bee network and does not lead to physical development. Therefore, there will be no linking impact pathways to Habitats sites.
Data-driven customer and network insight platform and systems	Increased and integrated use of data across network planning, operations, management and delivery - marrying customer insight, with other data sources for monitoring and understanding network performance and to inform changes to our networks and their impact.	GM Wide	No likely significant effect. This scheme is about using data to improve network planning. This scheme does not lead to physical development and therefore lack linking impact pathways.
Further digital concessions	Periodic review of ticketing and fare options, including review of concessions offered.	GM Wide	No likely significant effect. This scheme is about reviewing ticketing and fares. This scheme does not lead to physical development and therefore lack linking impact pathways.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
Digital and technological improvements to stations and stops	Use of new and emergent technologies to improve safety, accessibility, attractiveness, and experience of using bus stops, tram stops, railway stations, interchanges and travel hubs.	GM Wide	No likely significant effect. This scheme is about integrating new and emerging technologies as appropriate. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
Integrated and digitising fares, ticketing and charging across the Bee Network and wider transport network.	Review and development of fares, ticketing and charging options across the transport system, including new and emerging technologies.	GM Wide	No likely significant effect. This scheme is about integrating ticketing. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.
AI powered customer service	Development and use of artificial intelligence enhanced tools and processes to improve customer service and satisfaction.	GM Wide	No likely significant effect. This scheme is about using AI to improve customer service. This scheme does not lead to physical development and therefore lack linking impact pathways.
Revenue protection enhancements (including contactless biometrics and facial recognition)	Development and deployment of enhanced tools and initiatives for revenue protection, to minimise incidences of non- or under-payment for travel, enabling more investment in services.	GM Wide	No likely significant effect. This scheme is about data tools for revenue protection. This scheme does not lead to physical development and therefore lack linking impact pathways.
Autonomous vehicles and drones support for event transport	Trial of AVs in event transport, and use of drones to monitor and inform transport operations, movements of people, vehicles and traffic, both on site, and at the TfGM Control Room.	GM Wide	No likely significant effect. This scheme is about tailing use of autonomous vehicles and drone usage. This scheme does not lead to physical development and therefore lack linking impact pathways.
Regional ticket integration	Development of integrated ticketing options between Bee Network services with neighbouring	GM Wide	No likely significant effect.

Scheme Name	Rationale	Location	Test of Likely Significant Effect Outcome
	areas, and with regional and national ticketing programmes as these develop and progress.		This scheme is about integrating ticketing. Any works resulting from this will likely be small scale development remote from Habitats sites and without linking impact pathways.