

TfGM Comment (taken from letter dated 24.3.23 from Claire Smallman)

I.Road Safety

The accident data should reflect the latest five-year period that is available.

II.Trip Generation

The TRICS assessment work contained within the TS demonstrates that the number of trips has been calculated using the non-car modal share and hence this would affect the car modal share. The trip rate should have been calculated using the car modal share.

Therefore, TfGM HFAS consider that the predicted car trips have been under-estimated.

III.Mitigation

The signalised crossing to the east of the site on Blackburn Street has cycle crossing facilities and the junction 10 on the A66 has a cycle crossing facility.

However, site observations have confirmed that the primary junction to the west of the site, (Pilkington Way / Blackburn Street) does not have cycle crossing facilities. TfGM HFAS consider whether this could be funded as part of the development proposals.

IV.Highway Alterations

The TS details that a range of alterations are proposed to the surrounding highway network to provide loading and unloading facilities. TfGM HFAS consider that the introduction of coach parking bays and accessible bays should not impede the surrounding footway network.

V. Proposed Access Arrangements

The TS confirms that the Civic Hub will not provide any new car parking and as such no vehicle access is proposed for the development.

In terms of servicing, the TS confirms that deliveries and waste collection are expected to be made from the site and accommodated by using Lidl's car park / access road. TfGM would query whether this is a reliable service arrangement.

The TS states that an alternative is to utilise the proposed coach bays on Dale Street. This would need to be carefully managed.

A robust Service Management Plan should be employed to ensure the development can be serviced safely and efficiently.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed servicing arrangements are acceptable.

VI. Traffic Regulation Orders

A review of the existing traffic regulation orders may be necessary surrounding the site, to ensure that parking and traffic flow is maintained.

VII. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

I. Public Transport

The site is located within Radcliffe Town Centre and as such benefits from excellent accessibility by public transport.

II.Active Travel

It should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible.

This should be applied both throughout the site layout, and also between the site and existing active travel networks.

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of transport, the following measures should be implemented to encourage the use of active travel modes by future occupiers of the site, as follows:

Recommendations:

- Any redundant vehicle access points which served the former site should be reinstated as continuous footways.
- Footway resurfacing and renewal undertaken as appropriate.
- Nearby junctions could be improved with the provision of tactile paving and dropped kerbs if appropriate.
- Ensure the provision of 2-metre-wide footways throughout and surrounding the development.
- Appropriate walking and cycling directional signs to Town Centre sites should be provided as part of the development.

III.Cycle Parking

It is important to ensure that adequate infrastructure and facilities are provided to encourage future occupiers to use cycle parking.

The TS confirms that 6 cycle stands will be provided to the south of the development, and 3 existing cycle stands will be retained, resulting in a net gain of 3 cycle stands provided as part of the development. For a Civic Hub with multi-uses in a Town Centre location, this is a significant provision.

From a review of the location of the cycle facilities, the positioning to the south of the building, is far removed from the development.

TfGM recommend that the cycle parking provision should be significantly increased, and that secure long-stay cycle parking is provided. The external cycle stands should also be well lit and secure.

Additionally, welfare facilities for staff should be provided i.e. lockers, changing, drying and shower facilities.

The cycle parking should benefit from security measures such as CCTV and lighting, in addition to natural surveillance.

IV.Travel Plan

The development will need to be supported by a full Travel Plan which should feature a range of measures pro

If the Travel Plan is to be successful, it will be dependent on establishing a culture of sustainable travel behavior occupiers and therefore robust arrangements for the implementation and running of the Travel Plan need to be

- a travel plan budget and resources for the implementation and day to day management of travel plan measures
- appropriate management structures;
- detailed time frames for the delivery;
- a marketing and communication strategy;
- handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- initial targets before first surveys are conducted

The offer of personalised journey planning is a further measure that could be included in a full Travel Plan for the development, prior to them occupying the development. This should ensure potential business and commercial

Ideally a full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of c

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the use of bus fares, discounted cycles, journey planning etc.

Should Bury Council be minded to approve this application it is suggested that the further development, imple

WSP Response

Personal Injury Accident data has been extracted from Crashmap for the purposes of the Transport Statement and is included at Chapter 7 and Appendix F of the Transport Statement. At the time of writing the TS the most up to date full five year period was the period Jan 2017 to Dec 2021, which has been used within the analysis in the TS. It is not considered there have been any material changes to transport conditions in the town centre since Dec 2021 which would affect road safety conditions or result in a different conclusion to the assessment the event that more up to date data was available.

We do not believe there is double counting in the methodology. The comparable site detailed at 5.2.3 and 5.2 of the TS predicts a total car trip percentage of 50%, with other arrivals being by walk, cycle or public transport. This 50% therefore includes all customers arriving by car (i.e. driver and passenger). It is therefore considered appropriate to apply the further factor of 1.48 car occupancy to determine the likely number of car drivers and hence actual number of cars.

This comment is noted. We do however consider that the predominant cycle desire line to the west would be the residential areas around School Street and to the north and west in the wider Radcliffe area. This cycle desire line is well catered for by the facilities at Pilkington Way / Blackburn St and also by the cycle bridge between Green Street and Hindle Street. On this basis, we consider the demand for cycle facilities at the Pilkington Way / Sion St junction may be relatively low, as it predominantly leads to the existing Asda and other retail uses in the Sion St area.

A footway to a minimum width of 2.0m is retained along the southern side of Dale St adjacent to the proposed Civic Hub building, to allow both for access to and from the coach and accessible parking bays and also to allow pedestrian movement in and east - west direction.

A revised servicing arrangement which uses solely either adopted highway or land within the applicant's control has been developed and is shown on the attached tracking drawing 70092923-TP-005

If the Dale Street coach bay is required for a servicing movement then local management could take place to ensure the bay is available at the required time.

A service management plan will be developed by the Civic Hub operator and can be formally agreed with Bury Council prior to opening of the development.

This is noted. It is anticipated that parking for the development will take place within the on and off-street locations highlighted in the TS as having spare capacity at present, which are within walking distance of the development. The surrounding highway network does have existing parking restrictions (e.g. double yellow lines) at key locations including Dale Street and Church Street, which would prevent ad-hoc on street parking. Notwithstanding this, if Bury Council determine that any additional TROs are needed these could be implemented in parallel with the changes to parking / loading / coach bays required as part of the development itself.

Noted and agreed, this would be prepared by the contractor and agreed with Bury Council prior to commencement of construction.

Noted.

Noted and agreed, these recommendations will be implemented in the vicinity of the site through the package of public realm works which is associated with the development.

We have assessed the proposed land uses using the Bury cycle parking standards (<https://www.bury.gov.uk/asset-library/parking-standards.pdf>) and this is tabulated in the document attached. The overall requirement equates to 29 spaces, or 32 spaces if the figure includes replacement of the three existing spaces just south of Dale Street.

It is suggested that a suitable location for a large-scale cycle parking area such as this would be along Market Walk, meeting the requirements of both convenience to users of both buildings and also being in a secure / lit overlooked area.

Welfare facilities for staff will be provided within the building including access to changing/drying/shower facilities and storage lockers.

The Interim Travel Plan submitted with the planning application set out a structure and process for completion of a Full Travel Plan at the appropriate time (i.e. after development occupation when initial travel patterns of employees and visitors can be assessed). The Full Travel Plan can incorporate the suggestions made by TfGM.