

Your ref: 70071
Our ref: BUR/382

Bury Council
Planning Services
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

6th October 2023

Location: Site of Radcliffe Leisure Centre, Spring Lane, Radcliffe, Manchester, M26 2SZ

Development: Erection of new secondary school alongside supporting sports facilities, car parking, landscaping, site infrastructure, new access road and associated access infrastructure

Dear Helen Leach

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

Background

The application seeks approval for construction of a new Secondary School, with capacity for up to 750 pupils and 80 FTE members of staff, at the site of the former Radcliffe Leisure Centre, off Spring Lane in Radcliffe.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. ²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.



Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Trip Generation

The TA states that, "*A trip generation and distribution technical note was prepared by VIA Solutions Ltd, which was agreed with TfGM.*" TfGM do not recall agreeing the trip generation. However, if the Local Highway Authority are satisfied with the assessment work, TfGM have no further comments in this regard.

TfGM would highlight that ideally existing trip numbers should be collected via surveys and not desktop exercises, where a use is still fully operational.

II. Junction Modelling

The priority junction at Spring Lane / Bury Road has been modelled and will be operating above practical capacity in the opening year (2025) with the development traffic and will be almost at absolute capacity by 2030. There will also be a large increase in queueing and subsequent delay.

TfGM UTC would recommend that mitigation is explored, which may include the signalisation of the junction.

III. Proposed Access Arrangements

The TA confirms that the site will be served from a new vehicle access on Spring Lane and a separate pedestrian and cycle link will be provided. A secondary access point is also proposed leading to the drop off area. The access points should be designed to ensure the provision of tactile paving and dropped kerbs. Additionally, the redundant vehicle access point which served the former site should be reinstated accordingly (as detailed within the TA).

Visibility splays in line with standards contained within Manual for Streets should be achievable from the proposed site access points.

The TA also details the proposed internal circulation and pick up / drop off areas along with coach / minibus provision.



Every journey. Every day.

It is noted that the pedestrian crossing outside the leisure centre will be retained and upgraded to a TOUCAN crossing.

In terms of car parking provision, 97 on-site spaces are proposed including 6 accessible bays and 6 EVC spaces.

Appendix F of the TA demonstrates that the site can be serviced appropriately and safely by a refuse vehicle.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, car parking and servicing arrangements are acceptable.

IV. Traffic Regulation Orders

TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm. In particular, ensure the introduction of 'School Keep Clear' markings at all access points serving the school site.

V. Other

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

Metrolink Impact

It is noted that colleagues within the Metrolink team have reviewed the proposals and provided a separate response to the Local Authority in an email dated the 22nd September 2023.

Site Accessibility

I. Public Transport

The site is well served by public transport being located within a 3-4-minute walk of the bus stops along Spring Lane. These stops provide services to Bolton and Bury at regular intervals. Radcliffe tram stop is also located close to the site, within a 3-4-



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minute walk, and provides regular services along the green and yellow lines (Altrincham, Bury and Piccadilly).

II. Active Travel

In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future staff / students, as follows:

Recommendations:

- Any redundant vehicle access points should be reinstated as continuous footway to adoptable standards.
- The access point(s) serving the site should be designed to ensure the provision of tactile paving and dropped kerbs.

III. Cycle Parking

It is important to ensure that adequate infrastructure and facilities are provided to encourage users of the site to travel by sustainable modes.

The TA refers to the provision of 40 cycle parking spaces in the form of 20 Sheffield stands, located adjacent to the main entrance. TfGM consider this provision to be lacking in terms of both the number of spaces and the cycle facilities. The number of spaces should be significantly increased and at the very least, the spaces should be covered. The cycle store should have sufficient security measures in place such as CCTV and lighting.

Staff cycle parking should also be provided within a secured, covered store, including the security measures as listed above.

Additionally, welfare facilities (changing rooms / showers / lockers) should be provided for staff / students.



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IV. Travel Plan

The development will need to be supported by a robust School Travel Plan, which should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plans need to be included in the Framework Travel Plan from the outset. These include:

- 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;
- Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to future users of the site such as concessionary bus fares, discounted cycles, journey planning etc.

I hope you find these comments useful in the scoping process. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

Yours faithfully

Landuse Team
Highways Department
Email: landuse@tfgm.com



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