

Your ref: 71645
Our ref: BUR/25/114

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

16th May 2025

Location: **Land off Church Street & Scobell Street, Tottington, Bury, BL8 3DE**

Development: **Outline application for erection of up to 275 no. units with associated car parking, landscaping and infrastructure works (access only to be considered)**

Dear Helen Pressley

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 Outline Approval for a residential development comprising up to 275 dwellings with access only to be considered as a detailed matter.

The site is bordered by Scobell Street to the north and Church Street to the west and is within an allocation in the Greater Manchester Plan, Places for Everyone and is covered by Policy JPA 9.

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.



In accordance with Places for Everyone Policy JP Allocation 9: Walshaw, development in this allocation will be required to:

1. Deliver a broad mix of around 1,250 homes to diversify the type of accommodation in the Walshaw area. This includes an appropriate mix of house types and sizes, accommodation for older people, and provision of plots for custom and self-build housing (subject to local demand as set out in the Council's self-build register).
2. Make provision of a new strategic through road to enable an alternative to Church Street, Bank Street and High Street that is designed to be suitable for buses and incorporates active travel and is in line with local design standards.
3. Make provision for a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, incorporating Leigh Lane and Dow Lane.
4. Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8.

Policy JP-D1: Infrastructure Implementation

To ensure the effective development and implementation of the infrastructure needed to deliver the vision and objectives of the Plan, We will:

Require applicants to prepare an infrastructure phasing and delivery strategy to be agreed by the local planning authority for sites where build out will be delivered by different developers or in phases. This strategy must outline what needs to be provided by when and who will fund and deliver it.

As stated at pre-application stage, the application appears to be premature in the absence of an adopted Development Framework for the Walshaw PfE allocation.

Bury's (now adopted) SPD 18: Development Frameworks for Strategic Site Allocations at Elton Reservoir and Walshaw, states that:

"In the absence of an approved Development Framework, it is unlikely that the Council would be able to support piecemeal planning applications on the sites and applications



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which fail to deliver or contribute towards the wider strategic infrastructure will be resisted."

The application also appears to be non-compliant with PfE Policy JP-H4: Density of New Housing which requires a minimum net residential density of 35 dwellings per hectare.

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 residential development and have provided comments in respect of the relevant sections.

It should be noted that all comments are for the submitted TA and do not consider the wider site and longer-term plans for the site.

Additionally, with reference to Paragraph 1.21 of the TA, if a 'vision and validate' methodology is applied, then the alternatives to vehicle-based trips should be sufficient to provide a suitable and attractive alternative, particularly given the location of the development, i.e. not near any employment sites. Therefore, these alternative measures need to be of significant value.

I. Collision Investigation

Road safety data should be updated to the latest 5-year period to include 2024.

II. Trip Generation

TfGM would refer to the Local Highway Authority (LHA) to confirm agreement to the working from home percentage applied to the trip generation, as the LHA are more likely to be familiar with the habits within the borough.

III. Trip Distribution

Paragraph 8.21 of the TA indicates that distribution has been derived from PfE work. This is not acceptable to TfGM.

TfGM suggest that counts are used to determine the distribution.



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IV. Junction Modelling

- Junction of Crostons Road / Tottington Road

Given the high degrees of saturation, the delay impact is a more suitable measure of the impact of the development traffic – the delay should be provided for all tested scenarios.

- Modelling Errors

The following modelling errors should be corrected and submitted:

J5 Crostons Road-Tottington Rd Existing (x469)

- Capacity of arm 2 is overestimated (model 2/1 as short lane of 75m)
- Left turn stream 1 not modelled (though unlikely to be significant)
- Nearside lane indicators can be removed on 4/2 and 1/3
- Nearside lane indicator needs ticking on 2/1
- Lane 1/3 should be modelled as a give way.
- Stages 2 and 3 are demand dependent – they're appearance frequency should be representative of actual operation (I'd model both 2 in 3 in the AM, in the PM stage 2 rarely appears, and St 3 appears nearly every time).
- The phase delay for D on a 4-1 move can be set at 3 seconds as this is dependent on the clearance period for phase G (correctly set at 9 as per the UTC data).
- The junction operates under SCOOT control with a variable cycle time that runs up to 120s. Use a cycle time of 120s as the junction runs to this in the peaks.

J7 Cockey Moor Road Existing (x2/34)

- Arm 4/2 should be modelled as a short lane of appropriate length (though only small impact).
- Arm 4/2 RT should give way to Arm 8/1 LT.
- Arm 4 give way could be upped to 3 intergreen turners
- Arm 8 give way storage should be reduced to 2
- Arm 8/2 needs a turning radius
- Turning radius can probably be upped on 4/2.
- Nearside indicator can be removed on 8/1



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- The junction operates under MOVA control. Has the cycle time been derived from a MOVA log? If not, a cycle time should be used that targets 90% saturation worst-case to simulate what MOVA will approximate in reality.

V. Mitigation

To determine if sites were suitable to be allocated in the Places for Everyone Plan from a transport perspective, high level strategic transport modelling was undertaken using GM wide strategic trip rates. This enabled the development of high-level indicative transport mitigation for a single strategic 'worst-case' scenario. These are contained in Appendix D of the plan and an extract is provided below:

Necessary

- Link road providing bus penetration through the allocation between Lowercroft Road and Scobell Street, via Walshaw Road.
- Crostons Road/ Tottington Road junction.
- Tottington Road/Walshaw Road priority junction.
- Cockey Moor Road junction.
- A58 Bolton Road / Ainsworth Road junction improvement.
- A58 Bolton & Bury Road/Starling Road junction improvement.
- Introduction of bus services through the allocation.
- Active travel improvements.

Supporting

- Appropriate linkages to Elton Link Road.

For each PfE allocation, there is a need for more detailed transport assessment work to be undertaken as part of the Masterplan process, aligned with an Infrastructure Phasing and Delivery Strategy. This transport assessment work should set out a transport vision for the total quantum of development proposed on the allocation site and then test a set of detailed scenarios, underpinned by local traffic counts and appropriate site-specific trip rates for all modes, to determine the optimum design and transport infrastructure requirements to mitigate the impacts.

When developing effective detailed mitigation, sustainable interventions that support active travel and facilitate access to public transport should be considered in the first instance. Highway interventions should only be considered to mitigate the impact of development once the effectiveness of sustainable interventions is understood.



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Until this Masterplan work is completed and an associated Transport Assessment and Infrastructure Phasing and Delivery Strategy have been produced, it is not possible to determine what infrastructure would be required to facilitate individual parcels of development, when they would be required and how they will be funded or what environmental impact they would have.

VI. Access Arrangements

Section 6.11 of the TA details the proposed site access arrangements for the development. It is noted that two vehicular access points are proposed from Scobell Street and one vehicular access point is proposed from Church Street. The access points will all be priority junctions, which should be designed to ensure the provision of tactile paving and dropped kerbs, with appropriate white lining. Any redundant access points bordering the site should be reinstated accordingly. Visibility splays in line with standards contained within Manual for Streets should be achievable in both directions from all the site access points.

In terms of car parking provision, the TA confirms that this will be covered as part of a future reserved matters application.

The TA states that the internal road network will allow refuse and delivery vehicles to enter, turn and exit in forward gear. This will be covered in detail as part of a future reserved matters application.

TfGM would refer to the LHA to determine whether the proposed access, car parking and servicing arrangements are acceptable.

VII. Other

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

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located on Church Street, around a few minutes' walk away. These stops provide hourly services to Bolton during the daytime.



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Further, more frequent services are available to Bury, Bolton and Tottington from the bus stops on Tottington Road and Walshaw Road, around a 7-10-minute walk from the centre of the site.

With reference to Section 3.77 of the TA, given the distance to the Metrolink stops within Bury Town Centre, it cannot be considered that the development is well connected to the Metrolink network. It is a 46-minute walk or 15-minute bus journey from the site.

Site observations have confirmed that there is an existing bus stop on Church Street which may be impacted by the proposed new vehicle access to the site. The applicant will need to liaise with shelters@tfgm.com and it should be noted that any relocation proposals for the bus stop are subject to a separate consultation process and would need to be wholly funded by the applicant.

Additionally, should construction work at this site impact the use of any bus stops, the applicant will need to liaise with stop.closures@tfgm.com prior to undertaking any works.

Site observations have confirmed that the nearest bus stops to the site on Church Street would benefit from upgrading. It is therefore considered reasonable to ask the applicant to agree to upgrade the stops to provide 160mm kerb heights with bus clearway markings and if possible, to provide bus shelters in accordance with Transport for Greater Manchester's Design Guidelines for Bus Stops.

It is noted that the GMAL score for the site is classed as good (Section 3.64 of the TA). Ideally, a higher score would be beneficial to encourage additional public transport use, and this could be achieved with funded bus services / improving the existing bus services. This is in line with the mitigation listed within Appendix D of the PfE Plan regarding bus penetration through the site and will need to be discussed in detail with TfGM's Bus Operational Service Planning team.

In terms of the infrastructure required to support a bus service through the site the following should be acknowledged:

- To facilitate two-way bus access the roads would need to be a minimum of 6.5 metres wide (wider on bends / curves and where parking is permitted subject to appropriate swept path analysis) to allow two buses to pass.



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- Bus stop infrastructure would need to be located accordingly around the site. TfGM's standards for urban areas are ideally that spacing between bus stops should be 250 metres – 300 metres (can be varied depending on location specific requirements).

II. Active Travel

In order to maximise the benefits of the site's location and 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 high quality walking and cycling links which connect to existing and future walking and cycling infrastructure within Bury.

In terms of the site accessibility analysis, TfGM would note the following:

- With reference to Section 3.1.3 of the TA, a list of local amenities plus distances isn't considered a suitable evidence base of the availability and attractiveness as walking destinations. A more formal Streets for All design check should be carried out for the site (rather than that submitted) and the findings provided as part of the TA.
- Section 3.20 of the TA does not provide an indication of the quality of the Public Rights of Way (PRoW) i.e., usage, condition, surface quality, restrictions etc.
- In respect of Section 3.23 – 3.4 of the TA, it is important to highlight that the linkages listed to the National Cycle Network (NCN) does not capture the suitability of the site for cycling. From a review of the area, the connections to existing cycle routes are poor to non-existent. There is also no indication of the gradients to and from the site, as any gradient reduces the attractiveness of the site for cycling.
- With reference to Table 8.9, the percentage of public transport and active travel trips does not support the assertion that this is a highly sustainable site



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Table 8.9: Total Multi-Modal Trip Demand

Time	Drive		Walk		Cycle		Public Transport	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
07:00 - 08:00	17	71	3	14	0	1	2	10
08:00 - 09:00	22	75	11	38	1	2	3	10
09:00 - 10:00	20	32	4	6	0	1	4	6
10:00 - 11:00	16	23	2	3	0	1	3	4
11:00 - 12:00	20	26	3	4	1	1	4	5
12:00 - 13:00	25	23	4	4	1	1	5	4
13:00 - 14:00	26	24	4	3	1	1	5	5
14:00 - 15:00	25	29	6	7	1	1	5	5
15:00 - 16:00	49	26	26	14	1	1	8	4
16:00 - 17:00	65	33	12	6	2	1	11	6
17:00 - 18:00	80	32	11	4	2	1	13	5
18:00 - 19:00	55	32	7	4	1	1	10	6

- Further details in respect of the Mobility Hubs and associated MAAS which are referenced should be provided, as the details contained within the TA are limited.

In order 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 and encourage the uptake of active travel modes, as follows:

- Any redundant vehicle access points should be reinstated as continuous footway to adoptable standards.
- Footway resurfacing and renewal undertaken as appropriate.
- Provision of continuous 2-metre-wide footways throughout and surrounding the development.
- Tactile paving with dropped kerbs should be installed across both sides of all the site access points and at junctions surrounding the site.
- A full list and plan should be provided showing all the conditioned active travel infrastructure to support walking and cycling trips.
- Site observations have confirmed that there are no crossing facilities to access the bus stops on the opposite side of the road or any indication of the speed and



volume of traffic using Church Street. It would be beneficial to review the potential for a pedestrian crossing at this location, the type of which will be dependent upon a speed survey.

- With reference to Paragraph 6.6-6.10 of the TA, further detail is required in respect of the improvements to the walking and cycling routes serving the site, to ensure this infrastructure is to suitable standards and is sufficient to serve the site.
- Secure cycle parking provision should be provided within the site curtilage of the properties.

III. Travel Plan

It is noted that a Framework Travel Plan has been submitted to support the application.

TfGM recommends that a full Travel Plan is produced for the development, with the objective of reducing reliance on the private car, particularly single occupancy use. The Travel Plan should be designed to raise awareness of opportunities for reducing travel by car and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of the site to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.

I hope you find these comments useful in the determination of this planning application. 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
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Transport for Greater Manchester
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