



Vinci Construction UK Ltd

BURY MARKET AND FLEXI HALL

Transport Statement





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Transport Statement

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1 INTRODUCTION

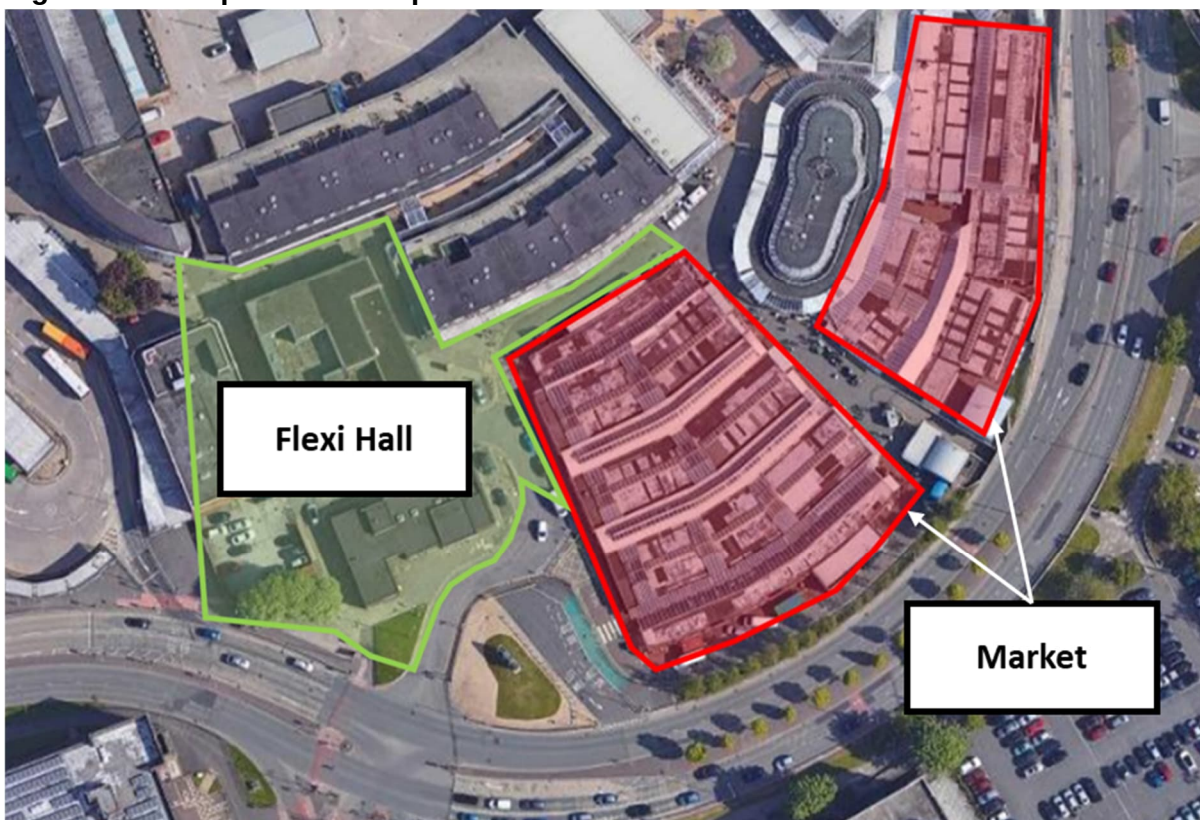
1.1 BACKGROUND

WSP have been appointed by Vinci Construction UK Ltd to provide highways and design advice for the Bury Market and Flexi Hall development. In support of the planning application, this Transport Statement has been prepared.

1.2 SITE LOCATION AND PROPOSED DEVELOPMENT

- 1.2.1. The application site is situated off the A58 in the town centre of Bury and consists of the existing market area and area directly to the east as highlighted in **Figure 1-1**.

Figure 1-1 - Proposed Development Location



- 1.2.2. The site being redeveloped for the Flexi Hall is currently occupied by the Admiral Casino, a number of retail units (some unoccupied) and the management suite for the existing Market.
- 1.2.3. The key elements of the various elements of the development are highlighted below.

MARKET FLEXI HALL

- 1.2.4. As stated by Bury Council, the Market Flexi Hall:

“will comprise a large, state-of-the-art, carbon neutral, multifunctional events space that can support market stalls, ‘pop-up’ trading, live performance, and community events. The development will also include a café bar, an area dedicated to office functions, and space dedicated to the provision of workshops, co-worker space or small business start-ups.”

1.2.5. The Flexi Hall will also be used to support:

- Wellbeing programmes to support independent living, eating and living well programmes;
- Enterprise programmes focusing on digital skills and businesses with links to students of Bury College;
- Provide space to support food and drink festivals; and
- Cultural performance and events space.

MARKET IMPROVEMENTS

1.2.6. As stated by Bury Council, the market improvements will consist of:

- A new oversailing canopy to cover the existing market and be visible from Angouleme Way;
- Addressing existing repair and maintenance issues; and
- Improvement of environmental performance of the market through enhanced recycling infrastructure, energy efficiency improvements and decarbonisation of existing structures. All new-build elements will be carbon neutral and will incorporate a new recycling hub at the south of the market.

PUBLIC REALM

1.2.7. As stated by Bury Council, the public realm changes will consist of:

- An enhancement of the area surrounding the market to support active travel in the local area and improve connections between nearby infrastructure including Bury Interchange, Bury College and the wider town centre;
- New wayfinding signs to help visitors navigate the market; and
- Entrances to the market to become more clearly defined and more welcoming

1.2.8. The architectural masterplan is included in **Appendix A**.

1.3 BREEAM

1.3.1. **Appendix B** includes a table demonstrating BREEAM compliance with reference to the associated Travel Plan guidance.

1.4 REPORT STRUCTURE

1.4.1. The scope of this report has been agreed between Bury Council and WSP. This was conducted through an original scoping email by WSP in which Bury Council responded and agreed to the proposed scope.

1.4.2. Based on this agreement, the report is structured as follows:

- Chapter 2 summarises the National, Regional, and Local Policy relevant to the site;
- Chapter 3 details the existing site context;
- Chapter 4 outlines the proposed development;
- Chapter 5 summarises the parking demand and likely traffic impact of the development;
- Chapter 6 analyses the sustainable transport surrounding the site;
- Chapter 7 details an accident analysis on nearby roads surrounding the development.

2 POLICY CONTEXT

2.1 INTRODUCTION

- 2.1.1. The following section of the report sets out the key national, regional and local traffic and transport policies that are relevant to the full planning application. Later sections of the report demonstrate how the proposals accord with these policies.

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (2021)

- 2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published in July 2021. The Framework identifies that the purpose of the planning system is to contribute towards sustainable development. It maintains that plans and decisions should apply a presumption in favour of sustainable development.
- 2.2.2. Paragraph 110 of the NPPF states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- *(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *(b) safe and suitable access to the site can be achieved for all users;*
 - *(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
 - *(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*
- 2.2.3. Paragraph 111 of the NPPF states that
- 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*
- 2.2.4. Furthermore, paragraph 113 of the NPPF states:
- 'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*
- 2.2.5. This TA addresses the above policy guidance by outlining opportunities for sustainable travel to and from the site and by detailing how sustainable and active travel options will be promoted through the associated Interim Travel Plan.
- 2.2.6. **Chapter 4** outlines the site access proposals, which have been designed to provide safe and suitable access to all users.
- 2.2.7. **Chapter 5** assesses the impact of the proposed development on the local highway network and concludes that the residual cumulative impacts of the development are not severe.

PLANNING PRACTICE GUIDANCE

- 2.2.8. The Government's Planning Practice Guidance (PPG) supplements the NPPF. There is a section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of these three documents.
- 2.2.9. The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The PPG has been considered in the production of this Transport Statement.

MANUAL FOR STREETS & MANUAL FOR STREETS 2

- 2.2.10. Manual for Streets (MfS) was jointly published in 2007 by the Department for Transport and Department for Communities and Local Government.
- 2.2.11. It provides guidance on the design of residential streets and its aims are:
- To help to build and strengthen the communities;
 - That streets meet the needs of all users, by embodying the principles of inclusive design;
 - That streets form part of a well-connected network;
 - That streets are attractive and have their own distinctive identity;
 - That streets are cost effective to construct and maintain; and
 - That streets are safe.
- 2.2.12. MfS2 was published in 2010 by the Chartered Institution of Highways and Transportation. It does not supersede the guidance in MfS but explains how the principles can be applied on the wider highway network.

2.3 REGIONAL POLICY

GREATER MANCHESTER FOURTH LOCAL TRANSPORT PLAN (LPT4) (GMCA, 2017)

- 2.3.1. The Greater Manchester Local Transport Plan comprises two documents; The Greater Manchester Transport Strategy 2040, which gives a long-term strategic view of how the transport system will need to evolve, and an accompanying five-year Delivery Plan, which gives more specific detail of what objectives are planned in the short term.
- 2.3.2. The aim of both documents is to establish a “fully integrated, high-capacity transport system for Greater Manchester, with travelling customers at its heart”.
- 2.3.3. In order to achieve this, the LTP4 for Greater Manchester has an ultimate goal that all interventions will come together to offer flexible and customer-focused travel choices.

The LTP4 states:

“The anticipated growth to 2035 requires us to look carefully at the overall transport network across Greater Manchester to ensure that wherever people live and work- whether in existing neighbourhoods and locations or new ones emerging by 2035 – the opportunities are there to encourage as many people to make effective choices involving walking and cycling, and moving by bus, tram and train”.

- 2.3.4. It is anticipated that the decision to deliver additional transport infrastructure will be determined by the form and scale of growth proposed, as well as the availability of funding. In addition to the planning decisions taken by individual authorities and the ability of developers to deliver planned developments, the phasing of development could also be impacted by future infrastructure delivery and funding.
- 2.3.5. For this reason, some development will be able to happen in the short or medium term, whilst the delivery of other growth areas will need to be delayed until later in the plan period to enable transport and other essential infrastructure to be put in place to support it. We will seek, proactively, to put in place funding packages to support scheme delivery, working with both Government and private developers to:

“Deliver a package of measures to support improved access to key employment, education and training locations across the wider city region, focused on improving walking, cycling and public transport connectivity and smarter choices activities”.

- 2.3.6. In order to support the ongoing travel planning documents and processes set up by both public and private developers and their travel plan coordinators (TPC), TfGM and its partners will look to focus on evolving travel planning tools over the coming years to improve accessibility to ‘real time’ information for all travellers.
- 2.3.7. A single portal for travel information is planned to provide multi-modal travel information to help travellers to make informed decisions on their journeys, where:
- “Future developments could include adding data on roadworks, incidents/events, and a ‘predictive’ function to warn customers of the potential impacts on their journey of, for example, adverse weather. Expansion of CCTV and other sensor coverage will allow better real-time monitoring of our transport networks and feedback issues to customers.”*
- 2.3.8. By allowing travelling customers to make excellent travel choices it is hoped that it will allow them to:
- “move seamlessly between services and modes of transport on a single, high quality, easy-to-use network; maximising choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.”*

THE GREATER MANCHESTER STRATEGY: OUR PEOPLE, OUR PLACE (GMCA, 2017)

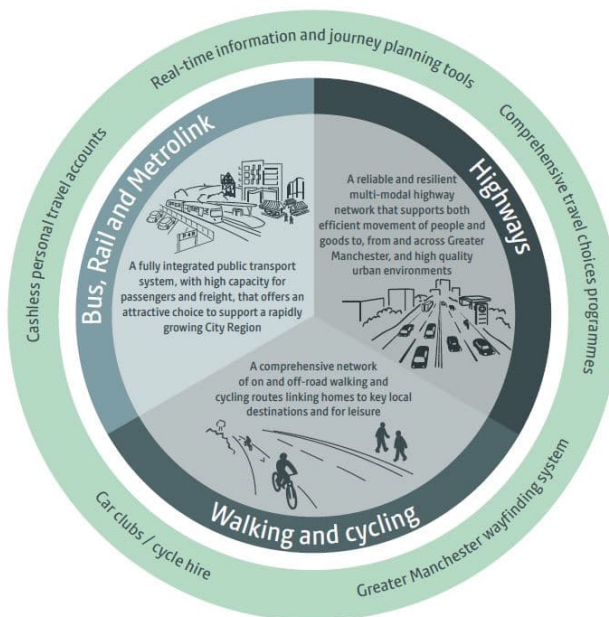
- 2.3.9. In 2017 the GMCA published the revised Greater Manchester Strategy. The document sets out the authority’s vision to make Greater Manchester “one of the best places in the world to grow up, get on and grow old”.
- 2.3.10. The strategy builds on the previous GMCA strategies by ensuring that the people of Greater Manchester benefit from economic growth and the opportunities it brings throughout their lives.
- 2.3.11. Priority 5 in the strategy is ‘World-class connectivity that keeps Greater Manchester moving’. The desired outcomes of this policy include improved transport networks and more sustainable neighbourhoods, reduced congestion and improved air quality.

GREATER MANCHESTER TRANSPORT STRATEGY 2040 (TfGM, 2017)

- 2.3.12. TfGM’s transport strategy up to 2040 sets out its vision to have “world class connections that support long-term, sustainable economic growth and access to opportunity for all”.
- 2.3.13. The four key elements of TfGM’s transport vision are:

- Supporting sustainable economic growth;
- Protecting the environment;
- Improving quality of life for all; and
- Developing an innovative city-region.

- 2.3.14. For the vision to become reality, the transport system must “connect people to opportunities and information, entrepreneurs with ideas and capital, and employers with talent and skills”. It also must help create better places: supporting new development and regeneration, reducing the dominance of cars and goods vehicles, and improving the environment.
- 2.3.15. The transport strategy sets out seven reinforcing principles to meet the needs of residents, businesses and visitors. These are: integrated; inclusive; healthy; environmentally responsible; reliable; safe and secure; and well maintained and resilient.
- 2.3.16. Integration is at heart of the 2040 transport strategy. Its ambition is for seamless movement between services and modes of transport on a single, high quality, easy-to-use network, maximising choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.
- 2.3.17. The strategy also defines modal principles which set out aspirations for bus, rail, Metrolink, active travel and highways, set out in the graphic below:



DRAFT GREATER MANCHESTER SPATIAL FRAMEWORK (GMCA, 2019)

- 2.3.18. Paragraph 4.43 of the draft GMSF is focused on the importance of boosting northern competitiveness within Greater Manchester and acknowledges the relatively low level of growth that has occurred in the north compared to other parts of the city region. Significant interventions and investment decisions, including high quality development sites and major transport improvements, will be implemented. This is to address the regional inequality issues that exist across the north of Greater Manchester.
- 2.3.19. Policy GM-Strat 6 states:

“A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on urban regeneration and enhancing the role of the town centres,

complemented by the selective release of Green Belt in key locations that can help to boost economic opportunities and diversify housing provision. Improving transport connections will be a priority.”

MADE TO MOVE (TFGM, 2017)

- 2.3.20. The fundamental goal of the Made to Move strategy is to double then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible. This can be achieved by putting people first and creating world class streets for walking, building a world class cycle network and creating world class streets for walking, building a world class cycle network and creating a culture of walking and cycling.
- 2.3.21. In order to realise the vision, it is essential to create a dedicated network for walking and cycling. This will include segregated cycling routes on main roads and through junctions, supported by traffic calming routes. It also means improving the public realm and wayfinding.
- 2.3.22. Cycling routes should be a mixture of wide segregated cycle lanes on main roads, local cycling routes through communities, and green routes through residential streets. New cycling routes must be delivered to meet to a standard that a competent twelve-year-old would choose to use.
- 2.3.23. Walking routes must link across difficult junctions and be well signposted with walking times not distance. Improving links to transport interchanges and improving public spaces, pavements, side road crossings, places to rest and high streets will enable more walking in the community.
- 2.3.24. In creating space for walking and cycling, there should be new, better and more innovative design, safer streets and junctions, and joined up public transport. There should also be viable alternatives to cars for the school run and walking and cycling to school must be made safer.

2.4 LOCAL POLICY

BURY UNITARY DEVELOPMENT PLAN (BURY COUNCIL, 1997)

- 2.4.1. The Bury Unitary Development Plan (BUDP) is a statutory document setting out the council's planning policies used to guide development, conservation, regeneration and environmental improvement activity in Bury. Decisions on the planning applications must be made in line with the BUDP unless there are clear material considerations which dictate why this should not be the case.
- 2.4.2. The Council is now working to replace the UDP with the Bury Local Plan whereby a decision by the Council and the Secretary of State on what policies could be kept has been made.
- 2.4.3. A number of key Town Centre policies have been saved which support the proposed development. Town Centre policy TC1 states that:

“The Council will seek to protect, maintain and improve the town centres of Bury, Ramsbottom, Radcliffe and Prestwich.”
- 2.4.4. The policy has identified the four main centres as areas that need special attention. This is to:
 - *“Affirm their roles as important commercial, retail and social activity centres” and;*
 - *“To encourage the provision of appropriate new facilities” and;*
 - *“To improve the quality of the local environment”*
- 2.4.5. With regards to town centre enhancement and development, saved Town Centre policy TC2 states:

"The Borough's town centres will be encouraged to develop as the principal focal points for cultural, leisure, business, professional services, commercial and retailing activities"

2.4.6. Justification for this policy consists of:

"The Borough's town centres play a fundamental role in providing for the employment, leisure, shopping, personal and professional service requirement of Bury's residents, businesses and visitors".

2.4.7. To support the mixed-use nature of the Flexihall, saved policy TC2/2 states:

"The council will encourage and support compatible mixed-use development within the town centres."

2.4.8. Justification for the encouragement and support of mixed-use development consists of:

"These different uses interact with, and support one another, and help to enrich the atmosphere and wellbeing of the area."

"The vitality and viability of the Borough's town centres could, therefore, be greatly enhanced by encouraging variety and diversity in development proposals."

"Situations where mixtures of new activities can add to the attractions of a centre are many and varied."

2.4.9. To support new developments in Bury, saved Town Centre policy TC3 states:

"The council will be particularly concerned to bring forward, promote and support proposals to expand and enhance Bury Town Centre, in order to maintain its role as an important centre of sub-regional significance"

2.4.10. Justification for this policy consists of:

"This approach will strengthen the centre's position and competitiveness in relation to other important sub-regional centres"; and

This approach takes into account Government guidance which encourages Local Authorities, through their development plans, to identify opportunities for retail and other development which could contribute to the modernisation or refurbishment of town centres".

DESIGN AND LAYOUT OF NEW DEVELOPMENT IN BURY

2.4.11. The Design and Layout of New Development in Bury SPD was adopted in 2008 and is a manual to be taken into consideration by developers and the Council when considering planning proposals.

2.4.12. Specifically, a series of principles for good design and a process through which this can be achieved. These consist of:

- Character
- Townscape
- Public Realm
- Movement and Connectivity
- Environmental Performance
- Diversity
- Detailing and Materials
- Maintenance

- Implementation

Specifically, the SPD states:

“Development must give priority to the needs of pedestrians and encourage walking, cycling and use of public transport”; and

“Developments should promote walking and cycling by providing adequate space, facilities and links into existing networks”

- 2.4.13. Subsequent chapters demonstrate the importance of integrating car parking in a sensitive manner and the importance of provide a clear and legible network of routes to and from new developments.

PARKING STANDARDS IN BURY

- 2.4.14. The Parking Standards in Bury SPD was adopted in 2007 and compliments the parking policies contained within the Bury UDP.

- 2.4.15. The SDP recognises that Bury has the lowest levels of walk and cycle to work rates in the north west (based on data from 2004) and the importance of ensuring the vitality and viability of town centres by creating environments that are not dominated by motor vehicles.

- 2.4.16. For major applications and mixed-use developments, the SPD states:

“When parking provision for major developments or mixed-use schemes is being assessed, the Council will expect more innovative and imaginative parking solutions.”

- 2.4.17. Pedestrian access and permeability, in addition to cycle parking, is highlighted as a key consideration in designing for car parking, stating:

- Potential conflicts between pedestrians and vehicles should be avoided;
- Car parking areas are designed to allow for ease of access to a development for those travelling to a scheme using public transport;
- Cycle parking facilities must be accessible and adhere to appropriate design standards;

SUMMARY

- 2.4.18. In summary, the Bury Market and Flexi Hall is a sustainable development that adheres to the principles of national, regional and local planning policy, as demonstrated within the further sections of this Transport Statement.

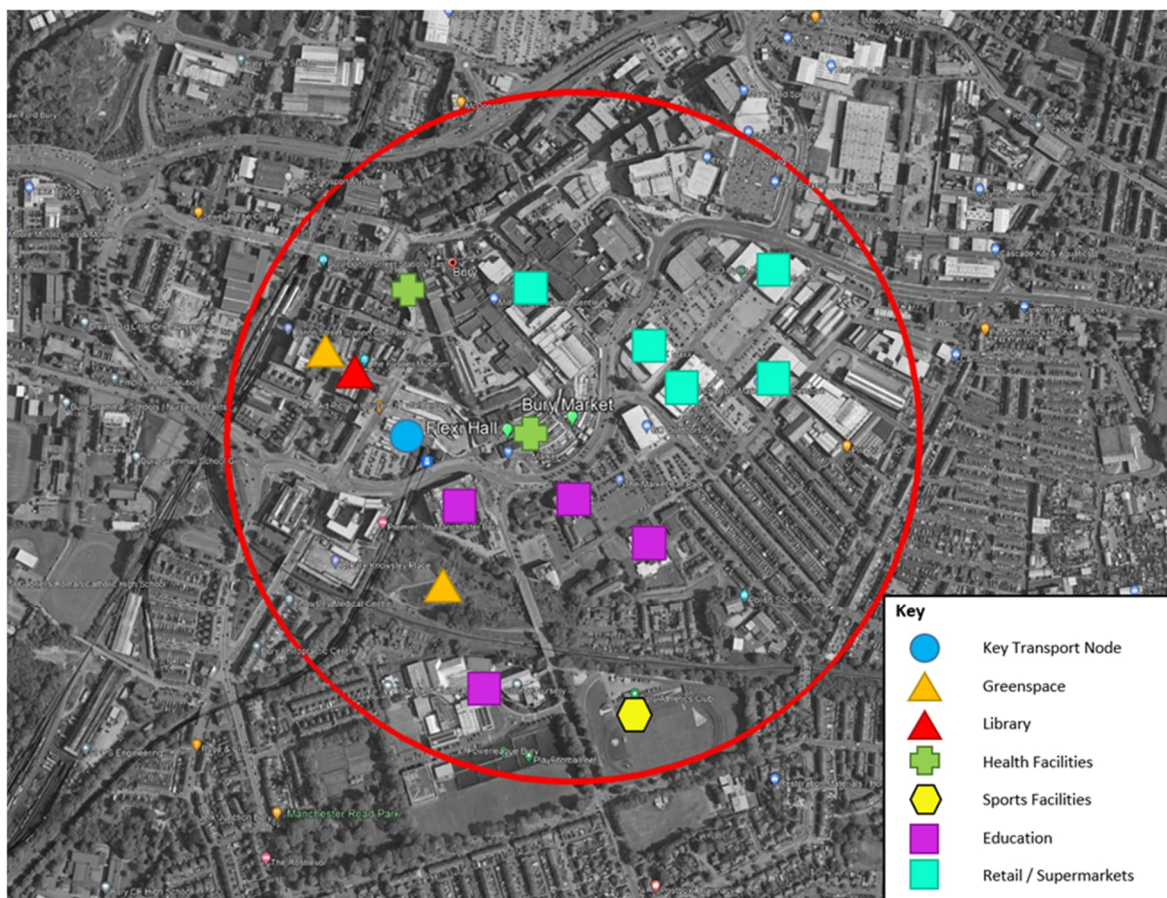
small level of off-street parking on Hilton Road can be accessed through Murray Road. To prevent parked vehicles blocking the servicing route, double yellow lines are present on both sides of Murray Road in the immediate entrance.

- 3.2.3. To the south of the site is Market Street, a two-way street-lit carriageway with footways on both sides. A significant section of Market Street is designated as coach parking for full market days and can be used for on-street parking outside of this. Market Street also gives access to Trinity Street Car Park and is subject to be included in a new active travel scheme.
- 3.2.4. To the west of the site is Haymarket Street, a two-way route that runs parallel to the Metrolink Car Park and Bury Interchange between the A58 in the south and Broad Street in the north. Leading into Haymarket Street from the north is Market Street, a single lane, one-way southbound bus gate from the roundabout of Haymarket Street/Bolton Street/The Rock. This is a street-lit road with footways on both sides.

3.3 LOCAL AMENITIES

- 3.3.1. The central location of the site means that there are various amenities within a 500m radius of the site as shown in Figure 3.1 below.
- 3.3.2. Various retail amenities are situated around the site including Millgate Shopping Centre and The Rock Shopping Centre. The existing site is also close to green spaces such as the Bus Station Garden and Monument, Library Gardens and Manchester Road Park.

Figure 3-2 - Accessible Amenities within 500m of Site



4 PROPOSED DEVELOPMENT

4.1 OVERVIEW

- 4.1.1. This chapter sets out the development proposals, including details of the Bury Market and Flexi Hall and the changes to the surrounding highway network. The key elements of the Bury Market and Flexi Hall development are identified below:

MARKET FLEXI HALL

- 4.1.2. As stated by Bury Council, the Market Flexi Hall will consist of:
- Wellbeing programmes to support independent living, eating and living well programs;
 - Enterprise programmes focusing on digital skills and businesses with links to students of Bury College;
 - Provide space to support food and drink festivals;
 - Cultural performance and events space

MARKET IMPROVEMENTS

- 4.1.3. As stated by Bury Council, the market improvements will consist of:
- A new oversailing canopy to cover the existing market and be visible from Angouleme Way;
 - Addressing existing repair and maintenance issues;
 - Improvement of environmental performance of the market through enhanced recycling infrastructure, energy efficiency improvements and decarbonisation of existing structures. All new-build elements will be carbon neutral and will incorporate a new recycling hub at the south of the market.

PUBLIC REALM

- 4.1.4. As stated by Bury Council, the public realm changes will consist of:
- An enhancement of the area surrounding the market to support active travel in the local area and improve connections between nearby infrastructure including Bury Interchange, Bury College and the wider town centre;
 - New wayfinding signs to help visitors navigate the market;
 - Entrances to the market to become more clearly defined and more welcoming.
- 4.1.5. A landscape masterplan showing details of the public realm proposals is included at **Figure 4.1** below and at **Appendix A**.

Figure 4-1 – Landscape Masterplan



4.2 ACCESS

PEDESTRIAN

- 4.2.1. The proposed Bury Market and Flexi Hall will be developed alongside significant improvements to pedestrian accessibility and permeability as part of the proposed development and can be seen in **Appendix A**. This will be achieved through a new wide and accessible public realm area to the north of Murray Road and encompassing the new Flexi Hall. This will extend between Murray Road and Hilton Road and will contain new benches and hard and soft landscaping features.
- 4.2.2. Access to the site from the surrounding streets has also been improved with a wider entrance to the south along Angoulême Way and clearly defined entrances along Princess Parade, while the subway access to the Market below Angoulême Way has been retained.
- 4.2.3. Pedestrian permeability of the site, as shown in **Appendix A**, is provided via a wide and accessible new public realm area to the east of the site. Significant extensions to the existing footways to the north and south of the site will be brought forward, containing new benches and hard and soft landscaping features.
- 4.2.4. Details of these improvements are being agreed with Bury MBC highways department and other stakeholders and details of the improvements will be agreed through ongoing more detailed design.

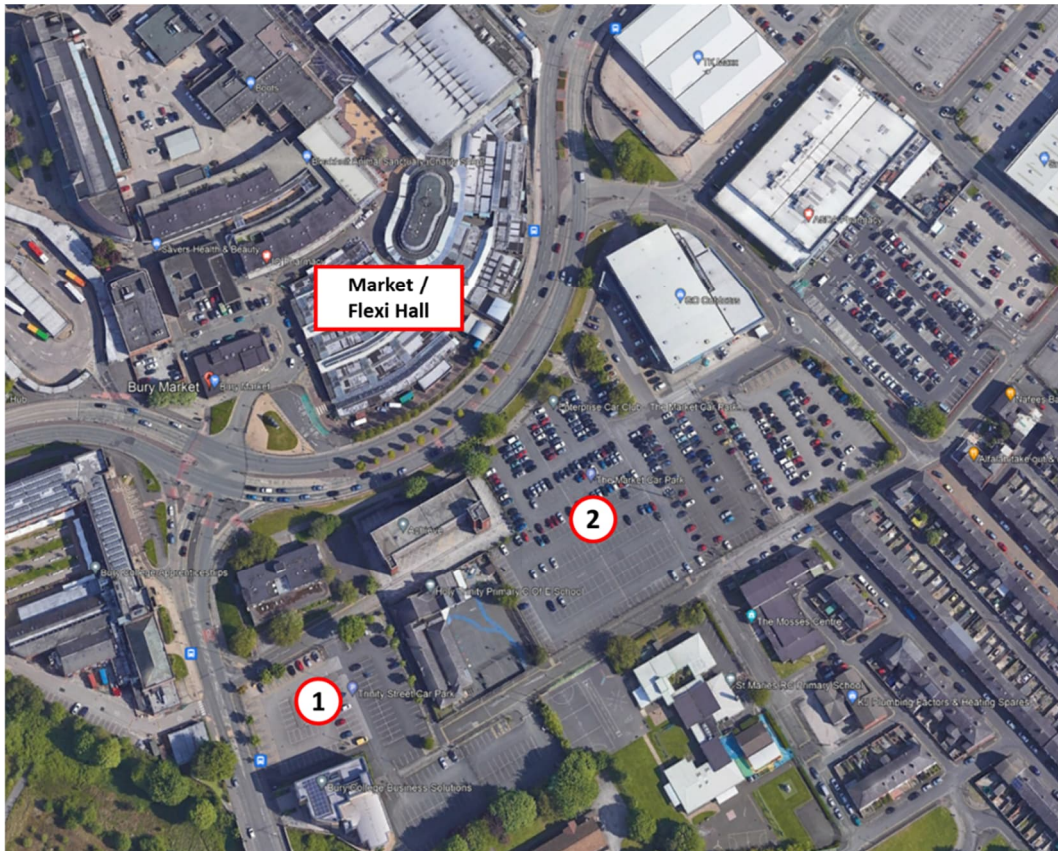
CYCLISTS

- 4.2.5. The site is well placed to benefit from improved region-wide cycling links. The 'Design and Layout of New Development in Bury' indicates the importance of prioritising good quality cycling facilities and routes to new developments to discourage the numbers of site users arriving via private vehicle.
- 4.2.6. Provision for cyclists have been made within the development, with new cycle stands for 12 cycles situated beside the Flexi Hall, which will be integrated into the new public realm area. This reflects a significant upgrade on existing provision.
- 4.2.7. The new cycle stands will be situated next to the cyclops junction of Angouleme Way and Market Street and will create an accessible route for cyclists to travel to the Market and Flexi Hall from the south of Bury.

VEHICULAR AND PARKING

- 4.2.8. As a part of an overall strategy developed to reduce the requirement of private vehicle usage for visiting the Market and Flexi Hall, only accessible parking bays have been provided as part of the proposed development. Six accessible bays are provided to replicate the existing provision, and these are situated to the southeast of the Flexi Hall and beside Murray Road.
- 4.2.9. As a part of an overall strategy developed to reduce the requirement of private vehicle usage for visiting the site, the Bury Market and Flexi Hall will not contain any new parking for general users. This is due to its location in the centre of the town, existing availability of parking within the town centre, and the good accessibility to sustainable modes of transport.
- 4.2.10. It is expected that private vehicle demand for the Bury Market and Flexi Hall could be catered for by a combination of nearby public and privately owned car parks that have high levels of capacity. The recently completed Bury Parking Strategy undertaken by WSP on behalf of Bury MBC has highlighted significant spare capacity across a range of town centre car parks for market and non-market days, including those listed below and shown in **Figure 4-2**.
- 4.2.11. Publicly owned car parks that could be used include:
 - Trinity Street Car Park
 - The Market Car Park

Figure 4-2 - Location of Potential Car Parks for Users of Bury Market and Flexi Hall



4.2.12. **Table 4-1** provides further information on the most local car parks that users of the Bury Market and Flexi Hall could use.

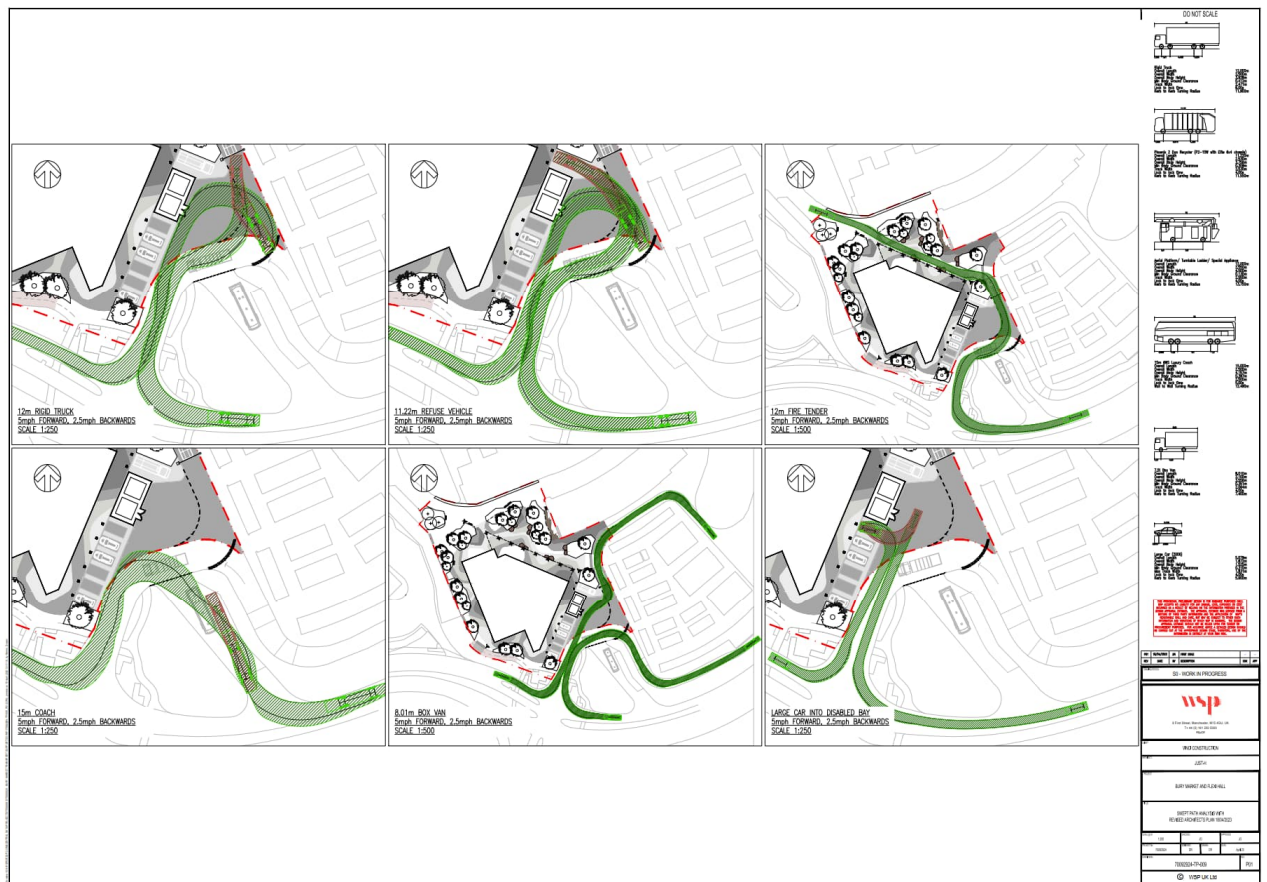
Table 4-1 – Walking Distance to Bury Market and Flexi Hall and Capacity of Nearby Car Parks

Car Park	Walking Distance to Bury Market and Flexi Hall	Capacity
1. Trinity Street	5 Minutes	174
2. The Market	2 Minutes	445

SERVICING AND VEHICLE TRACKING

- 4.2.13. As proposed for the development, servicing is expected to continue to use Murray Road, with access from Angouleme Way. **Figure 4-3** shows that service vehicles will enter through Murray Road before stopping and reversing through the designated space between the new public realm space and Bury Market. Service vehicles will then exit through Murray Road and through Angouleme Way. The drawing is included in full at **Appendix D**.
- 4.2.14. The vehicles used as part of the vehicle tracking exercise is the 12.0 metre by 2.5 metre Rigid Truck, which will also encompass a fire tender or refuse vehicle.

Figure 4-3 - Servicing - Vehicle Tracking



4.2.15. It is evident that servicing the Market and the Flexi Hall through Angouleme Way and Murray Road is the ideal option for the proposed developments.

STOPPING UP / HIGHWAY ADOPTION

4.2.16. With the development proposals being sited partly on existing adopted highway (the area of public realm east of the existing retail units), there will be a need for a Road Closure Order to support the development proposals. The proposed new extents of adopted highway are being discussed with Bury Council highways department.

4.2.17. Once the planning application is registered, a Stopping Up Order via Section 247 of the Town and Country Planning Act will be submitted to enable the changes to the adopted highway extents.

5 PARKING DEMAND AND TRAFFIC GENERATION

5.1 OVERVIEW

- 5.1.1. This chapter sets out the likely trip generation of the Bury Market and Flexi Hall and the impact this could have on the surrounding transport network.

5.2 PARKING DEMAND

- 5.2.1. As a part of an overall strategy developed to reduce the requirement of private vehicle usage for visiting the Market and Flexi Hall, six disabled parking bays have been provided as part of the proposed development. These are situated to the southeast of the Flexi Hall and beside Murray Road.
- 5.2.2. It is therefore appropriate that the Bury Market and Flexi Hall will not contain any new parking for general users. This is due to its location in the centre of the town, existing availability of parking within the town centre, and the good accessibility to sustainable modes of transport.
- 5.2.3. As set out in **Chapter 4**, it is anticipated any parking demand could be accommodated within existing town centre car parks. It is also anticipated a large proportion of users will arrive by public transport given its excellent bus and Metrolink connectivity or by walking / cycling. The accessibility of the development by sustainable modes of transport is set out in **Chapter 6**.

5.3 TRAFFIC IMPACT

- 5.3.1. Due to the nature of the development, it is anticipated that there will not be a significant traffic impact on any specific junction within the highway for the following reasons:
- Only six (accessible) parking spaces are being brought forward as part of the proposed development;
 - The significant spare capacity of existing town centre car parks as identified in the Bury Parking Strategy; and
 - The likely high proportion of non-car travel to the development given its sustainable location highlighted in **Chapter 6**.

5.4 TRICS TRIP RATE TRAFFIC GENERATION

- 5.4.1. To provide evidence for this conclusion, a TRICS analysis was conducted for the Flexi Hall using similar developments (i.e., town centre exhibition hall-type spaces). Only trips for the Flexi Hall development were calculated as it is expected that the improvements to Bury Market, when completed, will not generate a significant number of additional vehicle trips.
- 5.4.2. For the TRICS trip rate generation, Gross Floor Area (GFA) was calculated per land use based on the most recent drawing of the Flexi Hall and was calculated at 2038 sqm. The resultant trips made for a development of this size and scale are shown in **Table 5-1**.

Table 5-1 – Flexi Hall Peak Hour Trips (Total Vehicles)

	AM Peak 09:00-10:00		PM Peak 17:00-18:00	
	Trip Rate per 100sqm	Trips	Trip Rate per 100sqm	Trips
Arrivals	1.10	22	0.067	1
Departures	0.103	2	0.598	12
Two Way	1.203	25	0.665	13

5.4.3. It is seen that peak total vehicle trips generated by the development can be considered low for both the AM and PM time periods, with approximately 25 and 13 two-way trips across the AM peak and PM peak time periods respectively. These would be spread across the available parking locations within the town centre (see chapter 4) and as such would not impact specifically on any one single highway link or junction.

5.4.4. **Table 5-2** identifies the total number of arrivals, departures, and total trips over the course of a day.

Table 5-2 – Flexi Hall Daily Trips

	Arrivals	Departures	Total
Daily Trips	100	99	199

5.4.5. It is estimated on average that there will be a total of 199 vehicular trips associated with the Flexi Hall development per day. These would arrive from a variety of routes and will be accommodated in various town centre car parks including those mentioned in Chapter 4. As such the impact on any single highway link or junction will be significantly lower than the figure above.

5.4.6. It should also be noted a proportion of these are likely to be 'linked trips', i.e. market visitors who are already travelling to the town centre at the present time for other purposes e.g. shopping or leisure.

5.4.7. Given the relatively low values of traffic generated by the Flexi Hall in the peak hours, and the wide distribution of likely parking locations across the town centre, it is considered the peak time traffic impact on any individual junction within the local highway network is unlikely to be significant. As such it is not proposed that any detailed traffic capacity analysis is undertaken.

6 SUSTAINABLE TRANSPORT ANALYSIS

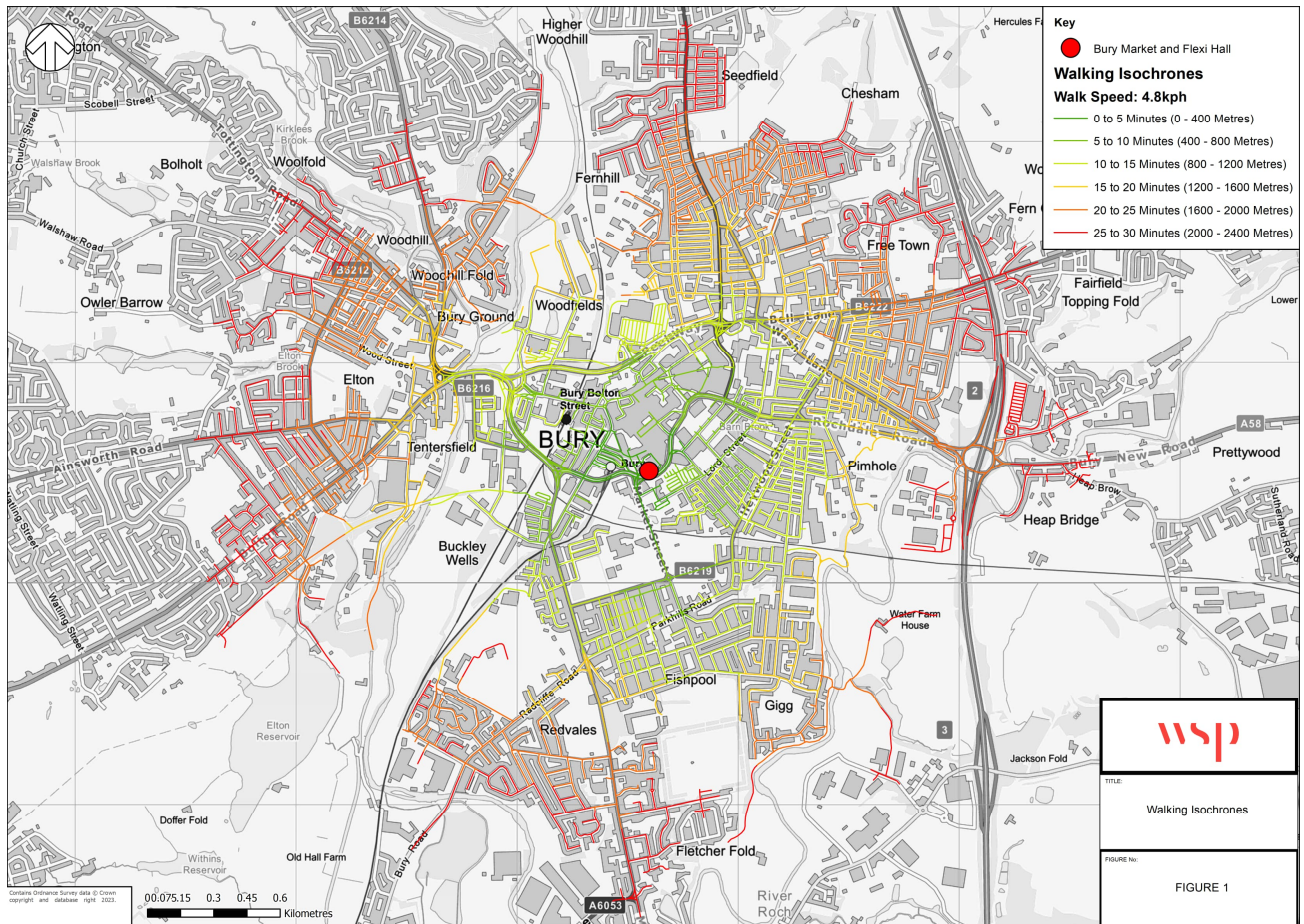
6.1 INTRODUCTION

- 6.1.1. The provision of safe and convenient access from the proposed development for pedestrians, cyclists and public transport users is important in providing a choice of transport for all employees, visitors and guests to improve opportunities for travel using sustainable and active modes, reducing the need to travel by private vehicle.

6.2 WALKING

- 6.2.1. As outlined above in Section 4.2 access to the site from the surrounding streets has also been improved with a wider entrance to the south along Angouleme Way and clearly defined entrances along Princess Parade, whilst the subway access to the Market below Angouleme Way has been retained to enable access from The Market Car Park.
- 6.2.2. Pedestrian permeability of the site, as shown in **Appendix A**, is provided via a wide and accessible new public realm area to the east of the site. Significant extensions to the existing footways to the north and south of the site will be brought forward, containing new benches and hard and soft landscaping features.
- 6.2.3. Access from Bury Interchange is street-lit along Angouleme Way and Bus Station Garden and Monument.
- 6.2.4. Entrances to the north of the site are pedestrian only, allowing access from Haymarket Street and Princess Parade though the Bus Station Garden and monument. Access from the north west of the market is retained through Murray Road.
- 6.2.5. To demonstrate pedestrian connectivity through the surrounding area and to existing local amenities, walking isochrones have been developed. These are shown below, and in **Appendix C**.
- 6.2.6. The walking isochrones have been plotted for a maximum of 30 minutes on foot with five-minute intervals, with the walking speed based on guidance given in Paragraph 3.30 in the IHT's publication Guidelines for Providing Journeys on Foot, which states "an average walking speed of 1.4m/s can be assumed". The proposed site access point at Bury Market and Flexi Hall has been used as a starting point for the isochrones.

Figure 6-1 - Pedestrian Accessibility



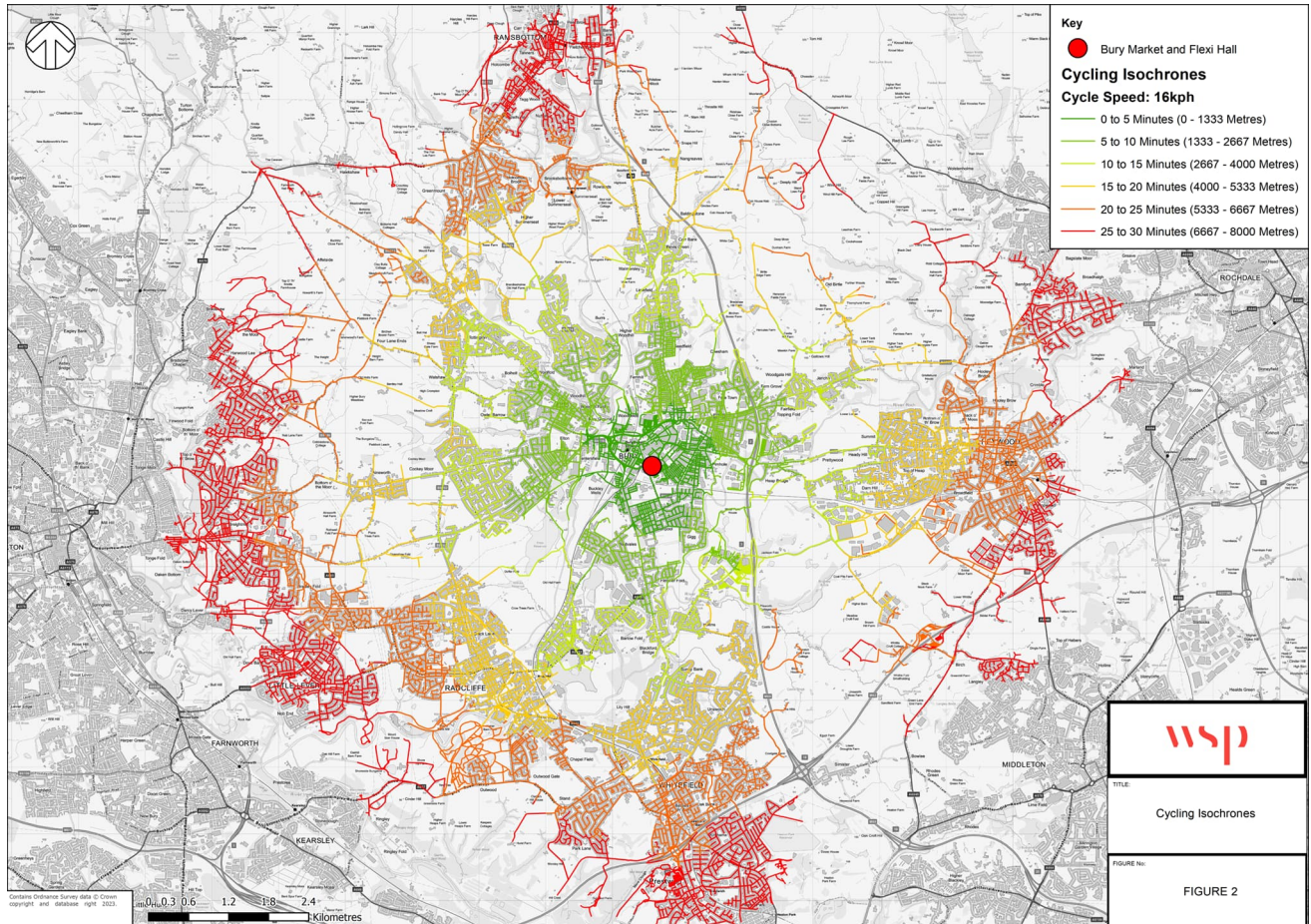
- 6.2.7. It is seen that a significant extent of Bury town centre can be accessed within a 15-minute walk from the centre of the development.
- 6.2.8. It can also be seen that a significant extent of Bury town centre is accessible within a 30-minute walk from the centre of the proposed development, with accessibility provided as far as Fletcher Fold, Higher Woodhill and Chesham.

6.3 CYCLING

- 6.3.1. Existing cycling infrastructure around the vicinity of the site is limited, with the only suitable cycling infrastructure being the cyclops junctions of Angouleme Way and Market Street.
- 6.3.2. Areas to the east and south-east of the development are designated to be upgraded as part of Greater Manchester's Bee Network. This includes on-street improvements and junction modifications on roads such as Market Street, Gigg Lane and the junction of Angouleme Way/Manchester Road.
- 6.3.3. Sustrans National Cycle Route 6 is situated half a mile to the west of the site which connects Bury to Radcliffe in the south and Ramsbottom in the north. This cycle route consists mostly of off-road paths and trails.

- 6.3.4. To demonstrate cyclist connectivity through the surrounding area, cycling isochrones have been plotted for a maximum of 30 minutes by bicycle with five-minute intervals using a cycling speed of 4.4m/s. This is shown in **Figure 6-2**.

Figure 6-2 - Cycling Accessibility



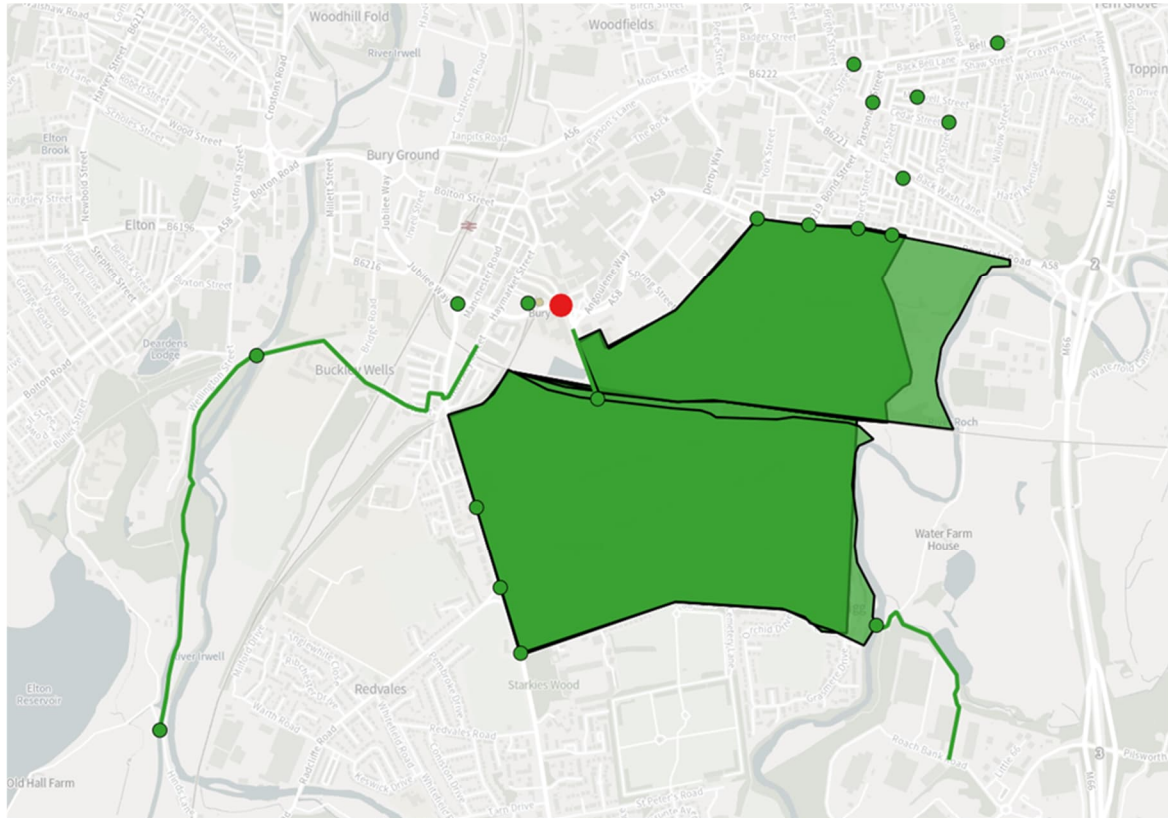
- 6.3.5. The cycling isochrones show that the site provides key connectivity to local neighbourhoods within the vicinity of the site including:
- Neighbourhoods less than a 15-minute cycle journey from the site such as Brandlesholme Blackbridge and Chesham; and
 - Neighbourhoods that are a more than a 15-minute cycle journey including Tottington, Heywood and Ainsworth.
- 6.3.6. The cycling isochrones also show that the site is well connected to the train and bus network connecting the site to the rest of Greater Manchester.

6.4 CYCLING INFRASTRUCTURE

- 6.4.1. As part of a programme of works to improve cycling access to the Greater Manchester region, the Bee Network of cycling and walking routes is planned, with 1,800 miles of routes and upgrades in the region. These will give priority to cyclists and pedestrians along primary routes (Busy Beeways), as well as a series of quiet ways through the local suburban areas. Additionally, 2,400 crossings will be upgraded to provide better connectivity across major streets to reduce severance. The routes to be upgraded surrounding the site are shown in the following figure.

- 6.4.2. As can be seen below, Bee Network on-street improvements are expected to be carried out to the south, southeast and east of the location of the development.
- 6.4.3. Nearby improvements include the Cycle Hub at Bury Interchange and the cyclops junction of Angouleme Way and Market Street. The junction of Angouleme Way and Manchester Road is also under construction to become a cyclops junction. The area south and east of the site shaded green is undergoing active travel enhancements to promote the area as an active travel neighbourhood.

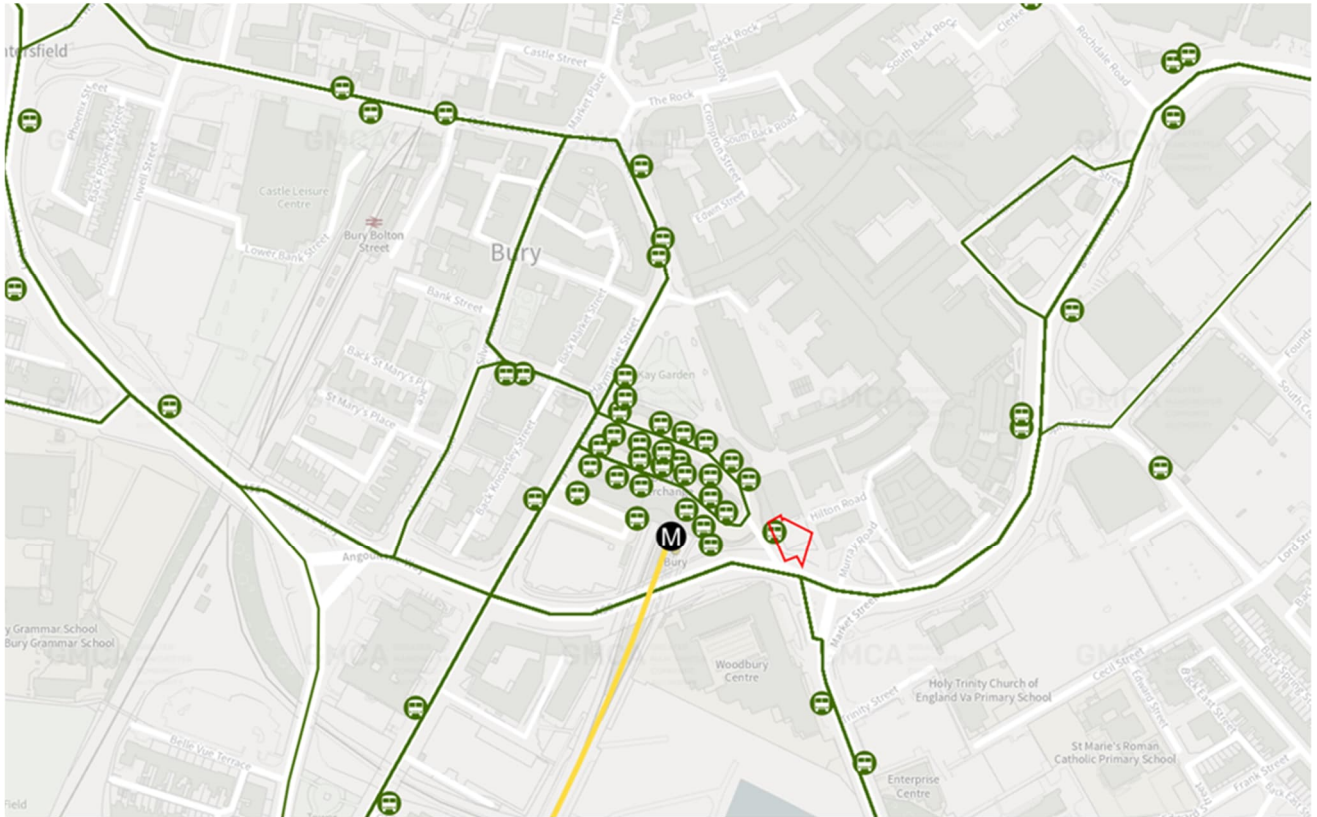
Figure 6-3 - Local Cycling Facilities



6.5 BUS SERVICES

- 6.5.1. As shown in Section 4.2, the location of the site is conducive to public transport accessibility. The main public transport access point is Bury Interchange which is a two-minute walk from the development.
- 6.5.2. To demonstrate the site's accessibility by public transport, an audit has been undertaken of the existing bus services and facilities in the local area. The local transport infrastructure surrounding the site is shown in **Figure 6-4**.

Figure 6-4 - Local Transport Infrastructure



6.5.3. A series of bus services run within the vicinity of the site with various stops across Bury town centre which provide accessibility from the site to various locations within Greater Manchester.

6.5.4. Bus stops in locations that are accessible to the site include:

- Angouleme Way
- Market Street
- Bury Interchange
- Jubilee Way
- Bolton Street

Table 6-1 – Local Bus Services

Service	Route	Direction	Frequency Mon – Fri	Frequency Sat	Frequency Sun
94	Bury – Hollins – Prestwich – Bowker Vale – Higher Crumpsall	Bury - Crumpsall	1 per hour (05:34 – 20:34)	1 per hour (08:34 – 20:34)	1 per 2 hours (08:34 – 18:34)
		Crumpsall – Bury	1 per hour (06:28 – 22:28)	1 per hour (08:28 – 22:28)	1 per 2 hours (10:28 – 20:28)
95	Bury – Redvales – Whitefield – Prestwich - Pendleton	Bury - Pendleton	2 per hour (05:15 – 21:33)	2 per hour (08:15 – 21:33)	1 per hour (09:37 – 21:33)

		Pendleton – Bury	2 per hour (07:10 – 23:26)	2 per hour (08:38 – 23:26)	1 per hour (09:30 – 21:26)
97	Bury – Hollins – Lower Broughton – Salford - Shudehill	Bury - Shudehill	2 per hour (05:30 – 23:08)	2 per hour (06:30 – 23:08)	2 per hour (07:30 – 23:08)
		Shudehill - Bury	2 per hour (06:48 – 23:55)	2 per hour (08:53 – 23:55)	2 per hour (09:21 – 23:55)
98	Bury – Hollins – Lower Broughton – Salford - Shudehill	Bury - Shudehill	2 per hour (05:30 – 23:08)	2 per hour (06:30 – 23:08)	2 per hour (07:30 – 23:08)
		Shudehill - Bury	2 per hour (06:48 – 23:55)	2 per hour (08:53 – 23:55)	2 per hour (09:21 – 23:55)
135	Piccadilly Gardens – Cheetham Hill – Whitefield - Bury	Bury – Piccadilly Gardens	6 per hour (04:25 – 23:25)	6 per hour (11:56 – 23:25)	6 per hour (06:05 – 11:35)
		Piccadilly Gardens - Bury	6 per hour (05:50 – 00:56)	6 per hour (06:00 – 00:57)	6 per hour (06:00 – 00:57)
163	Piccadilly Gardens - Middleton - Langley - Heywood - Bury	Bury – Piccadilly Gardens	5 per hour (04:35 – 23:28)	5 per hour (05:06 – 23:28)	2-4 per hour (07:05 – 23:23)
		Piccadilly Gardens - Bury	5 per hour (06:15 – 00:51)	5 per hour (07:08 – 00:53)	2-4 per hour (08:50 – 00:18)
467	Rochdale - Spotland - Caldershaw - Bamford - Jericho - Bury	Bury - Rochdale	2 per hour (06:10 – 23:15)	2 per hour (09:25 – 23:15)	1 per hour (09:15 – 22:15)
		Rochdale - Bury	2 per hour (07:57 – 23:41)	2 per hour (09:17 – 23:41)	1 per hour (09:37 – 22:41)
468	Rochdale - Bamford - Fairfield General Hospital - Bury	Bury - Rochdale	2 per hour (06:25 – 23:45)	2 per hour (06:35 – 23:45)	1 per hour (07:45 – 23:45)
		Rochdale - Bury	2 per hour (05:59 – 23:11)	2 per hour (06:32 – 23:11)	1 per hour (07:37 – 23:41)
469	Tottington – Woolfold – Woodhill – Elton - Bury	Bury - Tottington	4 per hour (06:16 – 23:16)	4 per hour (07:01 – 23:16)	2 per hour (07:46 – 23:16)
		Tottington - Bury	4 per hour (06:11 – 23:39)	4 per hour (07:24 – 23:39)	2 per hour (08:11 – 23:39)
471	Bolton – Brightmet – Elton – Bury – Heywood - Rochdale	Bolton – Rochdale	5-6 per hour (04:49 – 23:54)	5 per hour (05:44 – 23:28)	2 per hour (07:55 – 23:28)
		Rochdale - Bury	5-6 per hour (05:20 – 00:32)	5 per hour (06:11 – 00:32)	2 per hour (08:15 – 00:32)
472	Bury – Walmersley – Ramsbottom – Holcombe Brook Circular	Bury – Holcombe Brook Circular	3 per hour (05:00 – 00:16)	3 per hour (06:30 – 23:40)	2 per hour (08:00 – 23:40)
474	Bury – Holcombe Brook – Ramsbottom – Walmersley circular	Bury – Walmersley Circular	3 per hour (05:30 – 22:55)	3 per hour (06:50 – 22:55)	2 per hour (08:45 – 22:55)
480	Bolton – Bradshaw – Walves – Ramsbottom – Tottington - Bury	Bury - Bolton	1 per hour (07:20 – 23:23)	1 per hour (08:25 – 23:23)	1 per 2 hours (09:23 – 19:23)
		Bolton - Bury	1 per hour (07:21 – 23:12)	1 per hour (08:21 – 23:12)	1 per 2 hours (09:15 – 19:15)
481 Irwell Line	Bury – Rawtenstall – Haslingden – Blackburn Town Centre	Bury – Blackburn Town Centre	1 per hour (07:09 – 19:44)	1 per hour (07:19 – 16:19)	1 per hour (09:18 – 18:18)
		Blackburn Town Centre - Bury	1 per hour (08:44 – 18:29)	1 per hour (08:41 – 19:07)	1 per hour (10:05 – 18:05)
483	Bury – Edenfield – Rawtenstall – Whitewell Bottom - Burnley	Bury - Burnley	1 per hour (07:29 – 17:19)	1 per hour (07:49 – 16:49)	1 per hour (10:35 – 17:35)
		Burnley - Bury	1 per hour (07:14 – 19:40)	1 per hour (08:11 – 19:37)	1 per hour (11:00 – 18:00)

511	Bolton – Darcy Lever – Broughton – Ainsworth - Bury	Bury - Bolton	1 per hour (07:48 – 23:37)	1 per hour (09:05 – 23:37)	1 per hour (08:42 – 21:37)
		Bolton - Bury	1 per hour (07:34 – 23:31)	1 per hour (08:52 – 23:31)	1 per hour (09:25 – 21:31)
512	Farnworth – Prestolee – Radcliffe - Seddons Farm Estate – Elton - Bury	Bury - Farnworth	1 per hour (06:52 – 21:32)	1 per hour (09:02 – 21:32)	1 per 2 hours (09:38 – 19:38)
		Farnworth - Bury	1 per hour (06:29 – 21:29)	1 per hour (08:29 – 21:29)	1 per 2 hours (09:34 – 19:34)
513	Farnworth – Outwood – Stand – Whitefield – Radcliffe - Bury	Bury - Farnworth	1 per hour (07:20 – 20:22)	1 per hour (08:20 – 20:22)	1 per 2 hours (10:25 – 18:25)
		Farnworth - Bury	1 per hour (07:06 – 20:41)	1 per hour (08:11 – 20:41)	1 per 2 hours (10:47 – 18:47)
B1 Bury Bolts	Bury – Woodhill – Summerseat – Holcombe Brook - Ramsbottom	Bury - Ramsbottom	1 per hour (07:13 – 18:20)	1 per hour (08:20 – 18:20)	-
		Ramsbottom - Bury	1 per hour (08:10 – 18:45)	1 per hour (08:10 – 18:45)	-
B2 Bury Bolts	Bury – Fernhill – Chesham – Walmersley - Nangreaves	Bury - Nangreaves	1 per hour (07:29 – 21:10)	1 per hour (08:30 – 21:10)	1 per 2 hours (11:10 – 17:10)
		Nangreaves - Bury	1 per hour (07:25 – 21:58)	1 per hour (08:19 – 21:58)	1 per 2 hours (11:58 – 17:58)
B4 Bury Bolts	Bury – Fern Grove – Fairfield General Hospital – Heywood	Bury - Heywood	1 per hour (08:51 – 22:03)	1 per hour (08:51 – 22:03)	1 per 2 hours (10:03 – 20:03)
		Heywood - Bury	1 per hour (07:45 – 23:05)	1 per hour (08:45 – 23:05)	1 per 2 hours (11:05 – 19:05)
R2 Rochdale Runners	Bury – Heywood – Bagslate – Shawfield – Spotland - Rochdale	Bury - Rochdale	1 per hour (07:28 – 17:30)	1 per hour (08:28 – 17:30)	-
		Rochdale - Bury	1 per hour (07:18 – 18:26)	1 per hour (08:22 – 18:26)	-

6.5.5. Multiple bus routes run nearby the site with some services reaching frequencies of up to 5 per hour. The bus routes nearby include services to Bolton (511), Manchester City Centre (98) and Rochdale (468, 471, R2). These services provide the site with an alternative to private car journeys from a range of local destinations.

6.6 TRAM SERVICES

6.6.1. The Bury Market and Flexi Hall is served by Bury tram stop in Bury Interchange. This is situated on the green and yellow lines of the Metrolink network which operates from Altrincham to Bury and Piccadilly to Bury respectively.

6.6.2. This route contains seven Park and Ride sites as listed below:

- Besses o' th' Barn: 9 spaces, 2 disabled spaces
- Brooklands: 84 spaces
- Crumpsall: 43 spaces, 3 disabled spaces
- Heaton Park: 8 spaces, 1 disabled space
- Navigation Road: 81 spaces, 6 disabled spaces
- Radcliffe: 480 spaces, 22 disabled spaces
- Whitefield: 331 spaces, 13 disabled spaces

Table 6-2 – Tram Services

Line	Route	Frequency	First / Last Weekday Service
Green	Altrincham – Bury	5/hr (Mon-Sun)	05:37/23:01
Green	Bury – Altrincham	5/hr (Mon-Sun)	05:55/23:01
Yellow	Manchester Piccadilly - Bury	5/hr (Mon-Sun)	05:37/23:37
Yellow	Bury – Manchester Piccadilly	5/hr (Mon-Sun)	05:55/23:25

Table 6-3 – Facilities Available at Bury Tram Stop

Station	Cycle Facilities	Car Parking	Accessibility features	Connections	Pedestrian / Cycling Accessibility
Bury	8 stands 5 lockers	100 spaces 4 Blue Badge Spaces	Step Free Access Customer information screens. Public address system. Passenger Seating.	Bus: 94, 95, 98, 135, 163, 467, 468, 469, 471, 472, 474, 480, 481, 483, 511, 512, 513, 524, B1, B2 B4 R2.	Walk: 3 mins Cycle: 1 mins

- 6.6.3. Trams to Bury or towards Manchester City centre/Altrincham operate under a 12-minute frequency with connections to other lines available once in the city centre.

6.7 RAIL SERVICES

- 6.7.1. Bury does not have a national rail railway station although the location of nearby stations allows for the potential of multimodal journeys to and from the Bury Market and Flexi Hall.
- 6.7.2. Bolton train station is a 32-minute cycle from the site and 29-minute bus journey from the development site. Bolton Railway Station offers a range of regional routes that connects North Manchester and Bury to Manchester City Centre and locations such as Stalybridge, Southport and Manchester Airport.
- 6.7.3. Rochdale train station is a 40-minute cycle from the site and 29-minute bus journey from the development and offers services to Manchester City Centre, Clitheroe and Blackburn.

Table 6-4 – Facilities Available at Nearby Rail Stations

Station	Cycle Facilities	Car Parking	Connections	Pedestrian / Cycling Accessibility
Bolton	109 stands	-	Bus: 471, 524	Walk: 2 hr 2 mins

				Cycle: 33 mins
Rochdale	16 stands	200 spaces	Bus: 471, 467 trax, 468 trax	Walk: 2 hr 13 mins Cycle: 37 mins
Victoria	38 stands	-	Bus: 135 Tram: Green Line, Yellow Line	Walk: 2 hr 43 mins Cycle: 38 mins

Table 6-5 – Destinations Available from Local Rail Stations

Destination	Frequency	Provider
Bolton		
Rochdale (via Manchester Victoria)	1 per hour	Northern
Stalybridge (via Manchester Victoria)	1 per hour	Northern
Manchester Piccadilly	3 per hour	Northern
Rochdale		
Bolton (via Manchester Victoria)	1 per hour	Northern
Manchester Victoria	5 per hour	Northern

6.8 TRAVEL PLAN

- 6.8.1. An Interim Travel Plan (ITP) has been prepared in support of the development proposals, which identifies potential measures to promote the available sustainable transport options to users of the site and minimise trips associated with the development.
- 6.8.2. The ITP outlines methods in which sustainable travel to and from the proposed development can be accomplished and comprises walking measures, cycling measures, public transport measures, and car sharing measures. It also includes a framework timeline through which these measures can be implemented.

6.9 SUMMARY

- 6.9.1. The site is situated in a highly accessible location and offers good opportunities for sustainable travel to other areas of the wider Bury district and the Greater Manchester Region. As such, the proposed development is sustainably accessible in line with current national and local transport policies.

7 ACCIDENT ANALYSIS

- 7.1.1. An analysis of PIA data has been carried out on the local highway network surrounding the site to establish any patterns in location or causation factors which may be exacerbated as a result of the proposed development.
- 7.1.2. PIA data for a five-year period has been obtained from Crashmap, up to and including December 2021.
- 7.1.3. The Institution of Highways and Transportation (IHT) publication Transport in the Urban Environment (1997), 'Section 7.4 – Recording of Collisions', provides the following definitions regarding the classification of PIAs:
- Slight Injuries – Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as slight);
 - Serious Injuries – Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether a person is detained in hospital: fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the Collision. The serious category, therefore, covers a very broad range of injuries (it is estimated that up to 50% of people with reported serious injuries are not detained in hospital); and
 - Fatal Injuries – Injuries which cause death either immediately or any time up to 30 days after the Collision.
- 7.1.4. A total of nine PIAs were recorded on the surrounding highway network, of which two were classified as serious and seven as slight. No fatal injuries were recorded. Two PIAs involved a pedestrian, and none involved a cyclist.

Table 7-1 – PIA Data Summary

Junction	Total	Slight	Serious	Fatal	Inv. Ped	Inv. Cyc
Market Street/A58	3	3	-	-	2	1
George Street	2	2	-	-	1	-
Market Parade/Cross Street/A58	2	1	1	-	1	-
Haymarket Street	2	2	-	-	1	1
Total	9	8	1	0	5	2

MARKET STREET/A58

- 7.1.5. A total of three PIAs were recorded at the signalised crossroad junction of the A58 and Market Street to the south of the site. All these incidents were recorded as Slight. Two of the incidents involved a pedestrian and one involved a cyclist. However, all three of these incidents took place before the new cyclops junction was constructed at this junction.

GEORGE STREET

- 7.1.6. Two slight PIAs were recorded on George Street. One occurred before the junction with Springs Street and one beside TK Maxx. This incident involved two vehicles and three casualties while the second involved one vehicle and two casualties including a pedestrian.

MARKET PARADE/CROSS STREET/A58

- 7.1.7. One Slight PIA was recorded at the junction of Market Parade and the A58 involving two vehicles and one casualty.
- 7.1.8. One serious PIA was recorded at the junction of Cross Street and the A58 which involved one vehicle and two casualties involving a pedestrian.

HAYMARKET STREET

- 7.1.9. A total of two slight PIAs was recorded on Haymarket Street. One incident involved a cyclist with two vehicles in total and one casualty located at the crossover of Haymarket Street and the exit of the Metrolink Car Park access road. The other incident involved two vehicles and one casualty at the junction of Haymarket Street and the A58.

SUMMARY

- 7.1.10. The main pattern in the location of crashes is that the junction of Market Street with the A58 Angouleme Way seems to have had a number of crashes take place there. However, with the construction of the new cyclops junction there have been no new crashes recorded since the new junction.
- 7.1.11. There are no significant patterns in location or causation factors which may be exacerbated as a result of the development proposals with an expectation that no mitigation is required with respect to road safety.

8 SUMMARY

- 8.1.1. WSP have been appointed by Vinci Construction UK Ltd to provide transport and highways advice in support of the full planning application for the Bury Market and Flexi Hall. In support of the planning application, this Transport Statement has been prepared, along with a supporting Interim Travel Plan.
- 8.1.2. The key proposals of this development include:
- A new Market Flexi Hall providing a space for cultural and enterprise programmes, as well as live events;
 - Market improvements including a new oversailing canopy, maintenance repairs and an improvement of the environmental performance of the market.
 - Public realm improvements that enhance the surrounding area of the markets and new wayfinding signs to improve the visitor experience of the market.
- 8.1.3. Throughout this Transport Statement and supporting Framework Travel Plan, it is demonstrated that the proposed development:
- Is within local, regional, and national policy in-keeping with transport guidance;
 - Is sustainable and accessible in transport terms regarding walking and cycling links to the local area alongside its ideal location next to the Bury Interchange; and
 - Will have minimal traffic impact since limited on-site parking is proposed and its convenient and accessible town centre location.
- 8.1.4. Based on the above it is considered there are no transport or highways reasons preventing the granting of planning permission for the Flexi Hall and Market proposals.