

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

Our ref TRA/21/442

Your ref:

19th January 2022

Dear Sir / Madam

Application Number: **67658**

Location: **Land to west of Radcliffe Moor Road/Bury New Road, Radcliffe**

Proposal: Change of use of the land for use as outdoor sports pitches including engineering operations to form 4 pitches, the construction of a clubhouse, ancillary storage structures, creation of access from Radcliffe Moor Road, parking, landscaping, drainage and associated works

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 in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks approval for the provision of 4 outdoor football pitches, located on land at the corner of Radcliffe Moor Road and Bury New Road. This will facilitate the relocation of Bolton Wyresdale AFC Football Club from their existing ground off Inverberg Drive, which is no longer suitable.

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 Statement (TS) issued in support of the proposed football ground development and have provided comments in respect of the highway section.

I. Trip Generation

The TRICS Assessment contained within the TS demonstrates that the proposed development will generate 9 two-way trips in the AM peak hour and 32 two-way trips in the PM peak hour.

It should be noted that as the development is a relocation of an existing facility, a survey could have been undertaken of existing trip rates at the site, rather than carrying out a TRICS assessment.

It is considered that no further highway impact assessment work is required.

II. Mitigation

To improve access to the site on foot, TfGM suggest that pedestrian crossing facilities are improved in the vicinity of the site. This could be achieved by narrowing Radcliffe Moor Road at the junction with Bury New Road. This would widen the footways along Radcliffe Moor Road and reduce the crossing distance across the mouth of the junction. The existing traffic island may also need widening.

Additionally, the provision of a Zebra or other signalised crossing across Bury New Road would help to improve the pedestrian environment and provide a safe crossing point.

III. Internal Access Arrangements

The TS confirms that a priority access junction is proposed from Radcliffe Moor Road to serve the site. The access point should be designed to incorporate tactile paving and dropped kerbs, with sufficient sightline visibility.

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.

V. Other

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

Additionally, TfGM would suggest that it may be beneficial for a Traffic Management Plan to be produced to cover match days.

Site Accessibility

I. Public Transport

The closest bus stops to the site are located on the A58 Bury New Road around a 3-minute walk from the site. These stops provide services to Bolton and Rochdale at regular intervals and timed services to Bury.

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 promote active travel and link in with the surrounding environment, the applicant should ensure the provision of continuous 2 metre wide footways throughout and surrounding the development, installing tactile paving at junctions/crossing points and renewing any substandard footways.

In particular, the internal layout should ensure provision of a safe walkway through the car park, with appropriate lighting.

III. Cycle Parking

It is also important to ensure that adequate infrastructure and facilities are provided to encourage staff, players and spectators to travel by sustainable modes. The TS does not detail the provision of cycle parking, except to note that adequate cycle parking will be provided.

Cycle parking should be provided in accordance with Bury Council's standards and where possible spaces in excess of the minimum provided. The cycle store should be lockable and covered, located in a central accessible location, with sufficient lighting and CCTV.

IV. Travel Plan

It is noted that as the Football Club has been operational for a number of years, regular supporters will have settled into travel routines. The key issues that need to be addressed within the Travel Plan are:

- Tackling congestion;
- Review of match day on street parking;
- Road safety;
- Promoting public transport and active travel as alternatives. .

The Travel Plan should also include a marketing and communication strategy that should communicate the Travel Plan objectives and benefits to spectators, offering incentives for travel via public transport and active travel methods, as well as details of bus timetables etc.

Should Bury Council be minded to approve this application it is suggested that the development, submission, implementation and monitoring of a new / updated Travel Plan be attached as condition of any planning consent.

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 me.

Yours faithfully

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