



Vinci Construction UK Ltd

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# **RADCLIFFE CIVIC HUB**

## Transport Statement





Vinci Construction UK Ltd

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## **Transport Statement**

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WSP

8 First Street

Manchester

M15 4RP

Phone: +44 161 200 5000

WSP.com

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| Prepared by    | J Sellors        |            |            |            |
| Signature      |                  |            |            |            |
| Checked by     | J Outterside     |            |            |            |
| Signature      |                  |            |            |            |
| Authorised by  | J Outterside     |            |            |            |
| Signature      |                  |            |            |            |
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# 1. INTRODUCTION

## 1.1. BACKGROUND

1.1.1. WSP have been appointed by Vinci Construction UK Ltd to provide transport and highways advice in support of the full planning application for the Radcliffe Civic Hub, Radcliffe, Bury. 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 along Dale Street in the town centre of Radcliffe as highlighted in Figure 1-1 below. The development proposals support Bury Council's £40m Levelling Up Fund bid and constitute a key part of the Radcliffe Strategic Regeneration Framework.

**Figure 1-1 - Site Location Plan**



- 1.2.2. The project boundaries are shown in the plan included at **Appendix A**.
- 1.2.3. The site currently comprises of various small retail and leisure facilities and a public realm area. The mixed-use development at this site is proposed to provide:
- Library and learning facilities;
  - Office units;
  - Wet and dry leisure facilities; and
  - An improved public realm area based on the existing provision
- 1.2.4. The landscape general arrangement plan, prepared by Planit-IE, is included at **Appendix A**.
- 1.2.5. In addition to the new Civic Hub, the development proposals also incorporate refurbishment and repurposing of the existing Radcliffe Market Chambers at both ground floor level and basement. The Transport Statement considers the impact of these proposals in addition to the Civic Hub.

### 1.3. BREEAM

- 1.3.1. **Appendix B** includes a table demonstrating BREEAM compliance with reference to the associated Travel Plan guidance.
- 1.3.2. As part of the BREEAM compliance, this Transport Assessment (and process leading to the Travel Plan) covers the requirements of section 1-3 in Tra01 and the Sustainable Transport Measures within Tra02 that have been incorporated into the scheme. Two credits have been targeted for Tra01 and 5 credits for Tra02.

### 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 (17 June 2022) by WSP to which Bury Council responded and agreed to the proposed scope (27 June 2022).
- 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** analyses the sustainable transport surrounding the site;
  - Chapter 6** details the likely parking demand across various modes of travel. This will also include an assessment of the likely traffic generation impact of the scheme;
  - Chapter 6** provides an analysis of local road accidents surrounding the site; and
  - Chapter 7** summarises the report.

## 2. POLICY CONTEXT

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### 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 (DCLG, 2012, REV. 2019)**

- 2.2.1. The National Planning Policy Framework (NPPF), published in March 2012 and revised in February 2019, has a core focus on streamlining the overall development process. It maintains that plans and decisions should apply a presumption in favour of sustainable development.
- 2.2.2. The NPPF states that development *“should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development are severe.”* (para 109).
- 2.2.3. The NPPF states (para 110) that applications for new development should:
- “a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
  - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
  - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
  - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
  - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*
- 2.2.4. In the assessment of development proposals, 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; and*
  - c) 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.”*
- 2.2.5. Furthermore, 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.” (para. 111)*

- 2.2.6. With regards to developments within Town Centres, such as the Radcliffe Civic Hub, the NPPF states that a positive approach to planning should be taken, through the management and adaptation of growth, including:

*“a) defining a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;*

*b) define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;*

*c) retain and enhance existing markets and, where appropriate, re-introduce or create new ones;*

*d) allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary;*

*e) where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre; and*

*f) recognise that residential development often plays an important role in ensuring the vitality of centre and encourage residential development on appropriate sites.”*

## **PLANNING PRACTICE GUIDANCE**

- 2.2.7. 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.

- 2.2.8. 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**

- 2.2.9. Manual for Streets (MfS) was jointly published in 2007 by the Department for Transport and Department for Communities and Local Government.

- 2.2.10. 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.

2.2.11. 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. Dale Street and the highway and public realm in the vicinity of the development will accord with the above principles wherever appropriate.

## 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.

2.3.4. 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”.*

2.3.5. 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.

2.3.6. 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”.*

2.3.7. 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.

- 2.3.8. 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.”*

- 2.3.9. 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)**

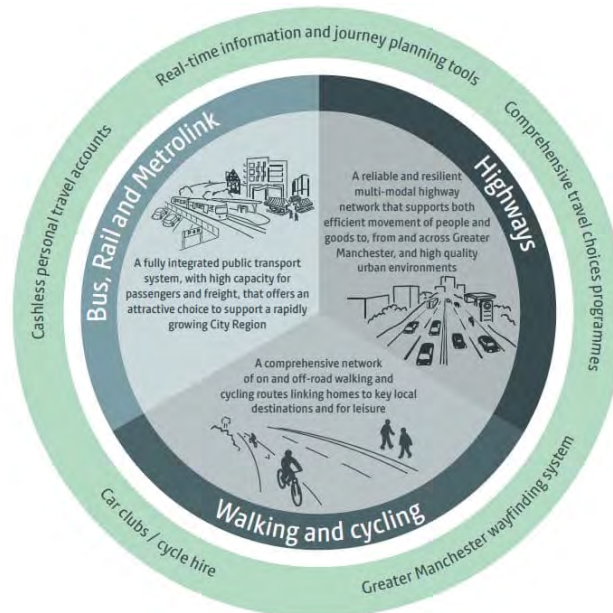
- 2.3.10. In 2017 the GMCA published the revised Greater Manchester Strategy. The document sets out the authority’s vision to make Greater Manchester *“one of the best places in the world to grow up, get on and grow old”*.
- 2.3.11. The strategy builds on the previous GMCA strategies by ensuring that the people of Greater Manchester benefit from economic growth and the opportunities it brings throughout their lives.
- 2.3.12. 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)**

- 2.3.13. 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”*.
- 2.3.14. 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.
- 2.3.15. 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.
- 2.3.16. 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.
- 2.3.17. 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.

- 2.3.18. The strategy also defines modal principles which set out aspirations for bus, rail, Metrolink, active travel and highways, set out in the graphic below:

**Figure 2-1 - Multi-Modal Principles: Greater Manchester Transport Strategy 2040**



## DRAFT GREATER MANCHESTER SPATIAL FRAMEWORK (GMCA, 2019)

- 2.3.19. 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.
- 2.3.20. 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)

- 2.3.21. 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.

- 2.3.22. 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.
- 2.3.23. 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.
- 2.3.24. 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.
- 2.3.25. 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. All six policies specific to Radcliffe Town Centre have been saved; saved policy 'Area RD1 – Blackburn Street/Dale Street/Church Street West' states that:

*"The Blackburn Street/Dale Street/Church Street West area of the town centre contains the town's main shopping facilities, and, as such, proposals for retailing, appropriate ancillary Town Centre uses and environmental improvements will be acceptable. Proposals for the development of new or improved community facilities and for improvements to transport facilities will also be viewed favourably."*

- 2.4.4. The policy goes on to state the importance of regenerating this area of Radcliffe:

*"The central area of Radcliffe has suffered from a combination of problems associated with a poor environment, declining shopping activity and a loss of trade to other centres, notably Bury and Bolton."*

*"This central area is also important as a location for community facilities, such as the Post Office and Police Station, and transport facilities such as the bus station and car parking. The council, in attempting to ensure that the accessibility of such facilities is maintained, will generally look favourably on proposals for new and improved facilities of this kind."*

- 2.4.5. With regard to pedestrian and vehicular conflict in the town centre of Radcliffe which is being improved through the public realm improvements associated with the Civic Hub, saved Town Centre Policy TC1/2 states:

*"The Council will undertake appropriate schemes to reduce the conflict between pedestrians and vehicles in the Borough's Town Centres"*

2.4.6. Justification for this policy consists of:

*"Pedestrians are amongst the most vulnerable section of the community in terms of road traffic accidents."*

*"Conflict between pedestrians and vehicles is probably at its greatest in town centres."*

2.4.7. To support the mixed-use nature of the Civic Hub, 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 the development of community facilities, saved policy CF1 states:

*"Proposals for new and improved community facilities will generally be looked on favourable by the Council"*

## **DESIGN AND LAYOUT OF NEW DEVELOPMENT IN BURY**

2.4.10. 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.

2.4.11. 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

2.4.12. Specifically, the SPD states:

*"Development must give priority to the needs of pedestrians and encourage walking, cycling and use of public transport"*

*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 Radcliffe Civic Hub 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.

### 3. EXISTING SITE CONTEXT

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#### 3.1. EXISTING DEVELOPMENT

- 3.1.1. As outlined in **Section 1.2**, the existing area that the Radcliffe Civic Hub will occupy primarily consists of various small retail and leisure facilities and a public realm area.
- 3.1.2. The site is a key part of the Radcliffe Strategic Regeneration Framework, which identified the potential for a hub from the redevelopment of the existing shopping blocks which front onto the piazza, Dale Street and Blackburn Street.
- 3.1.3. As is seen in the Figure below, the façade of the existing retail and leisure facilities is dated and the public realm area has potential for improvement to enhance the environment for all users of the town centre.

**Figure 3-1 - Existing Public Realm and Retail Façade**



#### 3.2. SURROUNDING HIGHWAY NETWORK

- 3.2.1. In proximity to the site, Dale Street is a street-lit single-carriageway road with footways on both sides, running in both directions from east to west and situated to the north of the site, turning into Deansgate in the east. Dale Street is characterised by on-street parking on both sides of the carriageway with a pedestrian crossing situated to the east before the junction with Blackburn Street.
- 3.2.2. To the north of Dale Street is Blackburn Street, a one-way southbound lane that joins Dale Street by a signalised crossing. Blackburn Street is street-lit and contains on-street parking to either side of the southbound lane.
- 3.2.3. Like Dale Street, Church Street a street-lit single-carriageway road with footways on either side of the carriageways and on-street parking heading westbound. It runs in both directions from east to west

and situated to the south of the site. Heading south it crosses the River Irwell where Blackburn Street begins.

- 3.2.4. Church Street West, situated to the east of the site, is also a street-lit single carriageway road with footways on both sides and runs in both directions from east to west. On-street parking is present on both sides of the carriageway but is more prevalent on the westbound direction of travel.
- 3.2.5. Speed limits in the area are set at 20mph.

### **3.3. LOCAL AMENITIES**

- 3.3.1. The central location of the site within Radcliffe means that there are various amenities within a 500m radius of the site, including Radcliffe bus station and Metrolink station, and the existing leisure facilities within the town centre.
- 3.3.2. Several retail amenities are also situated in the vicinity of the site including Asda, Lidl and Radcliffe Market. The existing site is also close by to green spaces such as Coronation Park.

## 4. PROPOSED DEVELOPMENT

### 4.1. OVERVIEW

- 4.1.1. This chapter sets out the development proposals, including details of the Civic Hub and the changes to the surrounding highway network.
- 4.1.2. The Civic Hub development is proposed to provide:
- Library and learning facilities;
  - Office units;
  - Wet and dry leisure facilities; and
  - An improved public realm area based on the existing provision
- 4.1.3. The landscape architectural masterplan is included in **Figure 4.1** below and also in **Appendix A** at the end of this report.

**Figure 4-1 – Landscape Architect Masterplan**



- 4.1.4. The proposals for the Market Chambers building are as follows:
- At ground floor, no significant changes to the use of the building are proposed, and the nature and scale of the existing market and retail units fronting Church Street will remain the same. The proposals at ground floor largely relate to refurbishing and upgrading the existing facility.

- At basement level, the area is currently used for storage. The proposals involve creation of a new event space, with maximum occupancy of 347 persons in event mode.

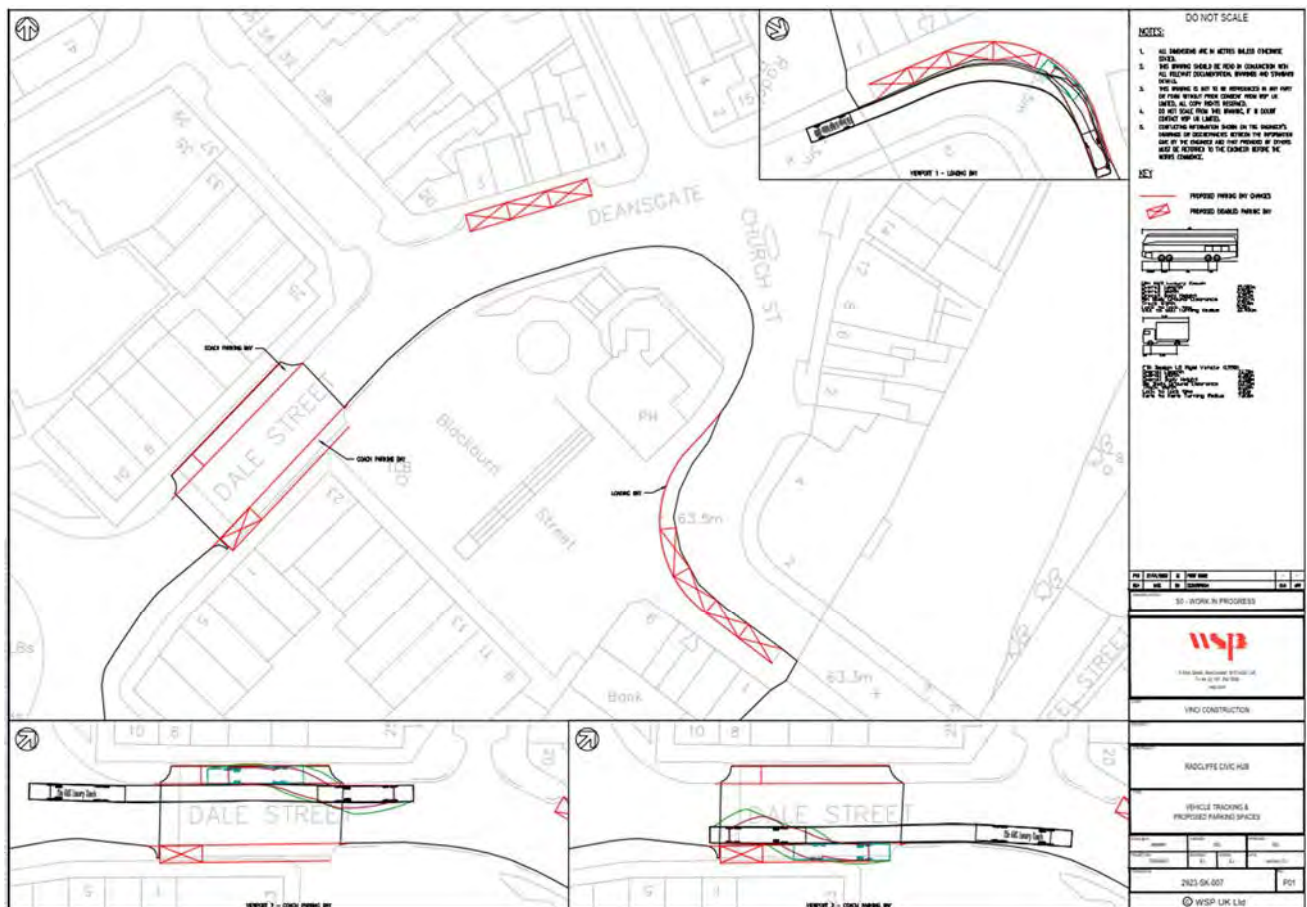
## 4.2. OFF SITE HIGHWAY WORKS

4.2.1. The Civic Hub proposals will deliver changes to on-street parking and loading arrangements to facilitate operation of the Civic Hub, as follows:

- Dale Street: Create 2 no. coach parking bays suitable for max 15m length coach. Create 1 no. new disabled parking bays.
- Deansgate: Convert 3 no. existing standard parking spaces to disabled spaces.
- Church St: Retain loading bay. Convert 4 no. standard parking spaces to disabled spaces.

4.2.2. These proposals would deliver eight disabled parking bays (in line with relevant standards) within close proximity to the building entrances, plus two coach bays to facilitate group travel to the Civic Hub. These changes are illustrated in **Figure 4.2** below and also within **Appendix A** at the end of this report.

**Figure 4-2 – Potential on-street parking / loading changes**



- 4.2.3. Details of the design of these improvements are being agreed with Bury MBC highways department and will be secured by Section 278 agreement or similar.
- 4.2.4. The Radcliffe Transport Strategy set out the principle of a wider public realm project which could be brought forward on Dale Street / Deansgate / Church Street / Blackburn Street, to improve access for pedestrians and cyclists in particular, whilst delivering a high-quality public environment.
- 4.2.5. Nothing within this planning application precludes the bringing forward of this wider public realm project at a future date, should this be deemed appropriate.

## **4.3. ACCESS**

### **PEDESTRIAN**

- 4.3.0. The proposed Civic Hub will be developed alongside significant improvements to pedestrian accessibility in the immediate vicinity around the site.
- 4.3.1. Pedestrian permeability of the site is provided via a wide and accessible new public realm area to the east of the building. 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.
- 4.3.2. Access to the site from the surrounding streets has also been improved with a greater emphasis placed on travelling to the site on foot or cycle.

### **CYCLISTS**

- 4.3.3. 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.
- 4.3.4. Provision for cyclists have been made within the development, with six new cycle stands to the south of the development and three existing cycle stands that are being retained in the public realm redevelopments.
- 4.3.5. The site layout of the Civic Hub proposes the removal of three cycle parking racks on Dale Street to make room for a loading bay. Nevertheless, the site proposals would include an increase of three cycle racks against the existing provision.

### **VEHICULAR AND PARKING**

- 4.3.6. As a part of an overall strategy developed to reduce the requirement of private vehicle usage for visiting the site, the Civic Hub will not provide 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.
- 4.3.7. The local authority are currently investigating various measures to increase parking provision within Radcliffe, including designation of 28 new on-street parking spaces in the Railway Street / May Street / Green Street area. Other measures being investigated include potential duration of stay restrictions on certain existing car parking areas, and greater use of existing underutilised parking areas in the Green Street area.

- 4.3.8. Irrespective of the above measures, based on the results of the Radcliffe Parking Strategy, it is expected that parking demand for the Civic Hub could be catered for by a combination of nearby public and privately owned car parks that have spare capacity.
- 4.3.9. A list of publicly owned car parks that could be used include:
- Cross Street Car Park
  - Library, Stand Lane Car Park
  - Civic Suite East Car Park
  - Civic Suite West Car Park
- 4.3.10. A list of privately owned car parks that could be used include:
- Asda Car Park
  - Educare Car Park

**Figure 4-3 - Location of Potential Car Parks for Users of Civic Hub**



- 4.3.11. The following table provides further information on the car parks that users of the Civic Hub could use.

**Table 4-1 – Walking Distance to Civic Hub and Capacity of Nearby Car Parks**

| Car Park | Walking Distance to Civic Hub | Capacity |
|----------|-------------------------------|----------|
|----------|-------------------------------|----------|

|                        |           |     |
|------------------------|-----------|-----|
| 1. Cross Street        | 2 Minutes | 21  |
| 2. Civic Suite West    | 2 Minutes | 24  |
| 3. Civic Suite East    | 3 Minutes | 90  |
| 4. Library, Stand Lane | 3 Minutes | 24  |
| 5. Asda                | 4 Minutes | 570 |
| 6. Educare             | 4 Minutes | 107 |

## SERVICING AND VEHICLE TRACKING

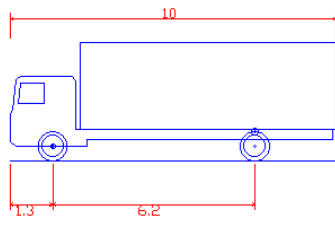
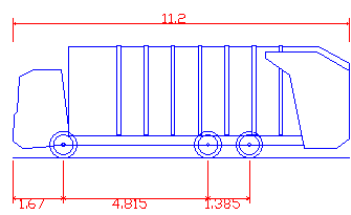
4.3.12. Deliveries and waste collection are expected to be made from the south-west corner of the building. This will use the existing Lidl car park access road.

4.3.13. The vehicles used as part of the vehicle tracking exercise are identified below:

- **Servicing:** FTA Design Rigid Vehicle, 10.0 metres by 2.5 metres;
- **Refuse Collection:** Phoenix 2 Duo, 11.2 metres by 2.53 metres.

Figure 4-2 – Autotrack Analysis



|                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p>FTA Design Rigid Vehicle (1983)</p> <p>Overall Length 10.000m</p> <p>Overall Width 2.500m</p> <p>Overall Body Height 3.632m</p> <p>Min Body Ground Clearance 0.427m</p> <p>Track Width 2.500m</p> <p>Lock to lock time 4.00s</p> <p>Kerb to Kerb Turning Radius 12.000m</p> |  <p>Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)</p> <p>Overall Length 11.200m</p> <p>Overall Width 2.530m</p> <p>Overall Body Height 3.751m</p> <p>Min Body Ground Clearance 0.304m</p> <p>Track Width 2.500m</p> <p>Lock to lock time 4.00s</p> <p>Kerb to Kerb Turning Radius 9.500m</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- 4.3.14. It is evident that a servicing and refuse vehicle could adequately manoeuvre the existing layout of the Lidl Car Park.
- 4.3.15. As an alternative, servicing could be taken from the coach bays on Dale Street, under a managed or time-limited basis to avoid conflict with coach drop off and pick up.

## STOPPING UP / HIGHWAY ADOPTION

- 4.3.16. 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 have been discussed with Bury MBC highways.
- 4.3.17. The following principles will be used to determine the new extents of adopted highway:
- Areas within the footprint of the building, plus any overhangs and the swept paths of external doors, will be private land, with stopping up used to extinguish any highway rights.
  - Newly created areas of public realm outside of the building footprint will be offered for adoption.
  - All other areas will remain with their current highway status.
- 4.3.18. 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.

## 5. PARKING DEMAND AND TRAFFIC GENERATION

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### 5.1. OVERVIEW

- 5.1.1. This chapter sets out the likely trip generation of the Civic Hub and the impact this could have on the surrounding transport network.
- 5.1.2. To estimate the number of trips generated by the development of the Civic Hub, two methodologies have been used:
- **Parking demand:** an estimation of the required maximum level of parking, based on the maximum capacity of all spaces within the Civic Hub. This capacity information has been provided by Pozzoni and has been derived from current Sport England guidance documents;
  - **Traffic Generation:** an estimation using trip generation data service TRICS.
- 5.1.3. The parking demand methodology has also used analysis conducted as part of the Radcliffe Parking Strategy.

### 5.2. PARKING DEMAND – MAXIMUM CAPACITY

- 5.2.1. Maximum capacity values of each room of the Civic Hub were provided to WSP by Pozzoni Architects and filtered to discount values that had been double counted and values that would have been unlikely to be relevant upon completion of the development.
- 5.2.2. Following the filtering of the values, three scenarios were created based on likely occupancy of the Civic Hub:
- **Scenario 1** occurs when the Civic Hub is operational at 80% capacity (**547 occupants**);
  - **Scenario 2** occurs when the Civic Hub is operational at 80% capacity including spectator seating – this is expected to be used on an infrequent basis and has not been taken into consideration for scenario 1 and 3 (**697 occupants**);
  - **Scenario 3** occurs when the Civic Hub is operational at 100% capacity (**684 occupants**)
- 5.2.3. Modal share values were applied to the scenarios based on the Transport Assessment of the Arcadia Leisure Centre in Levenshulme (application reference 106143/VO/2014/N2, <https://pa.manchester.gov.uk/online-applications/applicationDetails.do?keyVal=N7ZIDIBC03O00&activeTab=summary>)
- 5.2.4. This was used due to the similar nature of the development and similar urban location. These values are shown below:
- Public Transport: 23%
  - Pedestrians: 23%
  - Cycling: 4%
  - Car: 50%
- 5.2.5. Applying an average car occupancy of 1.48 (taken from Transport for Greater Manchester's 2019 SRAD findings on average car occupancy for trips made in Bury) to a 50% car modal split for each of the three scenarios created an estimate of maximum parking demand between **185 and 231 parking spaces** for scenarios 1 – 3 respectively. The options for accommodating this parking

demand within the wider town centre are set out in the WSP technical note dated 12 July 2022 produced as part of the Radcliffe Parking Strategy (see **Appendix C**).

### 5.3. TRICS TRIP RATE TRAFFIC GENERATION

- 5.3.1. For the TRICS trip rate generation, Gross Floor Area (GFA) in SQM was calculated per land use based on values provided by Pozzoni. This is shown below.

**Table 5-1 – GFA (SQM) per Land Use Category**

| Leisure Centre | Community Centre | Office | Cafe | Library |
|----------------|------------------|--------|------|---------|
| 2072           | 457              | 75     | 358  | 411     |

- 5.3.2. Trip Rates were developed for **Total Person** trips for each land use category. This was the trip rate per 100sqm of gross floor area for all modes of travel to the Civic Hub. The modal share for private vehicles and the corresponding occupancy values from the parking demand section were then applied to these values, the results of which can be seen below.

#### TRAFFIC GENERATION

- 5.3.3. As the peak hour for each land use category is different, a demand profile for the number of parking spaces to be used was created based on the trip rate for each hour per land use category. This was conducted for the AM, Inter-Peak and PM time periods for arrivals, departures and two-way flows.

**Table 5-2 - Traffic Generation across all Land Uses (AM – 07:00-10:00)**

|            | Peak Hour   | Leisure Centre | Community Centre | Office | Café | Library | Total |
|------------|-------------|----------------|------------------|--------|------|---------|-------|
| Arrivals   | 09:00-10:00 | 12             | 4                | 0      | 20   | 8       | 46    |
| Departures | 09:00-10:00 | 5              | 1                | 0      | 12   | 4       | 23    |
| Two-Way    | 09:00-10:00 | 17             | 6                | 1      | 33   | 13      | 69    |

As can be seen in the AM period, the peak hour for vehicles trips to and from the Civic Hub remains constant between 09:00 and 10:00. A total of 46 vehicles would be expected to arrive in this time period, with 69 two-way movements.

**Table 5-3 - Traffic Generation across all Land Uses (Inter-Peak – 10:00-16:00)**

|            | Peak Hour   | Leisure Centre | Community Centre | Office | Café | Library | Total |
|------------|-------------|----------------|------------------|--------|------|---------|-------|
| Arrivals   | 10:00-11:00 | 14             | 4                | 0      | 17   | 16      | 51    |
| Departures | 12:00-13:00 | 10             | 3                | 0      | 23   | 10      | 46    |
| Two-Way    | 10:00-11:00 | 25             | 7                | 0      | 33   | 26      | 91    |

- 5.3.4. Greater levels of traffic generation are seen in the Inter-Peak period than both the AM and PM time periods. This is reflective of the fact that the land uses contain higher trip rate values during the day than the morning and evening periods resulting in a two-way traffic generation value of 91

**Table 5-4 - Traffic Generation across all Land Uses (PM – 16:00-23:00)**

|            | Peak Hour   | Leisure Centre | Community Centre | Office | Café | Library | Total |
|------------|-------------|----------------|------------------|--------|------|---------|-------|
| Arrivals   | 16:00-17:00 | 18             | 2                | 0      | 1    | 6       | 27    |
| Departures | 16:00-17:00 | 10             | 1                | 0      | 7    | 9       | 27    |
| Two-Way    | 16:00-17:00 | 28             | 3                | 0      | 8    | 15      | 54    |

- 5.3.5. For the PM period, traffic generation is the same for arrivals and departures and occurs between 16:00 and 17:00.
- 5.3.6. It should be noted that the above assumes that all the different land uses operate in isolation, and there is no sharing of trips between the various uses. This clearly leads to an overestimate of trips, as it is unlikely that (for example) all the café users will be solely using the café, and it is far more likely that most café users will already be at the Hub using the library or leisure centre.
- 5.3.7. It should also be noted that we have not made any allowance for reduction in trips associated with removal of the existing uses on the site, including the active retail units along the eastern side of the existing building.
- 5.3.8. For both of the above reasons, the traffic generations set out above are considered to be robust worst case estimates.

## MARKET CHAMBERS

- 5.3.9. As set out in Section 4.1, the ground floor uses at the Market Chambers are effectively a like for like replacement in traffic terms, and as such there is no significant traffic impact expected to be associated with the ground floor uses.

- 5.3.10. The basement event space uses would generate new traffic to the town centre, however as with the Civic Hub a large proportion of users are expected to use non-car modes of travel given the location of the site. In addition, the event space is most likely to be used outside of the traditional highway peak hours, i.e. in the evenings and weekends.
- 5.3.11. In addition, during these times significant parking capacity exists across the town centre (see **Appendix C**) which could cater for the parking demand arising from the event space.

### **SUMMARY**

- 5.3.12. Given the relatively low values of traffic generated by the Civic Hub, particularly 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

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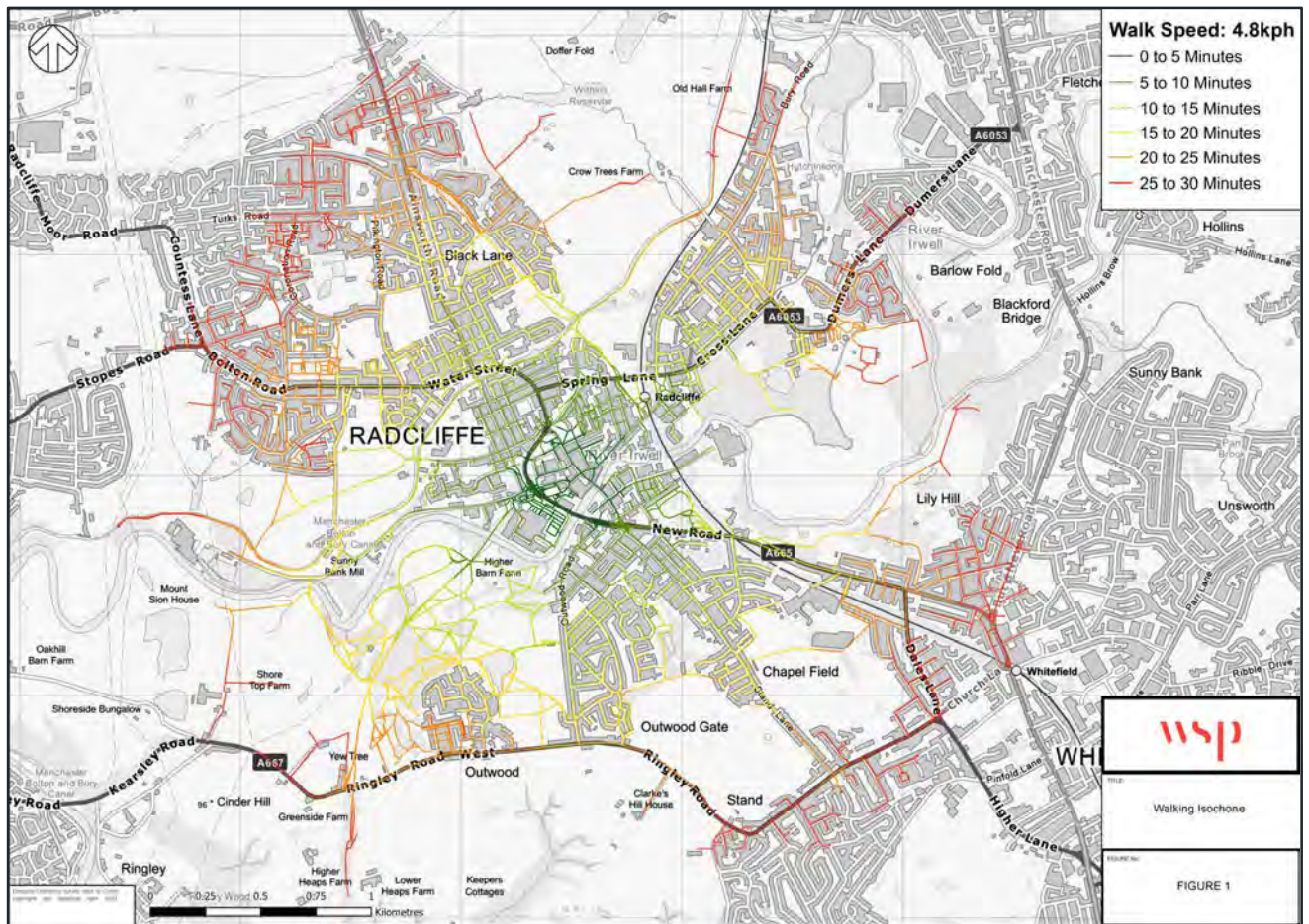
### 6.1. INTRODUCTION

- 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 3.2**, surrounding streets including Dale Street, Deansgate, Church Street, Blackburn Street and Thomas Street have lit footways on both sides of their carriageways. There are no Public Rights of Way (PRoW) in the immediate vicinity of the site but there are several off-road trails nearby such as the Outwood Trail which connects the site to Manchester City Centre as well as an off-road pathway connecting the nearby Radcliffe Market to Bury Town centre.
- 6.2.2. Road markings on Dale Street and Deansgate on to Church Street are indistinct in some locations, particularly at the junction of Church Street West and Church Street where at pedestrian crossings stop markings are poorly defined. Additionally, the junction of Dale Street with the entrance to Lidl does not have a pedestrian crossing.
- 6.2.3. In order to demonstrate pedestrian connectivity through the surrounding area and to existing local amenities, walking isochrones have been developed. These are shown by **Figure 6-1**, below, and in **Appendix D**.
- 6.2.4. The walking isochrones have been plotted for 5, 10, 15, 20, and 25-minute journey times on foot, 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 Radcliffe Civic hub has been used as a starting point for the isochrones.

**Figure 6-1 - Pedestrian Accessibility**



6.2.5. Three signalised pedestrian crossings are located to the North of the site at the junction of Dale Street, Blackburn Street and Deansgate. These are the only traffic light crossings in the vicinity. This junction is not raised. Crossings at the junction of Thomas Street and Church Street West use cobbles at pedestrian crossings to indicate stopping points for cars. This is also the case at the junction of Seymour Street and Church Street West.

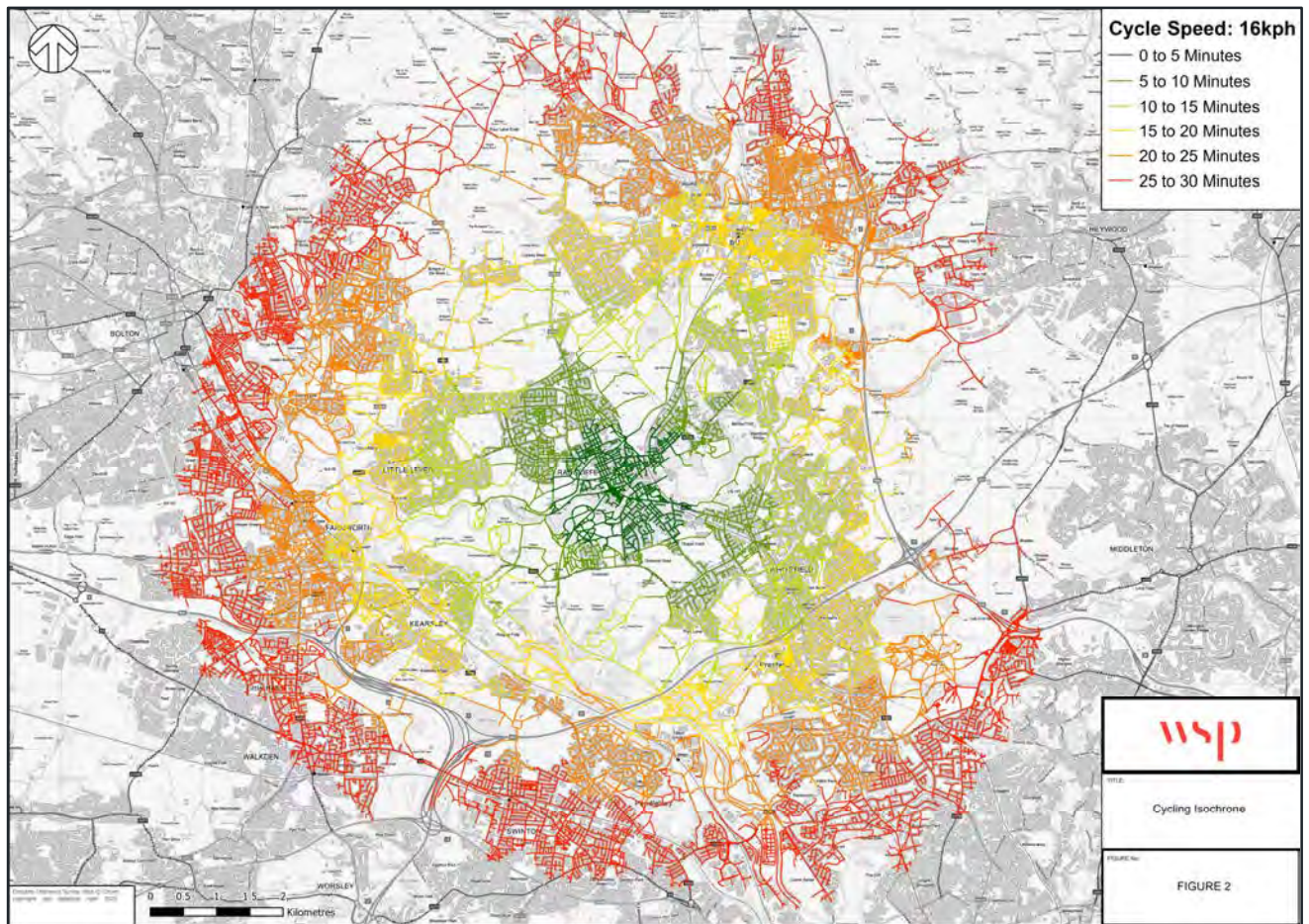
### 6.3. CYCLING

6.3.1. Currently there are no cycle paths on the roads immediately surrounding the Civic Hub site, including marked or separated facilities. The Sustrans route 6 cycle route is to the North-West of the site which travels along School Street and Derbyshire Street (quiet streets). This Sustrans route allows connections to Manchester City Centre by bike largely through off road paths and trails which approaches Radcliffe using the Outwood Trail.

6.3.2. Beeway cycle infrastructure is planned to the south of the site along Mill Town Street to Radcliffe tram station including plans for a pedestrian/cyclist footbridge across the river Irwell next to the Radcliffe Waste Recycling Centre. These routes are shown on the TfGM Manchester cycle map, included within **Appendix E**.

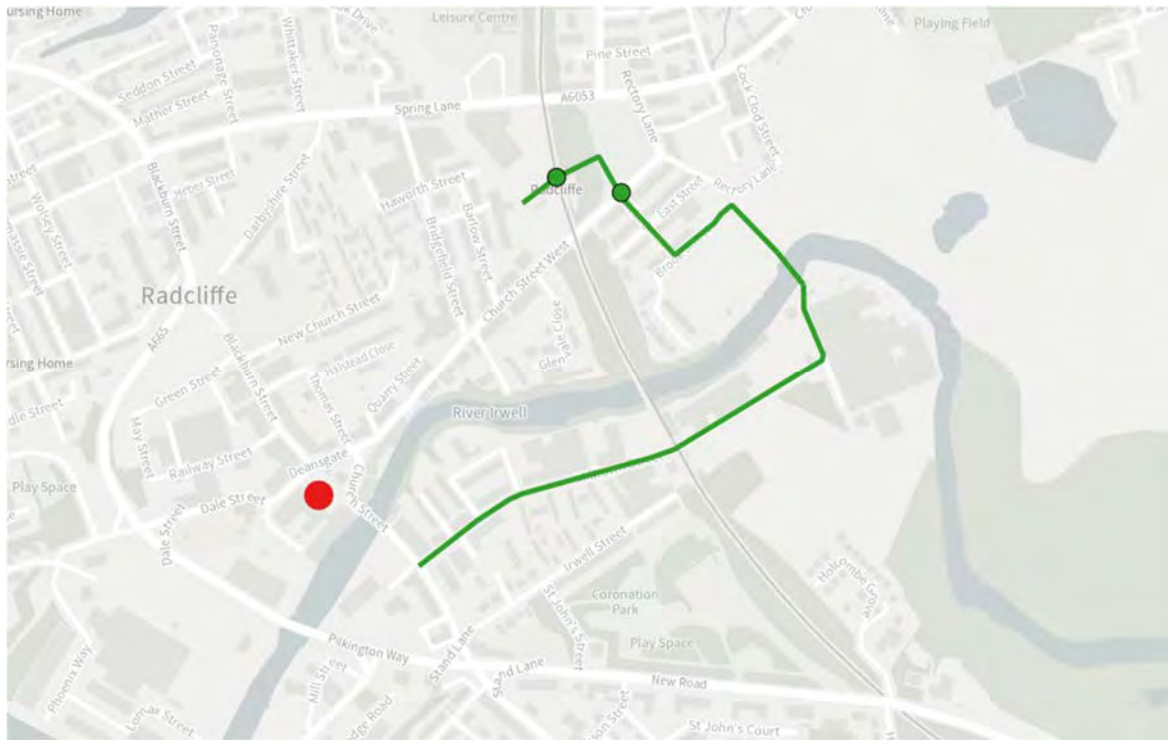
6.3.3. To demonstrate cyclist connectivity through the surrounding area, cycling isochrones have been plotted for five, 10, 15, 20, and 25-minute journey times by bicycle using a cycling speed of 4.4m/s. These are shown by Figure 6-2 and in **Appendix D**.

**Figure 6-2 - Cycling Accessibility from Site**



- 6.3.4. As shown by **Figure 6-2**, multiple transport access points are accessible within the 25-minute cycle of the site, including 3 local railway stations (Kearsley, Farnworth and Moses Gate) which offers services to destinations such as Wigan and Preston. Access to these stations is mostly by off road paths and trails.
- 6.3.5. 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 below.

**Figure 6-3 - Local Cycling Facilities**



- 6.3.6. As shown, the route to the south of the Radcliffe Civic Hub site, along Milltown Street and across the River Irwell, is designated a Beeway. This will include greater physical infrastructure with a planned new footbridge across the River Irwell providing better connection to Radcliffe Metrolink stop.

## 6.4. BUS SERVICES

- 6.4.1. As shown in **Figure 6-1**, the location of the site is conducive to public transport accessibility, as demonstrated in **Figure 6-4**. Public transport access, such as Radcliffe tram stop and multiple bus stops, are available within a 15-minute walk of the site. Additionally, Manchester Victoria station is a 30-minute tram ride from the site.
- 6.4.2. 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. TfGM's Manchester City Centre Public Transport Network plan is included in **Appendix E**. The local transport infrastructure surrounding the site is shown in **Figure 6-4**, below.
- 6.4.3. The closest bus station to the site is Radcliffe bus station and is a 1-minute walk from the site. Additionally, Blackburn Street bus stop is a 4-minute walk from the site and Radcliffe Metrolink bus stop is nearby with stops C and D a 5-minute walk away and stops A and B an 8-minute walk from the site.

**Figure 6-4 - Local Transport Infrastructure (Taken from MappingGM)**



As identified above, the site can be easily accessed by bus with nearby bus stops including:

- Radcliffe Bus Station (1-minute walk)
- Stand Lane (5-minute walk)
- Pilkington Way (5-minute walk)

**Table 6-1 – Local Bus Services**

| Service | Route                                                                            | Direction        | Frequency<br>Mon – Fri                                         | Frequency<br>Sat                                               | Frequency<br>Sun                                                                 |
|---------|----------------------------------------------------------------------------------|------------------|----------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------------------------|
| 98      | Shudehill – Salford -<br><b>Radcliffe</b> –Seddons Farm<br>Estate – Elton – Bury | Shudehill – Bury | 2 per hour<br>(05:57 – 21:13)<br>1 per hour<br>(21:13 – 00:10) | 2 per hour<br>(07:32 – 21:13)<br>1 per hour<br>(21:13 – 00:10) | 2 per hour<br>(10:11 – 00:10)<br>1 per hour<br>(08:39 – 10:11,<br>20:14 – 00:10) |
|         |                                                                                  | Bury – Shudehill | 2 per hour<br>(05:05 – 19:54)<br>1 per hour<br>(19:54 – 22:53) | 2 per hour<br>(06:13 – 19:53)<br>1 per hour<br>(19:54 – 22:53) | 2 per hour<br>(08:13 – 18:52)<br>1 per hour<br>(07:13 – 08:13,<br>18:52 – 22:51) |

|     |                                                                                      |                            |                                                                                    |                                 |                                  |
|-----|--------------------------------------------------------------------------------------|----------------------------|------------------------------------------------------------------------------------|---------------------------------|----------------------------------|
| 512 | Farnworth – Prestolee –<br><b>Radcliffe</b> - Seddons Farm<br>Estate – Elton - Bury  | Farnworth - Bury           | 1 per hour<br>(06:29 – 21:29)                                                      | 1 per hour<br>(08:29 – 21:29)   | 1 per 2 hours<br>(09:34 – 19:34) |
|     |                                                                                      | Bury - Farnworth           | 1 per hour<br>(06:52 – 21:32)                                                      | 1 per hour<br>(09:02 – 21:32)   | 1 per 2 hours<br>(09:38 – 19:38) |
| 513 | Farnworth – Outwood –<br>Stand – Whitefield –<br><b>Radcliffe</b> - Bury             | Farnworth - Bury           | 1 per hour<br>(07:06 – 20:41)                                                      | 1 per hour<br>(08:11 – 20:41)   | 1 per 2 hours<br>(10:47 – 18:47) |
|     |                                                                                      | Bury - Farnworth           | 1 per hour<br>(07:20 – 20:22)                                                      | 1 per hour<br>(08:20 – 20:22)   | 1 per 2 hours<br>(10:25 – 18:25) |
| 524 | Bolton – Burnden – Little<br>Lever – <b>Radcliffe</b> – Bury                         | Bolton - Bury              | 2-4 per hour<br>(05:22 – 09:02,<br>15:58 – 23:39)<br>5 per hour<br>(09:02 – 15:58) | 4 per hour<br>(06:09 - 23:39)   | 2 per hour<br>(07:39 – 23:39)    |
|     |                                                                                      | Bury - Bolton              | 4-6 per hour<br>(04:59 – 23:44)                                                    | 2-4 per hour<br>(05:44 – 23:44) | 2 per hour<br>(07:44 – 23:44)    |
| 886 | Tottington – Walshaw –<br>Starling – <b>Radcliffe</b> – Warth<br>Fold                | Tottington – Warth<br>Fold | 2 per day                                                                          | -                               | -                                |
|     |                                                                                      | Warth Fold –<br>Tottington | 1 per day                                                                          | -                               | -                                |
| 890 | Bradley Fold – Little Lever –<br>Stand – <b>Radcliffe</b> –<br>Whitefield – Unsworth | Bradley Fold -<br>Unsworth | 1 per day                                                                          | -                               | -                                |
|     |                                                                                      | Unsworth – Bradley<br>Fold | 1 per day                                                                          | -                               | -                                |
| 896 | <b>Radcliffe</b> – Brightmet –<br>Ainsworth – Woodhill -<br>Walshaw                  | Radcliffe - Walshaw        | 1 per day                                                                          | -                               | -                                |
|     |                                                                                      | Walshaw - Radcliffe        | -                                                                                  | -                               | -                                |

6.4.10. 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 (524), Manchester City Centre (98) and Bury (98, 512, 513, 524). These services provide the site with an alternative to private car journeys from a range of local destinations. Additionally, infrequent bus services also stop in Radcliffe (1-2 per day on weekdays) such as the 886 or 890.

## 6.5. TRAM SERVICES

- 6.5.1. The Radcliffe Civic Hub is served by one Metrolink stop, Radcliffe Tram Stop. This is situated on the green and yellow lines of the Metrolink network which operates from Altrincham to Bury and Piccadilly to Bury respectively.
- 6.5.2. This route contains one Park and Ride site at Radcliffe Tram Stop which contains 480 parking spaces including 22 disabled spaces.

**Table 6-2 – Tram Services**

| Route  | 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 Local Tram Stops**

| Station   | Cycle Facilities      | Car Parking                        | Accessibility features                                                                                    | Connections                                  | Pedestrian / Cycling Accessibility          |
|-----------|-----------------------|------------------------------------|-----------------------------------------------------------------------------------------------------------|----------------------------------------------|---------------------------------------------|
| Radcliffe | 5 stands<br>5 lockers | 369 spaces<br>22 Blue Badge Spaces | Step Free Access (Ramps)<br>Customer information screens.<br>Public address system.<br>Passenger Seating. | <b>Bus:</b> 98, 512, 513, 524, 886, 890, 896 | <b>Walk:</b> 7 mins<br><b>Cycle:</b> 2 mins |

6.5.3. Radcliffe Tram Stop is on the Bury-Altrincham/ Bury-Piccadilly Lines. Most of this line is grade-separated from traffic flow. 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.

6.5.4. The quietest times on trams on Weekdays are between 10 am and 3 pm.

## 6.6. RAIL SERVICES

6.6.1. In addition to bus services in proximity to the site, there are also several railway stations in the nearby area and a tram stop that can be reached by bicycle and bus. **Table 6-4** identifies the closest railway stations to the site that are within a 25-minute bicycle journey of the site, their available sustainable transport facilities, including cycle parking, and additional bus services available. **Table 6-5** identifies select services from each station.

6.6.2. The nearest Railway Station to the Site is Kearsley Railway Station, a 16-minute bike or a 24-minute bus journey (512). Kearsley Railway Stations is used for services to Stalybridge, Southport and Wigan. Additionally, Bolton Train Station is a 31-minute cycle or 30-minute bus ride (524) from Radcliffe with Bolton Train Station having services to Manchester Airport

6.6.3. The closest tram station to the site is Radcliffe Tram Stop, a 7-minute walk (0.3 miles) from the site. This tram stop has step free access to all platforms through ramps but does not have lifts. The station car park also includes 22 Blue Badge spaces and uses a public address system as well as customer information screens. The station does not include any disabled toilets.

**Table 6-4 – Facilities Available at Local Railway Stations**

| Station               | Cycle Facilities | Car Parking | Connections                              | Cycling Accessibility |
|-----------------------|------------------|-------------|------------------------------------------|-----------------------|
| Kearsley (Manchester) | -                | -           | Bus: 512, 513, 557, 887, 889, 910, 939   | Cycle: 16 mins        |
| Farnworth             | -                | -           | Bus: 557                                 | Cycle: 19 mins        |
| Moses Gate            | -                | -           | Bus: 8, 37, 910, 923, 938, 994, 521, 524 | Cycle: 24 mins        |

**Table 6-5 – Destinations Available from Local Railway Stations**

| Destination       | Frequency  | Provider |
|-------------------|------------|----------|
| <b>Kearsley</b>   |            |          |
| Stalybridge       | 1 per hour | Northern |
| Southport         | 1 per hour | Northern |
| Wigan             | 1 per hour | Northern |
| <b>Farnworth</b>  |            |          |
| Stalybridge       | 1 per hour | Northern |
| Southport         | 1 per hour | Northern |
| <b>Moses Gate</b> |            |          |
| Stalybridge       | 1 per hour | Northern |
| Southport         | 1 per hour | Northern |

## 6.7. TRAVEL PLAN

- 6.7.1. 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.
- 6.7.2. 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.

## 6.8. SUMMARY

- 6.8.1. The site is situated in a highly accessible location and offers good opportunities for sustainable travel to other areas of Radcliffe, 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

- 7.0.1. 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.
- 7.0.2. PIA data for a five-year period has been obtained from Crashmap, up to and including December 2021. The resultant reports are contained within **Appendix F**.
- 7.0.3. 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 or not 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.
- 7.0.4. 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 |
|---------------------------------------------|-------|--------|---------|-------|----------|----------|
| Dale Street/A665                            | 5     | 5      | -       | -     | -        | -        |
| Church Street/Church St W/<br>Quarry Street | 2     | 1      | 1       | -     | 1        | -        |
| Blackburn St                                | 1     | 1      | -       | -     | -        | -        |
| Stand Ln/ Milltown Street/Mill<br>Bank      | 1     | -      | 1       |       | 1        | -        |
| Total                                       | 9     | 7      | 2       | 0     | 2        | 0        |

### **DALE STREET/A665**

- 7.0.5. A total of five PIAs were recorded at the signalised crossroad junction of the A665 and Dale Street, to the west of the site. All of these incidents were recorded as Slight, with none involving a pedestrian or cyclist.

### **BLACKBURN STREET**

- 7.0.6. One slight PIA was recorded at the signalised crossing on Blackburn Street just before the crossroads with Green Street and New Church Street. It involved two vehicles.

### **STAND LANE**

- 7.0.7. One serious PIA was recorded at the Radcliffe Library bus stop on Stand Lane just before the crossroads with Mill Bank and Milltown Street. It involved one vehicle.

### **CHURCH STREET/CHURCH STREET W/QUARRY STREET**

- 7.0.8. A total of two PIAs was recorded on Church Street and Church Street West. One PIA was recorded as slight, and one PIA was recorded as serious.
- 7.0.9. The first of which was a slight PIA at the junction of Church Street and Church Street West. It involved two vehicles.
- 7.0.10. The second was a serious PIA on Quarry Street and involved four vehicles. involved a motorcycle being struck by another vehicle on their nearside as they turned from Gartside Street onto the A34 Bridge Street

### **SUMMARY**

- 7.0.11. The main pattern in the location of crashes is that the junction of Dale Street with the A665 has suffered five accidents (all slight) in the preceding five years. However, given the volume of traffic at this location this is not considered an unusual rate of accidents. There are no significant patterns in location or causation factors which may be exacerbated as a result of the development proposals. Based on this analysis, it is considered that no off-site mitigation is required with respect to road safety.

## 8. SUMMARY

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- 8.0.1. WSP have been appointed by Vinci Construction UK Ltd to provide transport and highways advice in support of the full planning application for Radcliffe Civic Hub. In support of the planning application, this Transport Statement has been prepared, along with a supporting Interim Travel Plan.
- 8.0.2. It is proposed that the development comprise of:
- Library and learning facilities;
  - Office units;
  - Wet and dry leisure facilities; and
  - An improved public realm area based on the existing provision
- 8.0.3. In addition, the existing Market Chambers building will be refurbished and the basement brought into use as an event space.
- 8.0.4. Throughout this Transport Statement and supporting Interim 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; and
  - Will have minimal traffic impact due to the fact that no on-site parking is proposed and its convenient and accessible town centre location;
  - Any parking impact can be accommodated in the existing local town centre car parks.
- 8.0.5. As such there are not considered to be any transport grounds preventing the granting of planning permission for the development proposals.

