

Your ref: 71426
Our ref: BUR/25/005

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

25th June 2024

Location: Land adjacent to Bealey Industrial Estate, Durers Lane, Radcliffe, Manchester, M26 2BD

Development: Demolition of buildings and erection of 87 no. affordable dwellings and associated access off Durers Lane, landscaping and parking

Dear Helen Pressley

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

Background

The application seeks approval for a residential development comprising 87 dwellings, located on land adjacent to Bealey Industrial Estate, off Durers Lane in Bury.

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



Highways Overview

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

I. Road Safety

The road safety data should be updated to at least include 2023 and if possible 2024, if this data is now available and validated.

II. Trip Generation

The trip assessment work contained within the TA demonstrates that, once dispersed from the site access junction, the development is likely to generate less than 30 vehicle trips per hour.

A PICADY assessment for the site access junction with Dumers Lane is contained within the TA and demonstrates that the access is forecast to operate within acceptable parameters.

TfGM are satisfied with the assessment work undertaken.

III. Internal Access Arrangements

The TA confirms that vehicular access into the proposed development will be provided via a new ghost island priority T-junction from Dumers Lane, as shown in Appendix C. Visibility splays in line with standards contained within Manual for Streets are achievable from the site access. The access should be designed to ensure the provision of tactile paving and dropped kerbs. Any redundant access points which served the former site should be reinstated accordingly.

In terms of pedestrian access, 2-metre-wide footways are proposed throughout the site connecting to the footways on Dumers Lane.

The TA reports that the existing uncontrolled crossing on Dumers Lane will need to be relocated to accommodate the proposed site access. There have been several issues identified within the Road Safety Audit (included within the TA) which the TA seeks to



Every journey. Every day.

address. TfGM would refer to the Local Highway Authority (LHA) to determine the suitability of the new location for the uncontrolled crossing point.

The TA notes that car parking provision will be provided in accordance with Bury Council's adopted Parking Standards.

Swept path plans contained within Appendix B and D demonstrate that a refuse vehicle can access the site, turn within the site and exit in a forward gear.

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

IV. Traffic Regulation Orders

It may be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, 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.

VI. Bus Stop NC0576 – Dumers Lane

With reference to Section 4.3.11 of the TA, there is an existing bus stop north of the site access on Dumers Lane, which the application proposes to be slightly relocated further north, as shown in Appendix C.

TfGM would highlight that the relocation of the bus stop will need to be agreed with GMP, Local Ward Councillors, Bury Council and TfGM. The applicant is therefore advised to contact shelters@tfgm.com to discuss the relevant procedures. It should be highlighted that any relocation will need to be fully funded by the applicant. Additionally, the bus stop may require upgrading (i.e., raised kerbs, shelter and seat) and this will also need to be wholly funded by the applicant.



Every journey. Every day.

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located along Dumers Lane bordering the site. These stops provide services to Bury and Bolton at regular intervals.

Radcliffe Metrolink station is located around a 7-minute cycle journey from the site and provides services along the green and yellow lines to Bury, Manchester and Altrincham.

It is therefore considered that there are some viable public transport alternatives to the private car for future residents.

II. Active Travel

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

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

- Footway resurfacing and renewal undertaken as appropriate.
- Ensure the provision of tactile paving and dropped kerbs across the site access and internal access junctions.
- Reinstate any redundant vehicle access points which served the former site.
- Each dwelling should have provision for secure cycle parking within the site curtilage of the property.



Every journey. Every day.

VII. Travel Plan

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

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

- A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

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

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

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
Email: landuse@tfgm.com



Every journey. Every day.