

Your ref: 70730
Our ref: BUR/24/330

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

2nd October 2024

Location: Remmets House, Lord Street, Bury, BL9 0RE

Development: Change of use of ground floor from commercial (Class E) to secondary school for 120 pupils including ancillary accommodation and teaching classrooms (Class F1a)

Dear Dean Clapworthy

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 change of use of the ground floor of Khizra House, off Lord Street from a commercial unit to a Secondary School, with 5 classrooms and capacity for 120 pupils. In terms of employees, there will be 5 teachers, 2 administration staff and 1 headteacher. The proposed hours of operation are 08:00-16:00, Monday – Friday.

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

I. Road Safety

It is not clear which five year period has been selected for accident analysis. TfGM would advise that the whole of 2023 should be included.

II. Trip Generation

The TRICS assessment contained within the TA demonstrates that development is likely to generate 30 two-way vehicle trips in the morning peak hour (08:00-09:00) and 14 two-way trips in the afternoon peak hour (16:00-17:00). The TA states that when compared to the trip generating potential of the former commercial use the impact is further reduced.

TfGM recommend undertaking a junction impact assessment where the number of trips is 30 vehicles per hour or higher. Taking into account the former commercial use, the number of trips is likely to be below the trigger for further assessment work.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the former use is a valid fallback position. Should this not be the case, it is recommended that the junction of Rochdale Road / Lord Street is assessed using development flows.

III. Mitigation

TfGM recommend that the applicant undertakes a review of pedestrian facilities of the potential walking routes to the school. Site observations have confirmed that to the east of the site there is a long stretch of Heywood Street that does not have signalised crossing facilities. TfGM would query whether the development could contribute towards improving pedestrian facilities, to ensure a safe route to the school and to encourage sustainable modes of travel.



Every journey. Every day.

IV. Proposed Access Arrangements

The TA confirms that the development will be served by an existing in/out gated access arrangement, with vehicles entering the site from Parker Street and exiting out on to Mason Street. Adequate 'In' and 'No Entry' signage and give way markings should be installed. The access points should be upgraded to include tactile paving and dropped kerbs. Any redundant access points should be reinstated accordingly.

In terms of car parking provision, 12 car parking spaces including 2 accessible bays are proposed to serve the development.

There should be a robust management plan in place which covers parent drop off and pick ups, to ensure this does not negatively impact the surrounding highway network.

The TA states that existing servicing arrangements for the building will be maintained for the proposed use.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, car parking and servicing arrangements are acceptable.

V. Traffic Regulation Order

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.

In particular, to ensure the introduction of 'School Keep Clear' markings at all access points serving the school site.

VI. Other

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



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Site Accessibility

I. Public Transport

The nearest bus stops to the site are located along Rochdale Road, around a 2-minute walk away. These stops provide services to Bury, Bolton and Rochdale Interchange and Manchester City Centre at regular intervals.

Bury Metrolink stop is around a 10-minute walk from the site and provides services along the green and yellow lines to Manchester City Centre and Altrincham.

It is therefore considered that there are genuine public transport alternatives to the private car for future staff and students.

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 staff / students, as follows:

Recommendations:

- Any redundant vehicle access points should be reinstated as continuous footway to adoptable standards.
- The access point(s) serving the site should be designed to ensure the provision of tactile paving and dropped kerbs.
- Appropriate 'School Keep Clear' markings to be installed outside all access points, to ensure that indiscriminate parking does not occur.



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III. Cycle Parking

It is important to ensure that adequate infrastructure and facilities are provided to encourage users of the site to travel by sustainable modes.

The TA refers to the provision of a cycle parking shelter, however, no further details are provided in terms of the type of shelter or the number of spaces. Cycle parking provision should be provided in accordance with the Council's adopted standards and where possible spaces in excess of the minimum provided. The spaces should be covered, lockable and secure, located within a central area and have sufficient security measures in place such as CCTV and lighting.

Staff cycle parking should also be provided within a secured, covered store, including the security measures as listed above.

Additionally, welfare facilities (changing rooms / showers / lockers) should be provided for staff / students.

IV. Travel Plan

The development will need to be supported by a robust School 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 future users of the site 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



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