

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

Our ref: TRA/22/338

Your ref: 66947

1st August 2022

Dear Sir / Madam,

Application Number: **68530**

Locations: **Land at the junction of Hollins Brook Way and Pilsworth Road, Bury, BL9 8RR**

Proposals: **Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, and continued use of an existing car park exit to Aviation Road. Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access, layout and scale included for determination)**

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning applications. 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

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.

Background

The proposed works are for the development of a Creche and Hub building on land at the junction of Hollins Brook Way and Pilsworth Road.

Highways Overview

TfGM HFAS (Highways Analytical Forecasting Service) and UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) submitted in support of the proposed application and have made the following comment

I. Accident Data

There does not appear to be any reference to road safety data trends in the TA. This should be included in the TA for the latest available five years of accident data.

II. Trip Generation

Trip generation is acceptable.

III. Trip Distribution

The raw data showing the pairing of each MSOA against each route should be provided to enable TfGM to validate the percentages of trips allocated to each route.

IV. Junction Modelling

Linsig modelling has been undertaken for the junctions of Manchester Road/Hollins Brow and M66 J3.

The modelling for Manchester Road/Hollins Brow shows that the junction is currently operating at practical capacity. The junction will operate at worse levels with the addition of development traffic.

The modelling for M66 J3 shows Pilsworth Road West operating at 110% during the surveyed PM peak period. This is technically incorrect because counted flows rather than demand flows have been used, therefore the DOS levels on all arms for the surveyed scenarios should not exceed 100%.

Notwithstanding the above, the modelling indicates that the junction is operating at capacity during the peak periods and will operate at worse levels with the addition of development traffic.

A junction improvement to provide pedestrian facilities is currently being developed at Manchester Road/Hollins Brow. TfGM would recommend that the developer provides a contribution towards the implementation of this compatible with local policies regarding contribution levels.

I. Traffic Regulation Orders

TfGM would suggest that 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.

Site Accessibility

I. 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, as well as reinstating any redundant vehicle crossings which previously served the site, 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 surrounding the building.

In the sections of the TA detailing walking there is no detail of the quality of the walking infrastructure in the vicinity of the site. Details of the quality of the footways/crossing points etc should be provided to be able to understand how access the site is for walking.

II. Cycling

The TA does not state the number of cycle parking spaces that will be available at the site.

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 cycle facilities should be covered and secure, with measures such as the installation of CCTV and appropriate lighting to ensure security. Additionally, appropriate welfare facilities (shower/changing rooms/lockers) should be provided for staff to promote and encourage cycling as an alternative to car travel.

In the sections of the TA detailing cycling accessibility there is no detail of the quality of cycling infrastructure in the vicinity of the site. Details of the quality of the crossing points/cycle lanes etc should be provided to be able to understand how access the site is for cycling.

III. Travel Plan

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

- 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;
- a marketing and communication strategy;
- handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- initial targets before first surveys are conducted

Ideally a full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site in order to encourage future employees and visitors to use sustainable modes of travel for appropriate journeys.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to staff and visitors such as concessionary bus fares, discounted cycles, journey planning etc to encourage the uptake of public transport and active travel modes.

Should Bury Council be minded to approve this application it is suggested that the further development, implementation and monitoring of full Travel Plans be attached as conditions 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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