

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

Our ref: TRA/22/408

Your ref: 68684

1st September 2022

Dear Sir / Madam,

Application Number: **68684**

Locations: **Land off Croft Lane, Bury, BL9 8QA**

Proposals: **Erection of private day nursery, together with outdoor forest school and play area, access, associated infrastructure and landscaping (Use Class E(f))**

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

Background

The proposed works are for the development of a private day nursery on land off Croft Lane in Bury, BL9 8QA.

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

TfGM HFAS (Highways Analytical Forecasting Service) and UTC (Urban Traffic Control) have reviewed the Transport Statement (TS) submitted in support of the proposed application and have made the following comments.

I. Accident Data

Road safety should be updated to all of 2021 as data is available.

II. Trip Generation

The trip generation figures are a little on the low side. HFAS have interrogated the TRICS database and using average trip rates or multimodal people trip rates scaled by modal share, obtain a trip record of 38 two-way trips in the morning period and 36 two-way trips in the evening period. This number is higher than the threshold used for junction impact assessment (30 vehicles per hour due to the development). The TS states that there is an existing car park at the site that can generate trips. If the local authority confirm that the extant use is valid, then it is likely that the number of trips per hour could be less than thirty.

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.

The TS state 'The site is considered to be accessible by both active and public transport'. Looking at the distances and info provided, this does not seem the case due to low bus provision and distance from metro station.

To encourage travel to and from the development by sustainable modes, the local authority may wish to recommend that the developer provides a controlled pedestrian crossing facility across Croft Lane.

II. Travel Plan

The development will need to be supported by a robust Travel Plan for staff 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,

Claire Smallman
Infrastructure Development Officer
Email landuse@tfgm.com