

**Remmets House, Lord Street, Bury, BL9 0RE**

**Proposed School**

**TfGM Ref : BUR/24/330**

**Our Ref : 537-24-3**

**Date 22<sup>nd</sup> October 2024**

### **Purpose**

This Technical Note has been produced to provide a response to the comments and observations made by TfGM to the application for a school at Lord Street, Bury.

### **Road Safety**

A query has been raised on the periods covered in the road safety analysis. The Figure below shows the periods that were included in the road safety analysis (2018-2022 inclusive). There is currently no data for 2023 loaded in the Crashmap database.

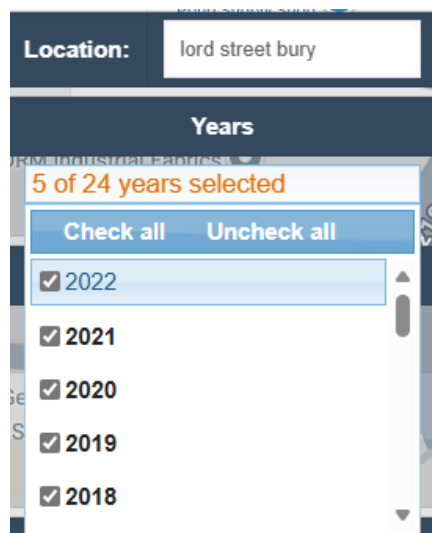


Figure 1 – Years Covered in The Crashmap Database

### **Traffic generation / traffic signal assessment**

The Transport Assessment indicated a traffic generation forecast of 30 two-way trips in the morning peak period (8am-9am). The Transport Assessment did suggest that the net traffic generation could be lower if the former commercial use is taken into consideration. The Transport Assessment has not reduced the traffic generation and the 30 two-way trips is the gross traffic generation. TfGM recommend that the junction at Lord Street / A58 Rochdale Road is modelled when there is an increase in 30 two-way trips or more. TfGM did suggest that the former commercial use was a matter for the Highway Authority to consider.

The Transport Assessment in 8.9 did suggest that not all the traffic generation shown would be new trips as some could already be on the network (ie passby, diverted trips, etc). The Transport Assessment in 8.13 onwards and Table 8 did discuss the forecast traffic distribution. Table 8 shows a total of 15 two-trips are forecast to travel through the A58 / Lord Street junction in the morning peak period. This level of traffic generation should not require junction modelling to be undertaken as it is below the TfGM



threshold. For clarity the 15 two-way trips is the gross number of trips (ie no reduction for the former commercial use, passby trips, diverted, etc)

### **Mitigation - Pedestrian Facilities**

There are dropped crossings in place on most / all crossings points on Parker Street and Mason Street. Heywood Street has dropped crossings and tactile paving on all junctions examined.

There are a number of refuge islands that assist crossing of Heywood Street and there is a controlled crossing further along Heywood Street. Site observations during the evening peak period showed that the refuge islands were well used, pedestrians were able to cross and vehicular traffic was moving at lower speeds. Children are already using the roads around the site, by crossing and walking along them, to access the building on Lord Street to attend the Academy and to attend the adjacent mosque.

TfGM has suggested a contribution to a controlled crossing. The Applicant believes that the existing infrastructure is sufficient and the access by pedestrians to the proposed school will not be a significant increase. Currently the building in Lord Street and other facilities are being accessed with no known issues.

### **Access arrangement**

TfGM has indicated that tactile paving at the crossings on the site accesses and school keep clear markings should be provided. TfGM also indicated a signing scheme comprising of 'In' and 'No Entry' signs (or similar) and give way markings.

The site accesses are existing means of access from / to Parker Street and Mason Street. The Applicant is agreeable to the 'In', 'No Entry' signs and road markings at the site access.

The Applicant does not feel that tactile paving should be insisted on as the site accesses are already in use and are being used by children to access the Academy in the building.

### **Traffic Regulation Orders**

A review has been undertaken of the existing TROs in the adjacent streets. Lord Street is well covered with waiting restrictions and so too are Parker Street and Mason Street. There are sections of unrestricted parking in some of the streets. The Transport Assessment indicated that parking could be facilitated on-street in limited bays or unrestricted sections of roads. The Applicant suggests that there should be no change to the existing TROs.

### **Cycle Parking**

There is a cycle store located at the rear of the building which has stands to cater for 8 bikes located in a shelter.

### **Travel Plan**

The Applicant submitted a Travel Plan with the planning application.