

Your ref: 70350
Our ref: BUR/24/052

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

14th February 2024

Location: **Former Tarmac Building Materials, Stopes Road, Bolton, BL3 1NR**

Development: **Full planning permission for site access (as approved under p/p 66064 & 67864 in association with the redevelopment of the site for a future residential development of up to 132 no. dwellings)**

Dear Jennie Townsend,

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 full planning permission for site access (as approved under p/p 66064 & 67864 in association with the redevelopment of the site for a future residential development of up to 132 no. dwellings).

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

I. Road Safety

Accident data should be updated to 2022/2023.

II. Trip Generation

If the existing site is still operating the trip rates for this should have been determined by carrying out a survey at the access.

III Junction Impact Assessment

The site access should have been assessed as this will have trips in excess of 30 vehicles per hours due to the development.

V. Other

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

Site Accessibility

I. Public Transport

The closest bus stops to the site are located on the A6053 Stopes Road. The eastbound bus stop is located 150m west of the priority junction with Stopes Road, and the westbound bus stop is 200m west of the priority junction with Stopes Road. Both bus stops have bus box markings, bus shelters and flag posts. Bus frequencies are relatively low.

II. Active Travel

In order to maximise the benefits of the site's location, 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.



Every journey. Every day.

To promote active travel and link in with the surrounding environment, the applicant should ensure provision of the following:

- The condition of the footways surrounding the site should be improved as part of development, which would help to improve pedestrian accessibility.
- Any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards.
- Tactile paving and dropped crossings should be installed across either side of the site access point(s).
- Provision of continuous 2-metre-wide footways throughout and surrounding the development.

The TA states that the pedestrian access into the site from Stopes Road will be enhanced with designated 2m wide footways provided.

In terms of cycling parking, the TA states that It is proposed that the development fully meets the council cycle parking standards. However, there is no indication on the number of cycle parking spaces that will be provided. This should be clarified.

III. Travel Plan

To encourage sustainable travel choices, it is important that the development is accompanied by a full Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Travel Plan should 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;
- Targets and monitoring arrangements.

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 residents to use sustainable modes of travel for appropriate journeys.



Every journey. Every day.

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.

We 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,

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Department
Transport for Greater
Manchester
Email:
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Every journey. Every day.