

Your ref: 72821 / 73354

Our ref: BUR/26/220

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

8th July 2026

Location: **Land East of Walmersley Road, Bury BL9 5JX**

Development: **Outline application for mixed use development for up to 350 dwellings (Use Class C3), up to 2,500 sqm employment/commercial uses (Use Classes E(c), E(d), E(e), E(f) and E(g)(ii) and E(g)(iii)), a local centre comprising up to 249 sqm of retail floorspace (Use Class E(a)), mobility hub, public open space and associated infrastructure (all matters reserved other than access)**

Dear Jennie Townsend

Thank you for consulting Transport for Greater Manchester (TfGM) on the above pre-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

TfGM scoping advice has been requested by Bury Council in respect of a mixed-use development for up to 350 dwellings, up to 2,500 sqm employment/commercial uses, a local centre comprising up to 249sqm of retail floorspace, a mobility hub, public open space and associated infrastructure. The application site is located on land to the east of Walmersley Road in Bury.

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.



A Transport Assessment has been provided alongside this pre-application, which has been reviewed by TfGM as below:

1. Site Specific Comments

- Traffic Counts

Traffic counts have been undertaken at the following junctions:

- Junction 1: A56 Walmersley Road / Walmersley Old Road / Springside Road.
- Junction 2: A56 Walmersley Road / M66 Off-Slip.
- Junction 3: A56 Walmersley Road / M66 On-Slip.
- Junction 4: A56 Manchester Road / Bury New Road.
- Junction 5: A56 Whalley Road / Wood Lane.
- Junction 6: M66 / A56 (Edenfield) Roundabout

The study area should be expanded to include all junctions experiencing an increase of 30 vehicles per hour in the peak periods as a result of the development.

The traffic counts have been growthed to 2028 and 2033 utilising TEMPRO, which have been applied correctly and the proposed forecast years are also acceptable.

- Committed Developments

The TA includes committed developments and has included the Edenfield masterplan. The TA states that it is not aware of any other developments in the vicinity of the proposed development – this should be confirmed with Bury MBC.

- Trip Generation & Distribution

The trip generation for the residential component has been derived using TRICs and the resulting trip rates are sensible. The TA notes that this development is following TfGM's vision led approach and the site in essence will have sufficient on-site facilities that should reduce the number of trips. As such a number of reductions have been made, mainly for shopping trips utilising data from Sainsburys Nectar regarding shopping habits, and that the site will have convenience store(s) to reduce 'small shops'. TfGM HFAS cannot confirm the validity of the data from Sainsburys Nectar, but it does appear to be from a reputable source and results in a reduction of 25% for shopping trips.



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Similarly, evidence is given for trips associated with school trips and the evidence given is intuitively correct if the site does indeed include a Primary School to promote walking trips.

For the employment element TRICs has been utilised and these trip rates are representative, resulting in a small number of trips, and no reductions have been applied to this element which is acceptable.

The trips have been distributed utilising Census data which is a common approach and has been applied correctly.

- Junction Assessments

The northern and southern accesses to the site have been assessed using Junctions (PICADY). The analysis is appropriate and shows that these junctions will operate well within capacity. TfGM's review does not include the junction of the A56 Walmersley Road / M66 On-Slip as this will be reviewed by National Highways.

- Mitigation

The applicant should consider the provision of controlled pedestrian crossings at the junction of Springside Lane/Walmersley Road and also along Walmersley Road in the vicinity of the site, to encourage travel to and from the site by sustainable modes.

2. Vision Led Approach

As part of any application, we would expect a description of the transport vision for the development in accordance with NPPF 2024 paragraphs 115-118. This should include:

- An assessment of existing baseline conditions and travel habits using appropriate TRICS and census data to establish baseline, destination and mode of travel.
- Creating a vision specific to the site, considering its location and context. This should include setting a measurable target (specified in terms of percentage change) for modal shift away from private vehicle trips towards walking, cycling wheeling and public transport in line with the GM Right Mix vision.



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- An assessment of the location of existing facilities that future residents are likely to want to travel to/from – these should be analysed spatially using maps.
- Identifying measures within and outside the development red line boundary to encourage active travel (walking, wheeling and cycling) and public transport for all users (including vulnerable users and those with disabilities). An analysis of existing public transport provision within reasonable walking distance should be included.
- Establishing a framework design code for movement such that active travel can be easily embedded within the development, in accordance with GM Streets for All design guidance; and a narrative of how the designs will promote pedestrian movements and reduce car dependency.
- An assessment of how a vision-led approach to transport at the site would affect and mitigate the environmental effects and impacts of the site.

3. Site Accessibility by Sustainable Modes

Walking and cycling should form the natural mode choice for shorter trips and also provide a viable option to facilitate longer trips through providing easy access to public transport. New developments should connect with, and enhance, existing walking and cycling networks in their vicinity, and also provide high quality facilities and networks for walking and cycling within development sites.

The TA should include a comprehensive review of the existing provision in the vicinity of the site for all pedestrians including those with disabilities. In addition to walking distances and pedestrian desire lines, pedestrian environment (including footway condition and widths) and pedestrian safety and security should be considered. An audit of the footways in the vicinity of the development should be undertaken and improvements identified.

A comprehensive review of the cycling infrastructure in the vicinity of the proposed development should also be undertaken. This should include an assessment of the connectivity of the site with existing cycle routes. The quality and condition of existing infrastructure, cyclist safety and security should also be considered.



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The catchment area for cycling, walking and public transport should be captured in maps. The quality of the routes for pedestrians and cyclists should be described and this should include a description of any signing for cycle routes as appropriate.

The TA should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required, in particular, assess the quality of the surrounding bus infrastructure i.e. upgrade to shelters etc.

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted. The applicant should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).

It should be highlighted that LTN/1/20 has been introduced by the DfT and this has changed the requirements for the design of cycling provision.

Details of cycle parking facilities for the proposed development (e.g. number of spaces, location and type) should be provided and shown on plan. The proposed number and arrangement of cycle parking should be supported within the Transport Assessment by policy analysis and data on other similar developments within a sensible study area.

4. General Comments - Transport Analysis

- I. A description of current baseline traffic conditions in the area.
- II. An analysis of injury accidents during the most recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.
- III. Up-to-date traffic counts should be used in any assessments - scope to be agreed with the Local Highway Authority (LHA), TfGM UTC and HFAS. TfGM can be contacted in respect of the availability of any traffic counts in the area that could be used for the assessment.



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- IV. A clear estimate of the level of new traffic likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.
- V. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such as Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.
- VI. For housing sites in particular, a people and place based approach, considering the purpose of trips in peak hours from the Greater Manchester Travel Diary data or from the National Travel Survey would be welcomed to avoid building in car dependency by assuming all trips in peak hours are for work purposes.
- VII. An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).
- VIII. An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.
- IX. In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:
- Base Flows
 - Committed Development Flows
 - Proposed Flows
 - Proposed Distribution
 - Base plus Committed plus proposed development
 - Future plus Committed plus proposed development
- X. TfGM HFAS recommends an increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas.



- XI. The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) and the LHA in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation.
- XII. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.
- XIII. A swept path analysis should be provided for any vehicular access.
- XIV. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.
- XV. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

5. Mitigation Measures

Impacts of the development should be identified through the above assessment work. The applicant should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM UTC and the Local Authority who will be happy to work with the developer to agree an approach.

The TA should consider the impact of the development on the existing public transport networks in terms of additional person trips and the need for the extension of bus services. Mitigation measures should be considered where appropriate.

6. Travel Plan

A Framework Travel Plan for the development should accompany any future planning application.



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7. Other

If there are any changes planned for bus infrastructure, for example relocation of existing bus stops or the creation of new bus parking areas, TfGM would request that the applicant liaise directly with TfGM's bus infrastructure team who can be contacted at Shelters@tfgm.com.

8. Suggested Useful Guidance

In relation to walking, the importance of providing and maintaining good quality footways, free from obstruction and wide enough for when they are at their busiest, is critical to encourage and maximise walking levels associated with new developments. Useful guidance on street layouts which encourage walking is provided in Manual for Streets (Department for Transport, 2007). MfS provides guidance on lightly trafficked residential streets, and Manual for Streets 2 (CIHT, 2010) further develops the principles of the first Manual for Streets for application in wider circumstances on busier streets, including town and district centres.

In relation to cycling, infrastructure should be designed in accordance with current Greater Manchester Cycling Design Standards, the latest version of which is available from the TfGM website or by emailing cycling@tfgm.com. In particular, connections to/from and within developments should be designed in accordance with the Key Design Criteria of Safety, Coherence, Directness, Attractiveness and Comfort. A general principle is that infrastructure should be designed to be attractive to those who do not currently cycle, in order to drive the increase in cycling's mode share.

GM Streets for All design guidance should also be consulted and referenced in preparing the site designs and any documents supporting the planning application.

TfGM would encourage the applicant to review the Bee Network Map online via TfGM's website to determine whether there is an opportunity for this development to connect into the proposed Bee Network.

I hope you find these comments useful in the pre-application process. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.



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Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
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