



4.8

Transport and Highways



SUSTAINABLE AND ACTIVE TRAVEL

To promote a well-connected, attractive town centre it will be important to concentrate vehicle movements around the edge of the town centre. Vehicle movements associated with servicing and waste and private vehicle usage therefore require careful consideration. The design and operation of proposals is therefore of fundamental importance to the success of the Mill Gate, in creating an improved environment that maximises permeability and connectivity. Interventions to de-engineer the highway network will also play a key role in maximising the quality and function of key public spaces and supporting connections between existing surround communities and the town centre.



- Future proposals should seek promote multi-modal sustainable travel by integrating into the public transport network, including by leveraging the benefits associated with the Interchange. Strong connections to tram stops and bus services should therefore be prioritised to encourage active travel and public transport usage. This will be important to promote low carbon movement and reduce reliance on private vehicle use.
- Future proposals should seek to ensure alignment with planned infrastructure by Bury Council and TfGM, including the new Interchange, segregated cycle ways, Quality Bus Corridors, Active Travel and Streets for All proposals.
- Future proposals should seek to enhance the active travel network by delivering pedestrian and cycle friendly routes that are accessible and attractive. This should include delivering increased cycle parking provision and infrastructure which should integrate into the Greater Manchester Bee Network and National Cycle Routes.

Future proposals should adhere to the following:

1. Provide high levels of sufficient, secure cycle parking provision for residents and workers.
 2. Provide visitor cycle parking, which should be carefully integrated into the design of the public realm. All cycle parking provision within the public realm should be appropriately located to maximise passive surveillance.
 3. Cycle parking should include provision for non-standard cycles (such as adapted cycles, trailer, tricycles, tandem bikes, cargo bikes etc.) and for charging e-bikes.
- Opportunities to deliver a mobility hub within the Framework should be explored. This should include dedicated secure cycle parking and parcel delivery function that serves local residents and workers.



HIGHWAYS

- Opportunities to de-engineer the highway within key public square should be explored to enhance the quality of these spaces. In particular, this should be explored as part of any public realm enhancements to Kay Garden and Market Place.
- Proposals to de-engineer the highway network should create improved gateways and connections into the town centre.
- Future proposals should explore opportunities to proactively engage and work with Bury Council and TfGM to fully explore the possible reprofiling of Market Street to provide a new access into George Yard and an enhanced pedestrian experience at Kay Gardens, Market Street and Market Place.
- Future proposals should seek to support and advocate future opportunities to reprofile Angouleme Way in order to significantly improve pedestrian and cyclist connections in the long-term.

7. Transport and Highways



SERVICING AND WASTE

- A new servicing and refuse strategy shall be produced and implemented for the Mill Gate. The strategy should maximise opportunities to reduce the amount of servicing space, restrict servicing and waste vehicle movements at certain times of the day, and simplify associated routing.
- Proposals should seek to ensure that servicing and waste arrangements not compromise the quality and function of public spaces.
- Opportunities should be explored to rationalise provision of servicing yards within the Framework area to improve permeability and connectivity, whilst also maintaining the function of servicing areas for retailers and traders. This should support the establishment of a clear of routes whilst providing a more pedestrian and cycle friendly environment.
- Main building entrances should usually be located on primary routes, with servicing and waste activities being directed to more secondary routes. This should promote the vibrancy of key streets and spaces.
- Where possible, servicing and waste arrangement should be focused at the peripheries of the Framework area, close to key arterial routes, such as Angouleme Way. This should seek to minimise servicing and waste vehicle movements within the Framework area and reduce conflict with pedestrian and cycle movement. Where necessary, servicing and waste activities should be directed to more secondary routes, away from primary routes to promote the vibrancy of key streets and spaces.



CAR PARKING

- It is expected that the existing MSCP will be retained to ensure accessibility and inclusivity where individuals may be unable to rely on more sustainable modes of travel (e.g. those with reduced mobility). This approach recognises the key role Mill Gate and Bury Town Centre will continue to play as a central hub for surrounding communities.
- Opportunities should be explored to improve the quality of the environment around the existing MSCP. Proposals should seek to maximise opportunities to improve access and egress from the MSCP and minimise the impact of existing vehicle routes within the centre of the Framework area.
- Future proposals should demonstrate the parking demand and how alternative provision or solutions can be delivered that reduces reliance on private vehicles within the area over time. This may include retaining existing levels of car parking within the Mill Gate MSCP, reduce car parking provision within service yards should be and redirecting this to the MSCP.
- Any additional demand for car parking provision should be managed via management of existing assets and ambitious Sustainable Travel Plans. Where there is a clear identified, evidenced need for additional car parking this should be integrated into the design of buildings to limit visibility or visual impact from key routes and spaces.
- Parking provision should include appropriate accessible parking provision.
- Opportunities should be sought to provide of electric vehicle charging points within the Mill Gate MSCP.
- The potential to develop a Framework-wide parking strategy should be explored. This should present opportunities to reduce parking usage within the town centre and promote more sustainable travel. This may include the introduction of a car club which provides an effective way of reducing private car ownership and limiting associated parking.

