Transport for Greater Manchester

Transport for Greater Manchester

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19th February 2024

Location: **Longfield Shopping Centre/Car Park, Fairfax Road Car Park and adjoining land at Bury New Road, Rectory Lane and Fairfax Road, Prestwich**

Development: **Hybrid application: Full planning application for demolition of existing buildings/structures and erection of phased mixed use development including a Community Hub comprising flexible uses including library, offices, medical or health services (Use Classes F1 (a-f), F2(b), E(c), E(e), E(g)) and retail uses (Use Classes E(a), E(b) F2(a)) and Sui Generis (hot food takeaway and bar), a new Market Hall (Use Classes E(a), E(b) and Sui Generis (hot food takeaway and bar)), a Commercial Building comprising flexible uses including retail, offices, gymnasium (Use Classes E(a), E(b), E(c), E(d), E(g), F2(a), a Travel Hub comprising car parking and cycle parking (Sui Generis), a public square and public realm and associated landscaping, car parking provision, cycle storage and other associated works; Part Outline planning application (with all matters reserved) proposing a phased residential led mixed use development comprising residential (Use Class C3), flexible commercial, business, service, local community and learning uses (Use Classes E, F) and Sui Generis (hot food takeaway and bar), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage and other associated works**

[1]TfGM 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. [2]TfGM 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.

Dear Claire Booth,

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 above.

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The application seeks approval for the redevelopment of part of the Longfield Shopping Centre / Care Park at Bury New Road, Rectory Lane and Fairfax Road in Prestwich.
TfGM previously provided scoping advice in June 2023 and again in October 2023.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessmentr (TA) issued in support of the proposed development and have provided comments in respect of the relevant sections. The document reviewed is the document referenced as 'Report Type Date Transport Assessment v2.1 17 January 2024'.

I. Parking

The parking provision, as listed in the TA, will be as follows:

- A total of 316 parking spaces, with 275 in the new Travel Hub at Fairfax Road.
- 15 parking spaces 'on-street' on Rectory Lane, and at the Community Hub at Plot A, of which 2 will be reserved for on-call doctors if required based at the potential health facility to be located in the Community Hub, 7 are standard parking spaces and 6 are disabled parking spaces. • 26 on-plot residential spaces, of which 14 are disabled parking spaces and 12 are standard bays.
- In total there are 63 residential parking spaces (37 in the Travel Hub and 26 on site), 14 of which are accessible.
- There are 275 spaces in the Travel Hub, of which 37 will be for residents only, therefore 238 are for the general public to use. 20 are accessible spaces.
- 28 active EV spaces are provided (10% of parking at the MSCP), of which 2 are accessible. Moreover, there will also be passive provision in place to ensure further installation if needed in the future.

TfGM would defer to the Local Authority to confirm if the parking provision is in accordance with their requirements. We would advise that, if possible, advance warning signs be introduced well in advance of the parking areas to advise drivers in advance if

the parking areas are full. This may help avoid unnecessary turning movements on the local highway network which add to congestion during busy periods.

II. Trip Generation

For the trip generation assessment, the development location has been taken as 'town centre'.
TfGM are of the view that if the Bury Local Authority boundary is taken into consideration on its own, then Bury Town Centre would be the town centre location and not Prestwich.
Using town centre sites is not representative of the future development location and leads to the determination of trip rates that are lower than what would be anticipated for such a location.

However, as this point has been made previously, TfGM would defer to the LA to determine if the consultant's proposed approach is acceptable.

III. Traffic Growth

In terms of traffic growth, TfGM maintain their previous comment namely that traffic growth should be applied to the assessments. Growth including 2023 is shown by the permanent data count data located in the vicinity of the development. However, as this point has been made previously, TfGM would defer to the LA to determine if the consultant's proposed approach is acceptable.

IV. Traffic Flow Diagrams

In terms of the traffic flow diagrams TfGM cannot consider the traffic flow diagrams valid as they do not include appropriate traffic growth.

V. Traffic Regulation Orders

Appropriate Traffic Regulation Orders should be introduced to deter on-road parking in the areas surrounding the development.

VI. Other

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

In terms of proposed land-uses, we would ask the local authority to confirm that the final proposed land-use breakdown is as listed in the latest TA as this has changed since the scoping stage. Perhaps a condition could be introduced to limit the development strictly to the land-uses listed in the TA.

VII. Junction Modelling

The LINSIG modelling needs corrected before it is able to show correctly the impact of the development:

- The lane structure for Bury New Road North heading south shows two full lanes (Arm 1) feeding into two full lanes (Arm 7) - in reality southbound from the junction is a merge from two lanes down to one lane – as such the modelling is over estimating the capacity of Bury New Road Southbound – this should be correctly modelled.

- The stages are not modelled correctly – stage 2 is Fairfax Road and stage 3 is Chester Street.

- Four vehicles right turn storage from Bury New Road into Chester Street is excessive and overestimates the number of vehicles turning right.

- The junction do not run 82 or 107 second cycle times – the junction runs on 96 second cycle times during the Peak periods.

Site Accessibility

I. Public Transport

The TA states that existing bus stops will be retained with high quality pedestrian connections to them, as well as improved connections to Prestwich Metrolink tram stop across Rectory Lane, with improved crossing facilities provided.

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.

Pedestrian access to the site is limited by the lack of any signalised pedestrian facilities at the junction of Bury New Road – Fairfax Road. These should be provided by the developer. It is noted that there have been two pedestrian KSIs at this junction. Note that there are no funded plans to add signalised pedestrian facilities to the junction.

Any footways less than 2.0 metres are sub-standard and not providing enough width for pedestrians and other users of the footways. This issue should be addressed as part of the development. Provision of continuous 2-metre-wide footways throughout and surrounding the development.

From the information provide the cycle access to the site is poor – provision should be made for improving the cycle infrastructure for accessing the site.

Cycle parking – how the short-stay cycle parking is to be kept safe and secure should be explicitly described.

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 Staff 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.

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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