



Memorandum

To Jennifer Atkinson

From [REDACTED]

Date 29 May 2025

Subject **142464/FO/2025**

Erection of a residential development comprising 498 dwellings (Use Class C3a) together with landscaping, sustainable drainage features, pedestrian footways, vehicular accesses and highways, parking provision and other associated works

We have reviewed the above application in relation to highways and our comments are as follows:

CONTEXT

The development is situated adjacent to the adopted highway.

A 20mph speed limit is in place along Riverpark Road. No Waiting at Any Time is in place along Riverpark Road north and Limited Waiting (90-minutes No Return Within 4 Hours, 12pm - 11pm exemption for residents with permit) is in place along Riverpark Road south.

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

Traffic Survey:

- o On-street parking survey undertaken along Riverpark Road between 06:00 - 20:00 on Thursday 27th and Saturday 29th July 2024.
- o Results suggest that there is spare capacity within the surveyed area.

Trip Generation:

- o The TA states that in relation to the Base + Industrial Estate the usage at Riverpark Road Industrial Estate has been reduced due to winding down of facilities and various leases ceasing.
- o TA notes that out of the total 32,000m² GFA only 7,920m² GFA has leases till the end of July 2024 (24% total).

- o Traffic surveys therefore noted 46 two-way trips in the AM peak and 28 two-way trips in the PM peak.
- o Extrapolating this to 100% it would equate to 195 two-way trips in the AM peak and 117 two-way trips in the PM peak.
- o TRICS assessment undertaken to understand the potential fully occupied Industrial Estate.
- o Trading Estate could generate 171 and 172 two-way vehicle movements in the observed AM and PM peak hours
- o Therefore, it is noted that factoring up cannot be relied upon and therefore Highways are satisfied with the TRICS assessment,
- o TfGM state that the netting off exercise is considered unrealistic as the traffic flow direction / tidal flows will differ between the existing uses and the proposed development uses. The development will generate a higher number of trips departing in the morning compared to the existing use. The existing use will generate a higher number of trips departing in the afternoon compared to proposed use. As such the figures provided in Paragraph 5.7.3 of the TA may not be representative due to the difference in trip patterns between the existing and proposed uses.

Net Impact:

- o Proposed development will result in 53 fewer two-way trips in the AM peak and 62 fewer trips in the PM peak.
- o In terms of the impact on the 6 junctions the development will reduce in an overall impact across all.
- o Apart from J4 which will see an increase in 7 trips in the PM peak.

Junction Modelling:

TfGM UTC have reviewed the LINSIG modelling and have provided the following comments:

- o Briscoe Lane / Hulme Hall Lane:
- o The modelling shows that the junction is currently operating within practical capacity. In the "with development" scenarios, the junction is predicted to exceed practical capacity in the evening peak.
- o Recommendation: TfGM UTC would request that the development funds the refresh and revalidation of SCOOT at this junction to enable further operational efficiencies to be implemented. Additionally, it is recommended that the development funds the provision of a CCTV camera at the junction to facilitate manual traffic interventions if required.
- o Ten Acres Lane / Briscoe Lane:
- o The modelling shows that the junction is currently operating within practical capacity. In the "with development" scenarios, the junction is predicted to exceed practical capacity. As part of the Jacksons Brickworks development, an additional lane has been proposed on the southbound approach. This has been modelled.
- o Note: However, as part of the Jacksons Brickworks development, TfGM also asked for an all-red pedestrian stage to be provided at this location.
- o Alan Turing Way / Gibbon Street:

- o The modelling shows that the junction is operating within practical capacity in the morning peak. In the evening peak, the junction is operating at practical capacity. In the "with development" scenarios, the junction will operate at worse levels.
- o Recommendation: TfGM UTC would request that the development funds the refresh and revalidation of SCOOT at this junction to enable further operational efficiencies to be implemented.

- o Alan Turing Way / Ashton New Road:
- o The modelling shows that the junction is currently operating at theoretical capacity in the morning peak. In the evening peak, the junction exceeds practical capacity. In the "with development" scenarios, the junction is predicted to operate at worse levels.
- o Recommendation: TfGM UTC would request that the development funds the refresh and revalidation of SCOOT at this junction to enable further operational efficiencies to be implemented.

- o Ten Acres Lane / Riverpark Road:
- o Recommendation: TfGM UTC would also request that as part of the development, alterations are made to the junction of Ten Acres Lane / Riverpark Road, to tighten up the junction and improve visibility for pedestrians. This was raised as part of scoping discussions, but there is no mention of this improvement within the TA.

TRAFFIC REGULATION ORDERS:

- o TfGM would suggest that it may be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

HIGHWAYS SAFETY:

- o TfGM database reviewed.
- o 15 collisions
- o Noted that there is a cluster at Alan Turing Way / Briscoe Lane, Briscoe Lane / Grimshaw Lane and Briscoe Lane / Ten Acres Lane.
- o Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

SITE ACCESSIBILITY:

- o The site is well accessed by sustainable modes.
- o Regular bus services and Metrolink services are available within walking distance of the development site.
- o GMAL rating between 4 - 5.

PARKING AND ACCESS:

Existing Access Riverpark Road:

- o TA confirms that existing accesses off Riverpark Road will be removed, and footway reinstated - acceptable to Highways in principle.
- o Works will be subject to a S278 agreement.

Proposed Access Points:

- o TA confirms that 6 new access points will be provided.
- o 2.4m x 25m visibility splays can be achieved at all the proposed vehicular access points - acceptable in principle.
- o Drawing '85926-CUR-XX-00-D-TP-05003 Rev P04 / Swept Path Analysis Large Car' demonstrates that a large car can access and egress from the access. This is acceptable in principle.
- o Drawing '85926-CUR-XX-00-D-TP-05001 Rev P04 / Swept Path Analysis Fire Tender' demonstrates that a Fire Tender can access and egress from the access. This is acceptable in principle.

Note that all proposals are subject to detailed design at S278 stage.

- o Requested that dropped kerbs/tactile paving are in place across the access points.
- o Requested that double-yellow TROs are in place at the new access points to maintain safe levels of visibility.

Internal Road:

- o TA confirms that internal roads will have 5.5m carriageway width with 2m footways on both sides.
- o Acceptable in principle.
- o Confirmation is requested on the proposed adoption status of the development. A plan detailing this would be helpful.
- o 4.8m private driveways to parking adjacent to plots 166-170 and plots 177-181. 2m footway on one side of the carriageway to allow access to dwellings. Acceptable in principle.
- o 4.8m carriageway at access road to the rear courtyard parking via a private access road. Noted that this was discussed and agreed with Planning during the pre-application process.
- o The site is located within the Etihad Campus Residents Parking Zone. As such, any new residential development would need to fund appropriate TROs within the site, along with a commuted sum requirement to fund future monitoring across the site.

Car Parking:

- o 100% parking proposed for dwellings.
 - o Plans confirm that driveway spaces are 6m x 3m. This is acceptable to Highways.
 - o As per Highways pre-application comments driveways should be located at least 10m away from junctions for safety reasons.
- Visibility splays should be kept clear at these driveways.

Proposed boundary treatment and vegetation at driveways within 10m or less of a junction / corner should be managed to ensure visibility is kept clear.

TROs should be in place to ensure visibility splays are kept clear.

- o Plots 31 - 55, 95 - 99 and 120 - 132 front onto Riverpark Road and therefore parking spaces will be at the rear of the properties.
- o As the parking areas would reduce the impact and overspill onto Riverpark Road this is deemed acceptable for this application.

- o 154 parking spaces are proposed for the apartments - provision of 56%.
- o Confirmation should be provided on how these spaces will be managed.
- o Plans confirm that apartment parking spaces are 2.5m x 5m with a 6m aisle width. This is acceptable to Highways.

EV CHARGING

- o All car parking spaces will be equipped with EVC. Acceptable to Highways.

S1 ROAD SAFETY AUDIT:

- o An independent RSA was undertaken by JBartlett Consulting Ltd.
- o Problem 1: at all access junctions and wider internal road network
- o No pedestrian crossing facilities identified.
- o Highways would request that the above is noted, and pedestrian crossing facilities identified.
This should include dropped kerbs and tactile paving at junctions and within the site.

- o MCC Highways requested that the Designers Response is provided for comment.

OFF-SITE HIGHWAYS WORKS:

- o A 1.5m cycle lane is proposed along the northern side of Riverpark Road for the extent of the site frontage.
- o TfGM and MCC view the width of the cycleway to be too narrow; the cycleway needs to be designed to current standards. The design of this will need to be agreed with the LHA and TfGM.
- o The TA confirms that two controlled pedestrian & cycle crossing is proposed along Riverpark Road.
- o Confirmation is requested on whether these will be a zebra crossing arrangement.
- o The design will need to be agreed with the LHA and TfGM. Given, the site location, the crossings are acceptable in principle, providing traffic calming is introduced along the route to ensure speeds at or below 20mph (consistent with the speed limit). Additionally, the position of the crossings needs to be designed to consider desire lines to ensure their use.
- o As per Highways pre-application response:
- o It is requested that the footway and carriageway along Riverpark Road is resurfaced.
- o It is requested that the faded road-markings along Riverpark Road are refreshed.
- o It is requested that footways are widened where width falls below 2m.
- o It is requested that traffic calming measures are in place to reinforce the 20mph speed limit along Riverpark Road.
Noted that Riverpark Road is c. 800m in length and therefore consideration should be given on additional traffic calming in addition to the proposed crossings. It is requested that outline design is in place prior to determination.
- o Review the existing street lighting provision surrounding the site, to determine whether any improvements are required.
- o As per Highways pre-application response it is noted that Riverpark Road junctions with Briscoe Lane and Bank Bridge Road are wide/sweeping and do not benefit pedestrian movements. It is recommended that a further review of these junctions is taken forwards to

understand whether works can be undertaken to rationalise these junctions together with provision of pedestrian crossing facilities.

CYCLE PARKING:

- o 100% cycle parking proposed - acceptable to Highways
- o Cycle shed in rear gardens of all houses.
- o Cycle store located adjacent to each apartment block.
- o Acceptable to Highways.

- o TfGM would note that all cycle parking should be to LTN1/20 standard. The cycle parking should be located internally or within a secure store and benefit from security measures such as CCTV and lighting with plenty of natural surveillance. Cycle maintenance tools should also be provided.

BOUNDARY TREATMENTS:

- o It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.
- o The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING:

Dwellings:

- o Designated refuse storage has been accommodated for each individual dwelling with kerbside collection noted from the internal road.
- o Drawing '85926-CUR-XX-00-D-TP-05002 Rev P07 / Swept Path Analysis 11.2m Refuse Vehicle' demonstrates a refuse vehicle can enter, manoeuvre and egress the site.
- o This is acceptable in principle.
- o As requested at pre-application double-yellow TROs will be needed on turning heads to ensure refuse vehicles can manoeuvre.

Apartments:

- o It is understood that a bin store will be in place on the ground floor.
- o It is understood that bins will be collected from Riverpark Road.
- o Confirmation of the refuse collection point is requested.

A Waste Management Strategy and Service Management Strategy should be in place and be conditioned.

TRAVEL PLAN:

- o An Interim Travel Plan has been provided as part of the application.
- o TfGM state that the Interim Travel Plan is welcomed. In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of the site to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.
- o The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN:

- o A CEMP and Construction Traffic Management Plan has been prepared to outline measures associated with the construction of the proposed development.

Further information for the full CMP is provided below.

A Construction Management Plan should be conditioned.

The CMP should be submitted prior to the start of works. This should include:

- o Phasing and quantification / classification of vehicular activity.
- o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- o Consideration of ongoing construction works and contractor parking in the locality.
- o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

SUGGESTED CONDITIONS:

EVC

Cycling

Off-Site Highways Works

- o 6 x access points.
- o Dropped kerb and tactile paving at access points.
- o Cycle lane on northern side of Riverpark Road.
- o 2 x parallel cycle & pedestrian crossing.
- o TROs at site access points.
- o Resurface footways on Riverpark Road.
- o Renew faded TROs along Riverpark Road.
- o Footways along Riverpark Road widened to 2m where necessary.
- o Traffic calming along Riverpark Road.

TROs at turning head and pinch points within the site.

Appropriate funding for TRO within the site, along with commuted sum required to fund future monitoring across the site.

Waste Management Strategy

Service Management Strategy

Travel Plan

CMP

Highways Reference: 16978/FO/2025