

## **TOWN AND COUNTRY PLANNING ACT 1990**

**Appeal by: Redrow Homes**

**Site Address: Land to the East and West Warburton Lane  
Warburton Lane**

**Warburton**

**WA13 9TT**

**LPA reference: 98031/OUT/19**

**PINS reference: APP/Q4245/W/19/3243720**

**REBUTTAL PROOF OF EVIDENCE OF MR JOHN MORLEY**  
**REGARDING HIGHWAY TRAFFIC AND TRANSPORT**  
**MATTERS ON BEHALF OF**  
**THE LOCAL HIGHWAY AND PLANNING AUTHORITIES**

28 September 2020

## **1.0 Junction Mitigation**

The need for junction improvements is agreed and is as set out in my highways proof of evidence. Amey, on behalf of Trafford MBC are preparing a high-level cost estimate for the Flixton Road junction improvements as indicated on SCP's drawing SCP/16544/SK13 Revision C, including the remote pedestrian crossing facility on A6144, Manchester Road, to the west of the main junction. This figure is not yet available, but it is anticipated that this will be available prior to the Inquiry.

## **2.0 Junction Mitigation Triggers**

In relation to the triggers for the junction improvements the LHA do not agree with section 2.4 of the Appellant's Highways Proof of Evidence that these improvements could be delayed until after the occupation of the 100<sup>th</sup> dwelling, for the reasons set out in my Proof of Evidence. The junctions on the A6144, Manchester Road are already overcapacity and experience long queues and delays. Any further increases in demand on this route, no matter how small, will lead to significant increases in queues and delays.

## **3.0 Public Transport**

3.1 TfGM has advised that the only way of addressing the location's poor public transport offer is by waiting for a public transport strategy to emerge as part of the wider GMSF allocation primary argument relating to public transport.

3.2 However, in the absence of this, and in view of the Appellant's evidence on public transport, in addition to the local bus stop infrastructure improvements, we amend our requirement for contribution to Public Transport, to those shown in my Proof of Evidence at paragraphs 6.7.2 and 6.7.2 i.e. £150k per year for 5 years for the Cat 5A service, totalling £750k (see below) and £200k per year for 5 years, totalling £1m to

fund an additional bus per hour Altrincham interchange, including an evening service, an overall contribution of £1.75million (i.e. we are no longer require a contribution to for the school service).

- 3.3 The Appellant proceeds on the basis that our request in respect of CAT5A is simply to replace existing public subsidy. That is not the case. In terms of the CAT5A service, this was an alternative tender option that was offered by Warrington's Own Buses (a municipal bus company owned by Warrington Borough Council) at the time of tender to maintain a 30 minute service between Altrincham and Warrington. It was a choice of Warrington's Own Buses to operate the service, and was strategic rather than commercial.
- 3.5 The period covered by that tender is due for expiry in April 2021, and the tender for the following period from TfGM's perspective would only be for the CAT5 service. [Note that the Cat5 does not serve Partington whereas the Cat5A does.]
- 3.6 Warrington's Own Buses may offer an alternative to maintain the current service provision but that is unknown. A key reason for Warrington's approach maintaining the 30 minute service to Altrincham (namely the Cat5 and the Cat5A) was because it was an extension of the 10 min service between Warrington and Lymm. Warrington's main strategic requirement was for a regular (10 min) service to Lymm and running the Cat5 and Cat 5a services to Altrincham allowed them to do this in a way that was viable at the time. Two factors therefore came together – Warrington's wish for a regular Lymm service which this service would support and TfGM wish for improved Altrincham/Partington/Warrington services. There can be no confidence that both Warrington and TfGM will consider the CAT5A as a priority in the next tender round. But for this site, connections to Altrincham and Warrington are important – and if the CAT5A is lost there will be reduced frequency (and therefore less attractive services) to Altrincham (the second most significant trip attractor for

Partington, after Manchester City Centre) and no services to Warrington (which is also a highly significant trip attractor for Partington, especially in terms of jobs).

3.7 TfGM is unlikely to be able to afford to subsidise both the Cat 5 and the Cat 5A.

Partington isn't really 'strategic' at present; it's a comparatively small settlement (notwithstanding the planned development) and does not generate much demand.

3.8 This will be true even should the proposed development come forward, although should the whole of the New Carrington allocation come forward the situation will be very different and there will be considerably more demand for services from Partington.

3.9 Requests for subsidy in this sort of situation are not unusual for development in peripheral locations where local services are subject to public subsidy and therefore cannot be relied upon in the long term. Cross boundary services such as this are inherently more at-risk because the requirements of each authority are unlikely to consistently coincide.

#### **4.0 Southern Link Road**

4.1 The Southern Link Road (SLR) as indicated on SCP drawing number SCP/16544/D01 seems reasonable in pure highway terms, although the form of the junction with Warburton Lane may need to change to accommodate the predicted GMSF demand.

4.2 No indication is provided as how the alignment shown would affect the parameters plan. Clearly, access arrangements from the link road would be differ from those from a simple access road.

4.3 All the indicative layouts and parameters plans envisaged housing fronting the main access road, with garages, drives, cul de sacs and access roads all being accessed from the main access road. Its design was said to secure low speeds. Clearly a SLR

would require a very different design approach internal to the development with far fewer accesses. I have seen nothing to show how access to the units and an appropriate internal highway strategy could be delivered consistent with a fit for purpose SLR.