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| <b>Classification:</b><br>Open | <b>Decision Type:</b><br>Key |
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| <b>Report to:</b> | Radcliffe Cabinet Committee                               | <b>Date:</b> 01 February 2023 |
| <b>Subject:</b>   | Car Parking Update  |                               |
| <b>Report of</b>  | Leader and Cabinet Member for Strategic Growth and Skills |                               |

**Summary**

The Council is keen to promote sustainable developments, with an emphasis on sustainable transport and the use of public transport.

It is considered that the proposed Hub building is in a sustainable location, within the heart of Radcliffe Town Centre and within walking distance of both Radcliffe bus station and Radcliffe Metrolink stop. It is hoped that those visiting the Hub and Radcliffe Town Centre will travel to the town via public transport or by walking and cycling.

Given the sites sustainable location, it is not proposed that any additional car parking will be specifically provided within the planning application for the hub, apart from disabled bays. Instead, it is proposed, as part of the implementation of the wider Radcliffe Strategic Regeneration Framework (SRF), that measures will be put in place on some of the existing public car parking facilities to facilitate greater turnover of spaces. This will help to provide car parking space for those visiting the Hub or visiting other parts of the town centre using a car.

Alongside this, there will be some additional on-street car parking implemented, which will provide additional car parking capacity in the town.

It is also proposed that some of the private car parking facilities within the town centre is utilised to provide additional car parking for members of the public and those visiting the town.

These proposed car parking measures will sit alongside wider SRF proposals to facilitate wayfinding within the town and an improved public realm.

In the longer term, it is proposed that a Travel Hub is developed that will provide additional car parking and that this will be integrated within sustainable transport measures, including facilitating bus, walking and cycling infrastructure.

**Recommendation(s)**

**That Cabinet:**

Note the following options currently being considered as part of the short term and longer-term car parking strategy for Radcliffe Town Centre.

## Reasons for recommendation(s)

To ensure that Cabinet are kept fully informed of the potential short term and longer term options for car parking provision within Radcliffe Town Centre.

## Alternative options considered and rejected

None.

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## 1. Background

- 1.1 A planning application for the new Civic Hub is proposed to be submitted in February 2023. Given that the Hub building is in a sustainable location, with close proximity to both a bus station and tram stop, it is not proposed that dedicated car parking will be provided as part of the planning application for this project apart from dedicated disabled parking.
- 1.2 Nevertheless, it is likely that some users of the Hub building and Market event space will travel by car and there will therefore be a demand for car parking as a result.

## 2. Parking Proposals

- 2.1 Currently, it is considered that there would be insufficient public parking availability in Radcliffe town centre to support weekday parking demand from the new Civic Hub. This is a result of available car parking spaces largely being used for long stay uses – meaning that there is little turnover of car parking spaces during weekdays. There is more availability of parking spaces in the evenings and weekends.
- 2.2 The following options are currently being considered as part of the short term and longer-term car parking strategy for Radcliffe Town Centre:

### Short Term Proposals

- **Time-restricted parking on council-owned car parks-** To help encourage a higher turnover of spaces, time-restricted parking on council-owned car parks in close proximity to the Hub Building could be implemented (2- or 3-hour max stay).
- **Provision of additional on-street car parking** - Putting short stay restrictions on public owned car parks is likely to displace those that are currently using the existing car parks for long stay

use. The provision of unrestricted on-street car parking elsewhere in the town will help provide for these users (if they do not travel to the town centre using sustainable transport).

- **Lease private car parking spaces-** there is a significant amount of private car parking capacity in Radcliffe, which is under-utilised at certain times of the day, particularly during weekdays where there is an identified shortfall based on estimated demand. Leasing car parking spaces from private landowners is a short-term option which could help to provide additional capacity for public use.

### **Long Term Proposal**

- 2.3 The provision of a Travel Hub which would include multi-storey car parking along with facilities for sustainable transport infrastructure. The Travel hub would form part the longer-term regeneration proposals within the town as latter stages of the SRF evolve.

### **3. Conclusion**

- 3.1 Car parking provision for the hub needs to be considered as part of the wider aspirations for the Radcliffe SRF. The Hub proposal is part of the current short-term proposals that seek to completely regenerate the town centre and surrounding communities.
- 3.2 Whilst there are a number of existing car parking sites in and around the town centre of Radcliffe, it is likely that there will be increased demand on car parking as the Hub and other regeneration proposals come forward. As such, there are some short term proposals being developed to help address this demand.
- 3.3 Work will continue on implementing sustainable transport measures within the town that will help to facilitate visitors to the town centre by means other than the private car.
- 3.4 As the longer term regeneration proposals come forward in the town, there are aspirations to develop a Travel Hub to growing demand within the town as regeneration proposals are successfully implemented.