

Proposed Wedding Reception Hall,
Stockport Road, Longsight

WHOLELIGHT LTD

Transport Statement

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REPORT

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Eddisons have been instructed by Wholelight Ltd. to advise on the traffic and transportation aspects of proposals, which would provide a change of use from the current retail use to a proposed wedding reception hall at 591a Stockport Road, Longsight.
- 1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and will form supplementary information to assist in the determination of a forthcoming planning application.
- 1.1.3 Manchester City Council has requested in initial correspondence that the applicant provides an assessment of traffic generation, measures to encourage the use of sustainable transportation modes, cycle storage provision and swept path drawings to demonstrate that cars can appropriately access and egress the proposed parking spaces.
- 1.1.4 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.
- 1.1.5 Section 4 discusses the traffic impact of the proposed development, whilst Section 5 outlines how a Travel Plan could reduce the traffic and parking demand impacts associated with the venue. Finally, Section 6 draws together the conclusions to this report.



2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

- 2.1.1 The site is located within Longsight District Centre, approximately 4-kilometres to the southeast of Manchester city centre. The location of the site is shown on **Plan 1**.
- 2.1.2 The site comprises of a combined 2-storey terrace of commercial/retail buildings fronting onto Stockport Road, and a single-storey building to the rear, providing further retail/ storage space.
- 2.1.3 There is an access, servicing, and car parking area to the rear bounded by and accessed from Brook Terrace to the north, the Manchester to Stockport railway line to the east, and Gore Brook to the south.
- 2.1.4 Brook Terrace is around 2-metres in width, extending in a broadly east-west direction, with no footways and is currently open to two-way traffic. Due to its restricted width as it passes between existing commercial/retail properties, it is not possible for vehicles to pass one another.
- 2.1.5 At its eastern end, Brook Terrace connects with a pedestrian tunnel beneath the Manchester to Stockport railway line and Stanley Grove Primary Academy and adjacent residential areas to the east.
- 2.1.6 Chell Street forms the northern, minor arm of a T-junction with Brook Terrace at a point approximately 45-metres east of the Stockport Road/Brook Terrace junction.
- 2.1.7 Chell Street is open to two-way traffic, connecting with Stanley Grove, approximately 122-metres to the north and also forms the car park and servicing access to the Longsight-branch, Lidl store, off Stanley Grove.



2.2 Development Proposals

- 2.2.1 The change of use proposals would change the existing retail business Class E (Retail) to Assembly Class F2, specifically a Wedding Reception Hall. The property would be converted within its existing structure and footprint to incorporate the Hall, Toilet and Servery areas.
- 2.2.2 Access to the Hall would be via an enhanced entrance on Brook Terrace. The existing service yard to the rear will provide VIP Parking for the event hosts and access for delivery vehicles.
- 2.2.3 The car park/service yard would be secured, though access to the electricity sub-station, accessed via the car park/service yard, would be maintained for utilities companies for maintenance purposes.
- 2.2.4 The proposed site layout is shown in **Plan 2**.

2.3 Vehicle Access

- 2.3.1 Vehicle access will be via Brook Terrace and Chell Street. Swept-path vehicle tracking has been undertaken, demonstrating cars can access each of the proposed parking spaces and exit the site in forward gear, as shown in **Plan 3**.

2.4 Parking Provision

- 2.4.1 It is proposed to provide five parking spaces for VIP use, including two disabled parking spaces as shown in **Plan 2**.
- 2.4.2 Additional parking is available at the adjacent Lidl store car park, accessed via Chell Street, Asda (Longsight) store and Longsight market car parks.



- 2.4.3 In addition, cycle parking can be provided at a rate to be agreed with Manchester City Council. It is considered 3 Sheffield type stands, catering for up to 6 bicycles, would be appropriate and in line with Manchester's parking standards for Assembly and Leisure use - 1 cycle space per 20 seats.
- 2.4.4 Indeed, as will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for the needs of the reception hall's staff and visitors and assist in promoting a choice of travel modes other than the private car. This will clearly reduce the reliance on the private car.



3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

3.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.'*

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;



- accessibility by rail; and
- accessibility by bus.

3.2 Access on Foot

- 3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 3.2.2 Existing footways are provided along Stockport Road and Chell Street. These link to the wider pedestrian network.
- 3.2.3 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances



- 3.2.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *‘Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.’*
- 3.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that *‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.*
- 3.2.7 **Table 3.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.8 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Personal business – 1,600 metres.

3.2.9 Overall, in Table 5.1, the document states that 1,950-metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.3 WYG Report/NTS Data Walk Distances

3.2.10 In summary, the distance of 1,950-metres, or around 2-kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.11 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:



'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

- 3.2.12 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 3.2.13 In light of the above review, a pedestrian catchment of 2-kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 4** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 3.2.14 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Longsight, including the primary shopping area, falls within the 2km catchment.
- 3.2.15 In addition, parts of neighbouring residential areas, such as, Belle Vue, Levenshulme and Victoria Park fall within the 2km catchment. Clearly, this represents a large catchment of people within walking distance of the site for potential employment and visitor trips.
- 3.2.16 **Table 3.4** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site which have the potential to encourage linked trips. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Lidl	75m	1,800m	YES
Islamic Bank ATM	130m	1,800m	YES
TSB Bank	160m	1,800m	YES
Stanley Grove (ASDA) Bus Stops	190m	1,800m	YES
Stockport Road (Slade Lane) Bus Stops	240m	1,800m	YES
Dickenson Road (Longsight Market) Bus Stops	280m	1,800m	YES
ASDA Longsight	300m	1,800m	YES
Barclays Bank	300m	1,800m	YES
Longsight Market Car Park	300m	1,800m	YES
Wise Pharmacy	300m	1,800m	YES
Northmoor Road (The Huntington) Bus Stops	400m	1,800m	YES
Dickenson Road Medical centre	400m	1,800m	YES
Levenshulme Railway Station	1,600m	1,800m	YES
Belle Vue Railway Station	1,800m	1,800m	YES

Table 3.4 Distance from Site to Local Facilities

3.2.17 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local residential areas, services and amenities.

3.3 Access by Cycle

- 3.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Manchester City Centre, Bradford, Beswick, Clayton, Debdale, Gorton, Openshaw, North Reddish, Heaton Chapel, Burnage, Withington, Fallowfield, Whalley Range, Rusholme, Greenheys, Moss Side and Hulme.
- 3.3.3 As shown in **Figure 3.1** below, Brook Terrace connects with Chell Street and in-turn, an advisory on-road cycle route along Stanley Grove, which connects with a similar advisory on-road along Northmoor Road to the east of the application site.



Figure 3.1 Local Cycle Network



- 3.3.4 To the west of the application site, there is an on-road signposted route passing along Hamilton Road, connecting with a similar on-road signposted route along the A6010 St. Johns Road, to the northwest of the application site.
- 3.3.5 The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

- 3.4.1 The nearest bus stops to the site are located on Stanley Grove (ASDA) approximately 190-metres (approximately 2-minutes walking time) to the north of the site. These stops are equipped with a bus stop pole, with passing service information, steel and glass shelter, with seating and timetable information in the eastbound direction of travel and a bus stop pole with passing service information in the westbound direction of travel.
- 3.4.2 Other bus stops located in close proximity to the proposed site include A6 Stockport Road (Slade Lane), 240-metres (approximately 3-minutes walking time) to the south of the application site, Dickenson Road (Longsight Market) 280-metres (approximately 4-minutes walking time) to the west of the site and Northmoor Road (The Huntington), 400-metres (approximately 5-minutes walking time) from the application site.
- 3.4.3 A summary of the services available from the nearest bus stops of the development site is provided in **Appendix 1**.
- 3.4.4 As can be seen in **Appendix 1**, the nearest bus stops to the site offer access to up to 54 services per hour, providing direct access to areas including Belle Vue, Burnage, Cheetham Hill, Crumpsall, Hazel Grove, Heaton Chapel, Pendleton Precinct, Manchester City Centre, Piccadilly Gardens, Salford Quays, Spinningfields and Stockport.

- 3.4.5 **Table 3.5** below provides a summary of bus journey times and destinations served by services calling at the nearest bus stops to the site.

Destination	Journey Time
Belle Vue, Brunswick, Burnage, Crowcroft Park, Heaton Chapel, Levenshulme, Rusholme	0-9 Minutes
Chorlton upon Medlock, Gorton, Heaton Moor, Heaton Norris, Piccadilly Gardens, Stockport Mersey Square, West Gorton	10-19 Minutes
Albert Square, Beswick, Heavily, Hulme, Miles Platting, Salford Quays, Spinningfields, Stretford, Trafford Bar	20-29 Minutes
Blackley, Hazel Grove, Media City, Ordsall, Stepping Hill, Trafford Centre	30-39 Minutes
Cheetham Hill, Higher Crumpsall, Pendleton	40-50 Minutes

Table 3.5 Bus Journey Times and Destinations

- 3.4.6 It can be seen in the table above, that a wide range of locations can be accessed by direct bus services, across the southern Manchester city region by bus journeys of up to 50-minutes in duration.
- 3.4.7 It is concluded the site is highly accessible by bus, providing the opportunity for staff and visitors to travel by public transport for commuting and leisure trips.

3.5 Access by Rail

- 3.5.1 The nearest railway station to the site is Levenshulme station, comprising of two platforms, managed by Northern, which is situated approximately 1,600-metres from the site, as shown in **Plan 4**, equating to a walking journey time of around 20-minutes.



- 3.5.2 Levenshulme station provides up to four trains per hour in each direction of travel. The stopping pattern is not, however regular in either direction. All northbound trains run to Manchester Piccadilly. Southbound trains run to Alderley Edge, Stockport, Hazel Grove and Crewe, with one train per hour travelling to Buxton.
- 3.5.3 On Sundays, there are two trains per hour to Hazel Grove, with hourly extensions to Buxton southbound and two per hour to Piccadilly. There are a few local trains running between Stoke-on-Trent and Manchester also calling at Levenshulme.
- 3.5.4 Onward connections are available at Manchester Piccadilly for services to Blackpool, Edinburgh, Glasgow, Leeds, Liverpool Manchester Airport and Southport. Onward connections are also available at Stockport for Birmingham, Cardiff, Cleethorpes, London, Sheffield, Swansea, Wolverhampton the south and southwest of England.
- 3.5.5 Belle Vue Station is located approximately 1,800-metres from the site, as shown in **Plan 4**, equating to a walking journey time of around 22-minutes.
- 3.5.6 Belle Vue station is also managed by northern, with two platforms providing a two-hourly weekday service in each direction, northbound to Manchester Piccadilly and southbound to New Mills Central, with extra trains at peak times. Saturdays and some peak services see services run to Rose Hill Marple on the same frequency. There is no Sunday service from this station.
- 3.5.7 In conclusion, the proposed site can be considered as being highly accessible in terms of travel by rail.



3.6 Accessibility Summary

3.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

3.6.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
- it has been demonstrated that the site is accessible by cycle, with a number of cycle routes being located within close proximity of the site;
- the services from the bus stops located up to 400-metres from the application site on Stanley Grove, Stockport Road, Dickenson Road and Northmoor Road, travelling to destinations such as Cheetham Hill, Hazelgrove, Manchester City Centre, Pendleton and Stockport, shows that the proposed development can be considered as highly accessible by bus;
- The site is highly accessible via rail with Levenshulme station, located around 1,600-metres south north of the site, and Belle Vue station, located approximately 1,800-metres east of the site.

3.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's staff and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

- 4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Proposed Development

- 4.2.1 As previously stated, the proposals will change the use of the building from retail use to a wedding reception hall.
- 4.2.2 In order to establish the likely levels of traffic, and thus the demand for parking, that would occur in association with the reception hall, reference has been made to surveys carried out in support of a similar change of use proposal in Rossendale.
- 4.2.3 A change of use application from retail (Use Class A1) to restaurant/banqueting hall/wedding venue/events venue (sui generis), installation of mezzanine floor, change of use of land to form car park extension and installation of new windows and door screens, was submitted to Rossendale Council under application ref: 2018/0201.
- 4.2.4 As part of the submission, a survey was made of a similar venue operated by the applicant at the Eastern Pavilion Banqueting/Function Suite, Featherstall Road, Oldham, during a wedding event held on Saturday 17th March 2018 10:00 – 19:00, **Appendix 2** includes the survey data collected during this event. Given the nature of wedding receptions, it is assumed the trip generation will be similar for events held on weekdays and weekends.

4.2.5 **Table 4.1** below summarises the hourly arrivals and departures at the wedding, which was attended by 800 guests.

Time	Pedestrian		Taxi		Car		LGV		HGV		Coach	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
10:00-11:00	2	0	0	0	7	0	9	0	0	0	0	0
11:00-12:00	0	0	2	1	0	1	2	1	0	0	0	0
12:00-13:00	4	0	7	1	85	5	1	8	0	0	0	0
13:00-14:00	46	0	18	4	316	10	2	0	0	0	0	0
14:00-15:00	77	2	0	0	24	13	0	0	0	0	0	0
15:00-16:00	1	85	1	6	13	118	0	0	0	0	0	0
16:00-17:00	0	49	27	8	34	151	0	3	0	0	0	0
17:00-18:00	2	15	6	0	8	83	0	2	0	0	0	0
18:00-19:00	2	29	1	15	3	114	0	0	0	2	0	0

Table 4.1 Wedding Venue Survey Data Summary

4.2.6 A series of hourly trip rates have been calculated from the summary data shown in Table 4.1 above, by dividing the hourly modal arrivals and departures, by the number of guests, to produce the hourly modal trip rates listed in **Table 4.2** below.

Time	Pedestrian		Taxi		Car		LGV		HGV		Coach	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
10:00-11:00	0.003	0.000	0.000	0.000	0.009	0.000	0.011	0.000	0.000	0.000	0.000	0.000
11:00-12:00	0.000	0.000	0.003	0.001	0.000	0.001	0.003	0.001	0.000	0.000	0.000	0.000
12:00-13:00	0.005	0.000	0.009	0.001	0.106	0.006	0.001	0.010	0.000	0.000	0.000	0.000
13:00-14:00	0.058	0.000	0.023	0.005	0.395	0.013	0.003	0.000	0.000	0.000	0.000	0.000
14:00-15:00	0.096	0.003	0.000	0.000	0.030	0.016	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	0.001	0.106	0.001	0.008	0.016	0.148	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	0.000	0.061	0.034	0.010	0.043	0.189	0.000	0.004	0.000	0.000	0.000	0.000
17:00-18:00	0.003	0.019	0.008	0.000	0.010	0.104	0.000	0.003	0.000	0.000	0.000	0.000
18:00-19:00	0.003	0.036	0.001	0.019	0.004	0.143	0.000	0.000	0.000	0.003	0.000	0.000

Table 4.2 Wedding Hall Trip Modal Rates

4.2.7 The hourly modal trip generation has been calculated by applying the trip rates listed in Table 4.2 above, to the 115-guest capacity of the proposed Wedding Hall, to calculate the maximum hourly modal trip generation as shown in Table 4.3 below.

Time	Pedestrian		Taxi		Car		LGV		HGV		Coach	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
10:00-11:00	0	0	0	0	1	0	1	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:00-13:00	1	0	1	0	12	1	0	1	0	0	0	0
13:00-14:00	7	0	3	1	45	1	0	0	0	0	0	0
14:00-15:00	11	0	0	0	3	2	0	0	0	0	0	0
15:00-16:00	0	12	0	1	2	17	0	0	0	0	0	0
16:00-17:00	0	7	4	1	5	22	0	0	0	0	0	0
17:00-18:00	0	2	1	0	1	12	0	0	0	0	0	0
18:00-19:00	0	4	0	2	0	16	0	0	0	0	0	0

Table 4.3 Wedding Hall Maximum Hourly Modal Trip Generation

- 4.2.8 It can be seen in the table above, that the peak trip generation will be 45 arrivals and 1 departure by car between 13:00-14:00. There will be no arrivals or departures during the morning peak and only 5 arrivals and 22 departures by car during the evening peak hour.
- 4.2.9 Given the hourly modal trip generation profile, it is considered the proposed change of use from retail to wedding hall, will have a negligible impact upon peak hour traffic, generating no new trips during the morning peak, less than 1 new trip every 2-minutes during the evening peak and less than 1 new trip per minute during the event peak hour.

4.3 Total Car Parking Demand

- 4.3.1 In order to establish the maximum demand that would occur, the accumulation profile for the wedding reception hall has been calculated in **Table 4.4** below, from the hourly trip generation as shown in Table 4.3 above.

Time	Accumulation
10:00-11:00	1
11:00-12:00	1
12:00-13:00	12
13:00-14:00	56
14:00-15:00	58
15:00-16:00	43
16:00-17:00	26
17:00-18:00	15
18:00-19:00	-1

Table 4.4 Wedding Hall Parking Accumulation

- 4.3.2 As can be seen, the maximum demand for parking is predicted to occur between 14:00 and 15:00, when a total of 58-spaces would be required.



4.4 Parking Provision

- 4.4.1 As previously discussed, only five parking spaces, including two disabled spaces, will be provided on-site. However, a total of 300-spaces are available at the ASDA car park, available for pre-booking through the <https://www.justpark.com> website.
- 4.4.2 As the development would require a total of 58-spaces, of which 5-spaces will be provided on-site, a further 53-spaces will be required at the ASDA car park, which can be managed via the Justpark pre-booking system. It is concluded that sufficient car parking would be provided at the ASDA car park to cater for the maximum demand.
- 4.4.3 It is therefore considered the parking demand generated by the wedding hall, can easily be accommodated by the combination of on-site and nearby ASDA supermarket car parking.
- 4.4.4 In addition, it has already been established the site is highly accessible by non-car modes of transport. It is anticipated that a proportion of visitors could be encouraged to travel to the venue by public transport and Taxi, through the use of a Travel Plan.
- 4.4.5 As such, the consideration of trip generation and demand for parking therefore provides a robust assessment.



5 PROMOTION OF TRAVEL BY NON-CAR MODES

5.1 Introduction

5.1.1 In order to manage the travel by staff and visitors to the new development, the applicant could consider implementing a Travel Plan Framework to encourage travel to the site by non-car modes.

5.1.2 It includes a range of measures and incentives to reduce and mitigate impact and enhance the accessibility of the site by non-car modes.

5.2 Travel Planning Guidance

5.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*' was published in August 2009.

5.2.2 The guidance explains how *"we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment"* and identifies that *"The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO₂ emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life"*.

5.2.3 The document sets out an overview of the process and delivery of Travel Plans and states that *"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."*



- 5.2.4 The Guidance states that *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..."* and;
- "A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review".*
- 5.2.5 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan, it advises *"needs to address all the journeys that may be made to and from a site"*.
- 5.2.6 The guidance also specifies that *"It is important to note that Travel Planning should be developed as one of the means of delivering an area's sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks"*.
- 5.2.7 Further guidance relating specifically to residential Travel Plans is presented in the DfT document entitled *"Making Residential Travel Plans Work"* published in June 2007.
- 5.2.8 The document states that:
- "Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas"*.
- 5.2.9 A Travel Plan is a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place.



- 5.2.10 They are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – public, private and the community. They involve meeting the access needs of residents in a new way and require partnerships between developers, local authorities and local communities.
- 5.2.11 The value of Travel Plans in reducing car use is widely recognised and many local authorities and developers have experience in their design and implementation. However, until recently, little attention has been given to tackling the origins of journeys. Now, forward-thinking developers and local authorities are developing packages of smarter choices to both reduce the traffic generated by new developments and increasing the travel choices available to residents. These smarter choices are being set out in Travel Plans.

5.3 Travel Plan

- 5.3.1 The objective of a Travel Plan is the delivery of the objectives of the NPPF, i.e., to encourage travel by bus, rail, on foot and by bicycle.
- 5.3.2 The Framework Travel Plan outlines physical and management measures that are designed to achieve this objective.
- 5.3.3 However, the principal measure will consist of a visitors Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures.
- 5.3.4 The Travel Pack will contain information to inform visitors of the existing long-term strategy for reducing the dependence of staff and visitors on travel by private car.



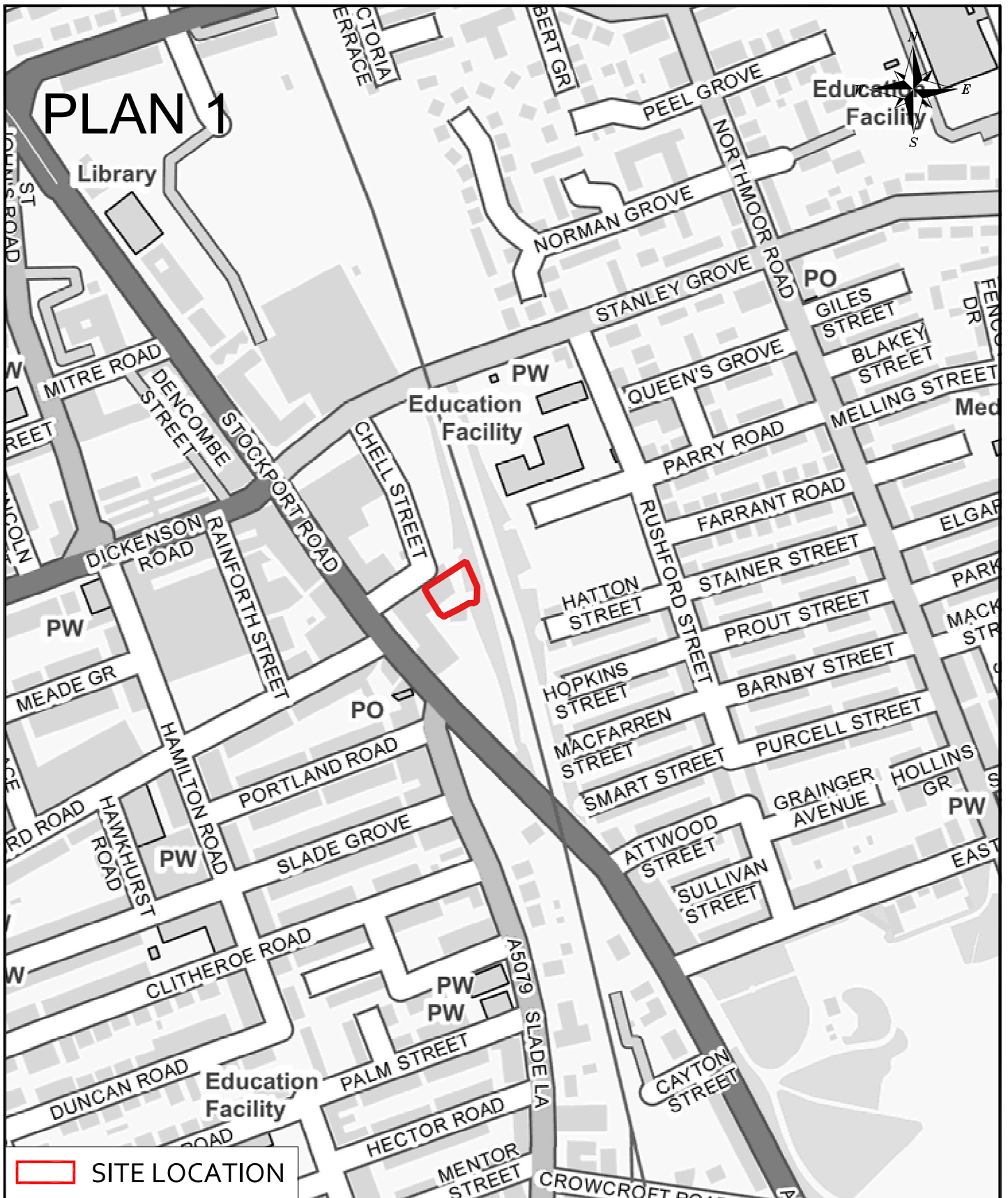
- 5.3.5 The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

6 CONCLUSIONS

- 6.1.1 Eddisons have been instructed by Wholelight Ltd. to advise on the traffic and transport issues relating to a planning application for a change of use from retail to wedding reception hall, off Stockport Road, Longsight.
- 6.1.2 As well as providing 5-spaces within the curtilage of the site, the proposed development would utilise publicly available parking, via pre-booking, at the nearby ASDA Longsight Supermarket.
- 6.1.3 A number of conclusions can be drawn from the report, namely:
- The proposed development will be accessed by safe and efficient vehicular access arrangements;
 - The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport;
 - The hourly modal trip rates have been calculated from survey data collected during a wedding event at a similar type of venue;
 - The traffic impact of the proposals would not be material; and
 - Parking demand generated by the venue can easily be accommodated on site and at the nearby ASDA car park via the Justpark booking system.
- 6.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS

PLAN 1



SITE LOCATION

CLIENT:

WHOLELIGHT LIMITED

DRAWING TITLE:

STOCKPORT ROAD, LONGSIGHT
SITE LOCATION PLAN

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380

Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

3664-01

REVISION:

-

DRAWN:

HZ

DATE:

25.02.22

CHECKED:

GM

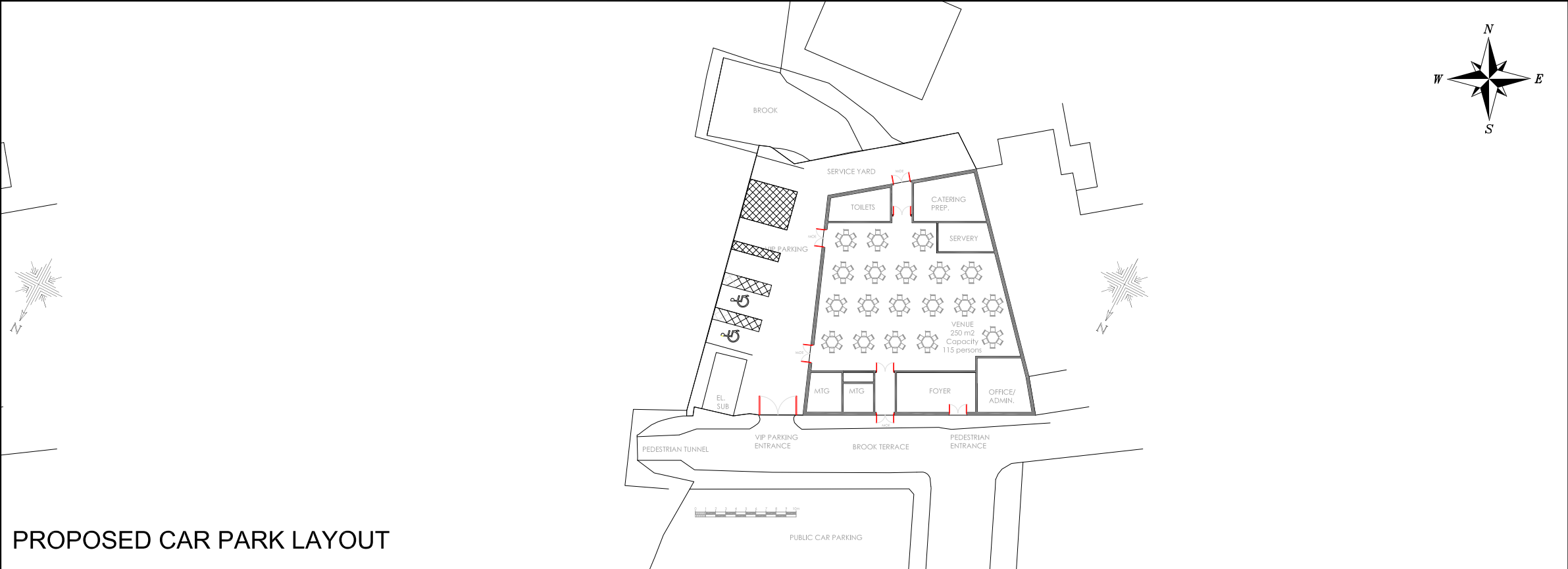
DATE:

25.02.22

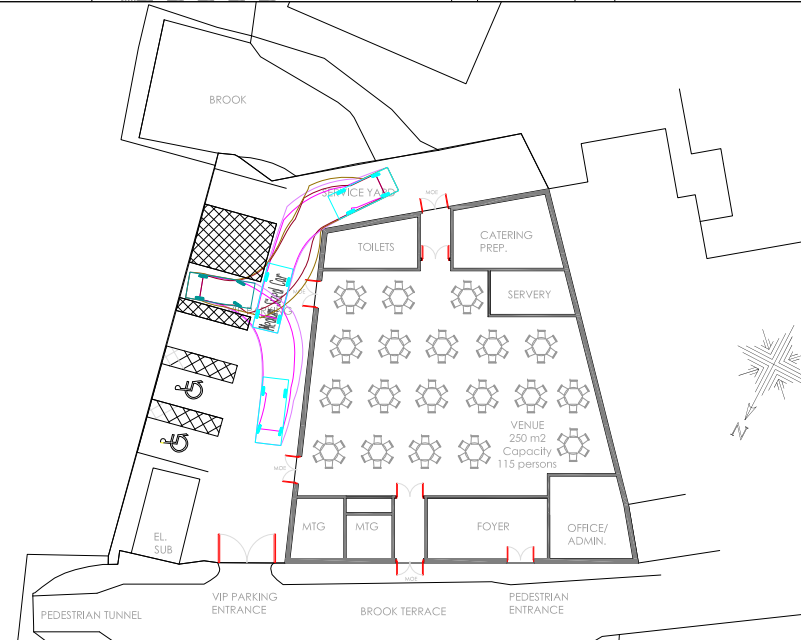
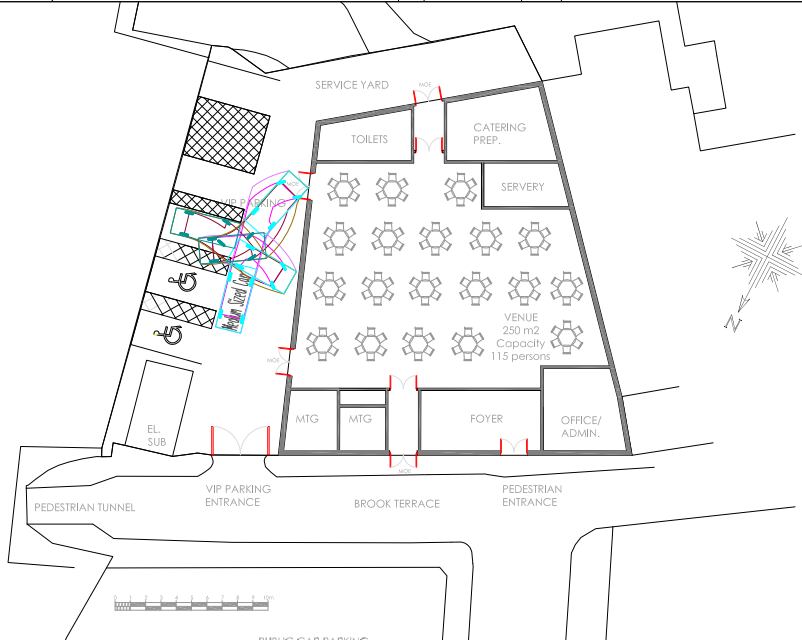
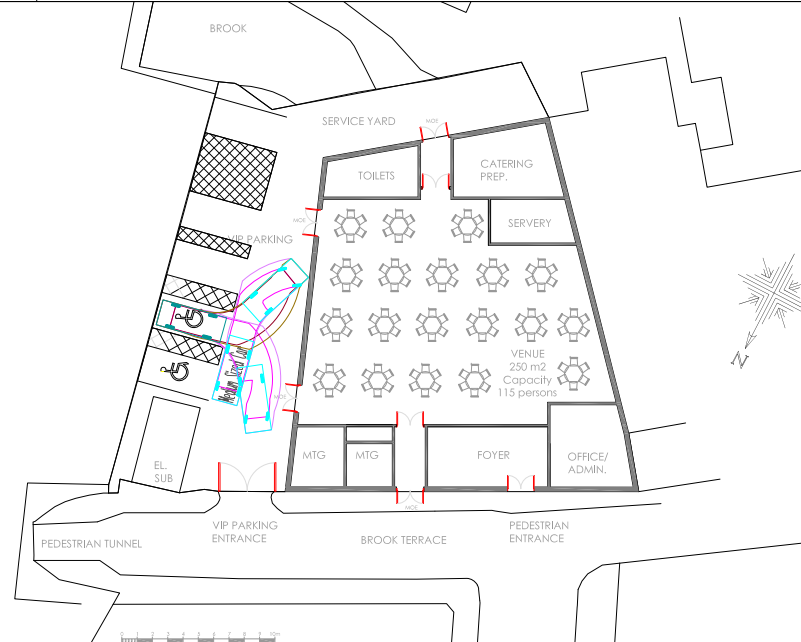
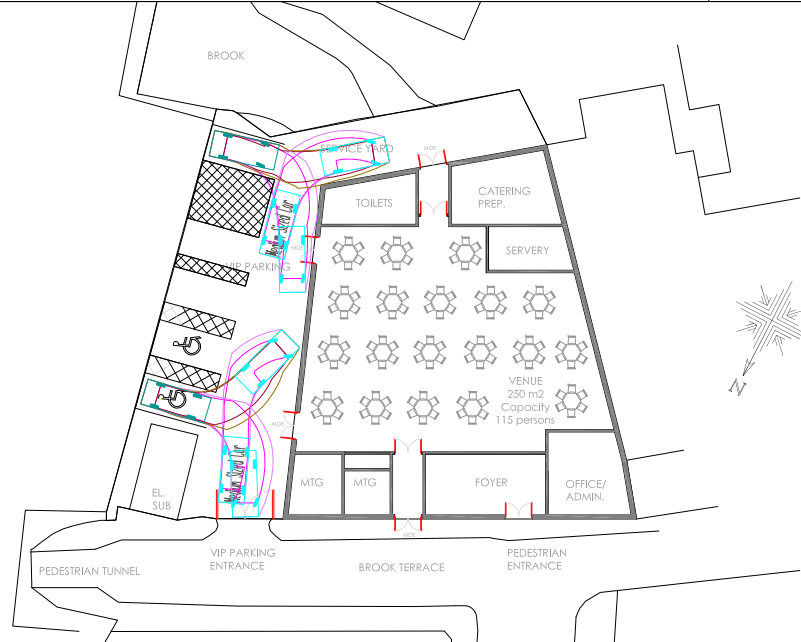
SCALES:

NTS @ A4

Eddisons | Incorporating
Croft



PROPOSED CAR PARK LAYOUT



NOTES

PLAN 3

4.312

0.906 2.503

Medium Sized Car

Overall Length4.319m

Overall Width1.686m

Overall Body Height1.466m

Min Body Ground Clearance0.228m

Max Track Width1.591m

Lock to Lock Time4.00s

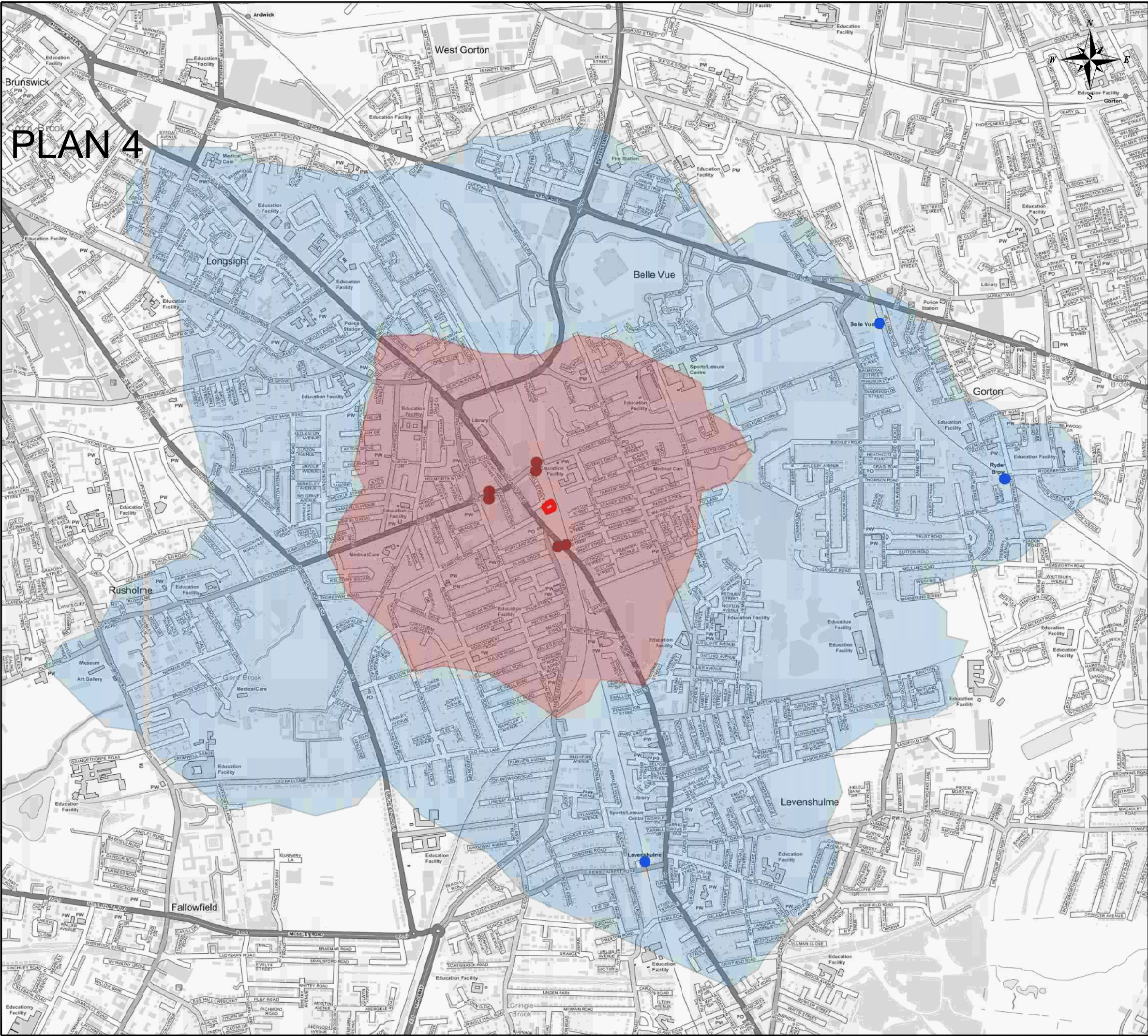
Kerb to Kerb Turning Radius5.042m

Medium Sized Car

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: WHOLELIGHT LTD				
PROJECT: STOCKPORT ROAD, LONGSIGHT				
DRAWING TITLE: SWEPT PATH ANALYSIS				
SCALES: 1:500 @ A3				
DRAWN: GM		CHECKED: MTC		DATE: MAR 22
Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning				
DRAWING NUMBER: 3664-SP01				REVISION: -

Eddisons

Incorporating
Croft



PLAN 4

NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stop
- Train Station

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
WHOLELIGHT LIMITED

PROJECT:
STOCKPORT ROAD, LONGSIGHT

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:	NTS @ A3		
DRAWN:	HZ	CHECKED:	GM
		DATE:	FEB 22

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3664-03	REVISION:	-
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APPENDICES

APPENDIX 1

Bus Operating Times and Frequencies

Service No.	Route	Monday - Friday				Saturday			Sunday	Weekday		Saturday		Sunday	
		<08:00	08:00-17:00	17:00>	<08:00	08:00-17:00	17:00>	Start		Stop	Start	Stop	Start	Stop	
53	Pendleton to Cheetham Hill	6 services	30 mins	9 services	4 services	30 mins	9 services	60 mins	05:14	23:20	05:54	23:20	06:18	23:20	
	Cheetham Hill to Pendleton	6 services	30 mins	10 services	4 services	30 mins	10 services	60 mins	05:39	23:24	05:49	23:54	06:55	22:54	
150	Gorton - Trafford Centre	3 services	30 mins	10 services	1 service	30 mins	9 services	60 mins	05:44	23:48	07:03	23:46	09:01	23:46	
	Trafford Centre - Gorton	3 services	30 mins	10 services	-	30 mins	9 services	60 mins	06:29	00:04	08:10	00:09	08:11	23:09	
191	Hazel Grove - Manchester(Albert Sq)	3 services	9 services	1 service	-	-	-	-	06:50	17:19	-	-	-	-	
	Manchester(Albert Sq) - Hazel Grove	-	1 service	3 services	-	-	-	-	16:44	18:31	-	-	-	-	
192	Hazel Grove - Manchester	45 services	2-7 mins	86 services	30 services	3-5 mins	82 services	5 mins	04:40	00:17	00:28	00:13	00:28	23:57	
	Manchester - Hazel Grove	33 services	2-7 mins	95 services	17 services	3-5 mins	91 services	5 mins	05:08	00:07	00:16	00:10	00:14	00:08	
197	Stockport (via Universities) - Manchester	6 services	20 mins	10 services	1 service	30 mins	8 services	60 mins	05:59	22:40	07:38	22:40	08:40	21:40	
	Manchester - Stockport (via Universities)	4 services	20 mins	13 services	-	30 mins	10 services	60 mins	06:50	23:21	08:28	23:21	09:21	22:21	

APPENDIX 2

Wedding Reception Survey Data

PETER HARRISON ARCHITECTS

**Eastern Pavilion
Banqueting / Function Suite
Featherstall Road
Oldham**

Traffic Survey

TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TRAFFIC SURVEY EASTERN PAVILLION FEATHERSTALL ROAD OLDHAM. EVENT WEDDING 17TH MARCH 2018	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN		OUT		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	COMMENTS	
10.00	2				1		3						12.44					2								13.20					2							numbers denote occupants of vehicles		
					3		4											2													2									
					2								12.46	1				3													4									
10.30					1		2											1										1												
11.00						1	1	1					12.48					3									13.21	2				2						DELIVERIES & STAFF TO 11.30		
11.30			2													7		5		2											2									
11.34				1			1						12.54				1	1													1	1								
12.00																		5													4									
12.05					2	1												5													2									
12.09					2													2								13.22					5									
12.13					2								12.57					1	1												4									
12.17					1								13.00					3													4									
12.18	1																	1													2							SITE SECURITY START 12.00		
12.22					1			3										3								13.23					2							GUESTS START ARRIVING 12.30		
12.24					1		1						13.03					5													1									
12.29					3													4											5			4								
12.30	2				4								13.04					2								13.24					2									
12.33					4													5								13.25				1	2									
12.35					3													4													4									
12.37					3								13.05						1												4									
						3							13.07					2													5									
					4								13.10						1												4									
12.39					4												1									13.26	1				4									
					4														1												4									
					3								13.12					5													5									
12.40					3													5													5									
					3								13.15					4													4									
					1													5													5									
12.42					2	1							13.16					5									13.28				2									
					5			2										4	2												4									
TOTALS																																								

1

TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TRAFFIC SURVEY EASTERN PAVILLION FEATHERSTALL ROAD OLDHAM. EVENT WEDDING 17TH MARCH 2018						
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	COMMENTS					
13.29					4													4									numbers denote occupants of vehicles					
					2													5														
					3													4														
					1									3				4														
13.30					4								13.40					5														
					2																											
	5				4													4														
13.31					4								13.44					4														
					3													4														
13.32					4									5				3														
	2				4													4														
13.33	1				4								13.45					5														
					4									2																		
13.34					5								13.49			7	1											GUESTS START ARRIVING 12.30				
					4	2												1														
						1							Bride arrives					5														
			2		3									4																		
			4	1	5									1																		
13.36				1	4									6																		
					3									6																		
					3								13.54							1												
					2									2				4														
					4													5														
					4									1				4														
13.37					3								14.00																			
	2				2									2																		
					3													5														
					2													4														
					2													4														
					1													4														
TOTALS																																

2

TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TRAFFIC SURVEY EASTERN PAVILLION FEATHERSTALL ROAD OLDHAM. EVENT WEDDING 17TH MARCH 2018		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	COMMENTS		
15.09		2											15.29		3			1	2									numbers denote occupants of vehicles
		2																1										
		3																5										
		2																4										
15.12		3											15.32				4											
15.14		1											15.35		4			1										
		2				2									3			2										
		1				2												1										
		2											15.36		2			1										
		3															1											
15.16		1			1										1													
						2							15.38	1	1	1												
15.18				5											2			1										
					1								15.40		1													
		2				1									5													
		3															5											
15.22		2													4			4										
		2													3													
		2															1											
		3				2											4											
15.23				1														3										
		2																1										
						2												1										
15.26						2												4										
						2							15.47		1			4										
						4									3													
15.27		3				1												2										
						4												4										
						1												1										
		2				1							15.50					4										
TOTALS																												

3

TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TRAFFIC SURVEY EASTERN PAVILLION FEATHERSTALL ROAD OLDHAM. EVENT WEDDING 17TH MARCH 2018	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	COMMENTS	
16.12					1													1								16.48					1	3						numbers denote occupants of vehicles		
					1													4												1										
					1													1																						
					2													4													1									
					1													1													3									
16.14		1				1												2													1									
					1								16.34		1			1											1											
						5									1			1											1			2								
					1													1								16.54						3								
16.16		5			1										4			2											1			2								
			1												2			5														4								
		1				2											5															1								
						4											4												1			4								
		2				4											1															4								
			1														2															7								
					1												2														1	1								
		2				2											1									16.58						3								
16.23				4														4														1								
		1				2											1															5								
						4											3															4								
		2				1										3		2														4								
					1											1																								
						4											1															4								
					1												2																							
16.26					2												1														1									
		2				1											8															1								
		3				1											2	1														4								
						2											4															1								
16.29		2															1															1				1				
16.30						2											1																2							
TOTALS																																								

4

TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TIME	PEDESTRIAN		TAXI		CAR		LGV		HGV		COACH		TRAFFIC SURVEY EASTERN PAVILLION FEATHERSTALL ROAD OLDHAM. EVENT WEDDING 17TH MARCH 2018			
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	COMMENTS			
						2	1												4												4								numbers denote occupants of vehicles			
17.08		1																	4												4											
						2							17.56						4								1			1		3										
					1								17.58						2												2											
					1										1				2												2											
17.16						2							18.03				7														4											
					1														3									2			1											
		2				1													3									2			4											
17.20	1															4			4												1											
						3										2			3										2		4											
	1				1											3			1												4											
17.21						4											1			4											3											
						4													4									1			3											
						1													4												1											
						2													3													4										
17.25						1													4													4										
		4																	3							19.00																
17.29		2														4			4																							
		3				4										3			4			2																				
17.36		3			1														4																							
						3										4			5																							
					1											3			2																							
						2										2			2																							
17.40						2													2																							
						5													4																							
17.47						4													2																							
					1	2													1																							
						2													4																							
17.49						2									1				1																							
17.51			4			5													4																							
TOTALS																																										

5



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Offices across the UK

