

A Creative Neighbourhood in Manchester

The Foundry

Transport Statement

220330/SK22213/TS01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22213	TS	00	Draft	L Speers	LGS	09/03/2022
SK22213	TS	01	-	L Speers	LGS	30/03/2022

1 Introduction

- 1.1 SK has been appointed to prepare a Transport Statement that examines the impact of a temporary change of use of The Foundry on Store Street, Manchester.
- 1.2 The proposal seeks temporary consent to allow the use of the site as a mixed-use venue that will provide a beer hall, night market, events space, artisan retail, creative and tech hub, and garden terrace. A mobility hub is also proposed that will provide cycle parking (including E-Bike charging) and EV car parking spaces. The hub will provide a community facility that seeks to assist MCC and TfGM fill gaps in the charging network, particularly for those who do not have access to off-street parking at home.
- 1.3 The scheme aims to provide a creative neighbourhood that will provide a resource and community for local residents and visitors to Manchester. The proposal will therefore act as an ancillary city centre use that will be used by people already living, working, or visiting the city centre. The layout is attached in Appendix A.
- 1.4 This TS has been prepared in line with the following guidance:
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
 - Manchester Climate Change Partnership (2020), Manchester Climate Change Framework 2020-25
 - Greater Manchester Combined Authority (2018), 5 Year Environment Plan for Greater Manchester
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - Transport for Greater Manchester (2021), Electric Vehicle Charging Infrastructure Strategy
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

2 Existing Situation

Site Location

- 2.1 Figure 2.1 shows that the site is sustainably located in the city centre, to the northeast of Piccadilly station. The site sits in the Manchester Piccadilly SRF. The site is bounded by Store Street, Ducie Street and Paradise Walk.

Existing Site Use

- 2.2 The site is occupied by a large industrial building with two floors of offices. Historically the site employed 326 staff.
- 2.3 The main vehicle access to the site is provided from Store Street, with access to the service yard provided from Ducie Street. The site was vacated in 2021.
- 2.4 Vehicle access to the parking areas is provided from gated arrangements on to Store Street and Ducie Street. In 1984 granted consent for 80 site parking spaces and these were provided on the Store Street frontage of the site and in the service areas. The applicant has advised that these spaces have historically been fully operational at the site. A photo of historic site parking practices is attached in Appendix B.
- 2.5 A vehicle link is provided in the site between the main car park and the service yard.
- 2.6 The Ducie Street access also provides access to one of the service areas. A second service area is provided which is also accessed from segregated in / out gated accesses on Ducie Street. Further vehicle access to the building is provided from service shutter arrangements on the Ducie Street and Store Street frontages.
- 2.7 Historically servicing activity occurs at the service access locations identified above and on the single yellow line on the Ducie Street site frontage.

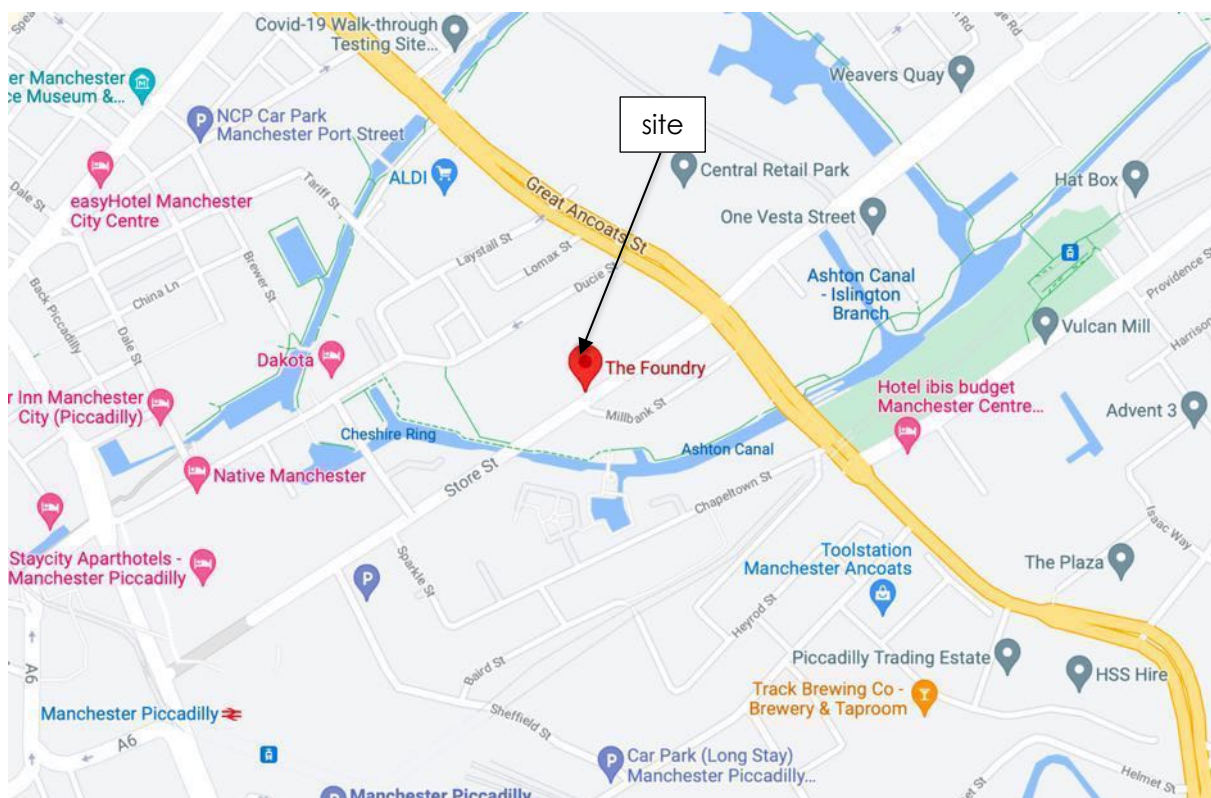


Figure 2.1: Site Location
[source: A Very Design Co. 2022]

Existing Site Use Traffic Flows

- 2.8 The TRICS database has been used to establish the trips associated with the permitted use of the site. TRICS use 'industrial unit' has been used in the assessment. The TRICS output is attached in Appendix C.

	Vehicle Trip Rate (per parking space)			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.372	0.1	0.472	30	8	38
PM Peak Hour	0.085	0.39	0.475	7	31	38
Daily (12 hours)	1.684	1.754	3.438	135	140	275

Table 2.1: Existing Site Use Traffic Flows (All Traffic)

	OGV Trip Rate (per parking space)			OGV Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.024	0.027	0.051	2	2	4
PM Peak Hour	0.01	0.017	0.027	1	1	2
Daily (12 hours)	0.222	0.224	0.446	18	18	36

Table 2.2: Existing Site Use Traffic Flows (OGV Traffic)

- 2.9 Table 2.3 shows the parking demand associated with the existing site use. OGV movements have been removed from the accumulation. The parking accumulation fits well with the parking levels shown in the site photo attached in Appendix B and therefore the trip rates are providing a suitable replication of historic site conditions.

	In	Out	Total	Parking Demand
07:00-08:00	23	3	26	26
08:00-09:00	30	8	38	48
09:00-10:00	15	8	23	54
10:00-11:00	10	9	19	56
11:00-12:00	9	10	18	55
12:00-13:00	7	9	16	53
13:00-14:00	12	11	23	54
14:00-15:00	7	12	20	49
15:00-16:00	8	11	19	47
16:00-17:00	5	22	27	30
17:00-18:00	7	31	38	5
18:00-19:00	2	7	9	0

Table 2.3: Existing Site Use Parking Demand

Road Safety Characteristics

- 2.10 The TfGM database has been used to review existing road safety patterns on roads bounding the site for the most five-year period available. This shows that there have been two accidents on Store Street during the period assessed, the accidents occurred in 2017 and 2020. Both were classified as slight and neither involved a pedestrian or a cyclist. There have been no accidents on Ducie Street during the five-year period assessed.
- 2.11 The accident record shows that there are no accident hotspots on the key access routes to the site.

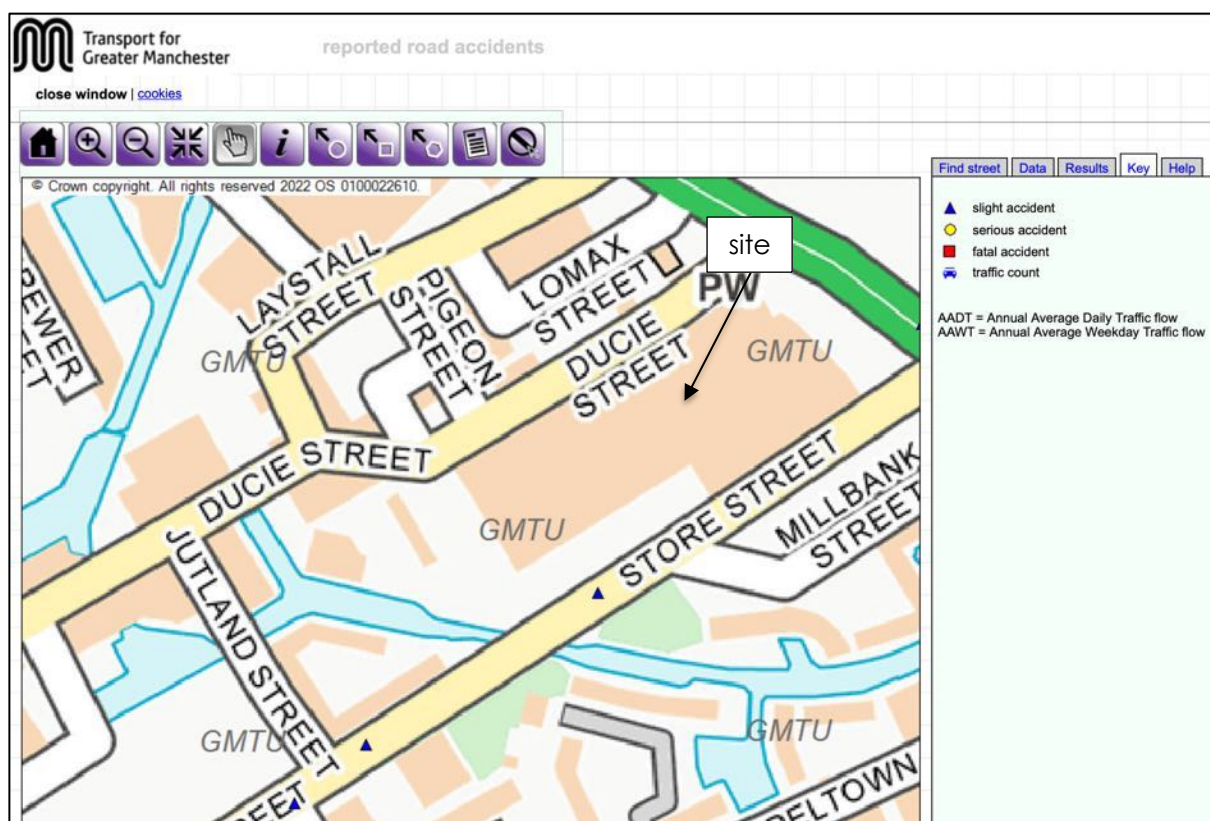


Figure 2.2: Road Safety Patterns
[source: TfGM 2022]

Traffic Regulation Orders

- 2.12 Store Street sits within the City Centre Controlled Parking Zone 4 and is governed by Pay & Display parking bays and double yellow lines. The parking controls operate between 8am and 8pm (Monday to Sunday), with a ten-hour maximum permitted stay.
- 2.13 Ducie Street is also within the Controlled Parking Zone with Pay & Display spaces provided. On the western section of the site frontage a single yellow line is present, with no loading restrictions, covering the service yard access and a gated access point directly onto Ducie Street. A section of double yellow lines are present, again with no loading restrictions, in the vicinity of a further gated entrance on Ducie Street.
- 2.14 MCC city centre parking policy allows disabled drivers to park for free and unlimited duration in Pay & Display parking bays when displaying a valid Blue Badge.
- 2.15 Both Store Street and Ducie Street are subject to a 20mph speed limit. A one-way traffic order (westbound) is in place on Ducie Street.

Off-Street Public Car Parks

- 2.16 Table 2.4 shows there are over 3,000 off-street parking spaces in public car parks within a 10-minute walk of the site.

Car Park Location	Operator	No. of Spaces	Walk Time (mins)
Store Street	NCP	376	1
Piccadilly Station	APCOA	711	4
Baird Street	RCP	100	4
Piccadilly Parking	Piccadilly Parking	42	5
Ducie Street	MCCP	32	5
Piccadilly Place	Q Park	583	5
Sheffield Street	MCC	167	6
Tariff Street	CitiPark	230	6
Dale Street	CitiPark	285	7
Piccadilly Gardens	MCC	712	10

Table 2.4: Public Car Parks
[source: Parkopedia Website 2022]

3 Proposed Development

Land Use

- 3.1 The proposed layout is attached in Appendix A.
- 3.2 The proposal seeks temporary consent for the use of the site as a mixed-use venue that will provide a beer hall, night market, events space, artisan retail, creative and tech hub, and garden terrace.
- 3.3 The scheme aims to provide a creative neighbourhood that will provide a resource and community for local residents and visitors to Manchester. The proposal will therefore act as an ancillary city centre use that will be used by people already living, working, or visiting the city centre.
- 3.4 The development will provide Food & Beverage facilities, small artisan retail units, events space, gym, Night Market stalls, outdoor seating and bar area, office and back of house, kitchen, prep, wash up and storage space.

- 3.5 A mobility hub is also proposed that will provide cycle parking (including E-bike charging) and EV car parking spaces.

Pedestrian Access

- 3.6 The main pedestrian entrance to the building will be provided from the Ducie Street frontage, with pedestrians using the main gate into the arrival space on the historic service yard. This area will also be available for use by people accessing by cycle and the cycle storage area is conveniently located close to the main building entrance.
- 3.7 The existing shutter building entrances on the Store Street and Ducie Street elevations will be used for pedestrian access to the Night Market and gym, respectively.
- 3.8 A pedestrian audit has been undertaken and this is attached as Appendix D, with a summary provided in Section 4. The audit identifies some deficiencies on the immediate network and the applicant has agreed to patch repairs of the surfacing on the Ducie Street frontage and Paradise Walk routes, to introduce dropped kerbs and tactile paving on the site access points on Ducie Street (tactiles are already in place at the Store Street access points), and to cut back vegetation on both Ducie Street and Paradise Walk.

Vehicle Access

- 3.9 Vehicle access to the parking area is retained from its existing location on Store Street. Access to the service areas is also retained from the existing locations on Ducie Street.
- 3.10 The site boundary is behind the line of visibility and fencing / railings are therefore visually permeable from a distance of 600mm.

Mobility Hub

- 3.11 MCC policy (via the Manchester Climate Change Partnership) aims to make 100% of Manchester's cars zero emissions (tailpipe) by 2035¹ and to support this by providing easily accessible charging points². This is supported by TfGM policy³, which supports the provision of community hub facilities to help to contribute to filling gaps in the network and will provide an alternative to home charging to help those without access to off-street parking. This TfGM policy states that leisure and recreation destinations, with dwell times of an hour or more, offer opportunities to provide alternative charging options.
- 3.12 The hub will provide 29 parking spaces, including two accessible spaces. All of the spaces are 2.4m x 4.8m, other than the disabled spaces are 3.6m x 6m. The aisle is retained as existing and this is generally 6m, with the exception of a slight narrowing at the eastern end. Swept paths have been undertaken that show that vehicles can still access the parking bays at the eastern end and these are attached as Appendix E.
- 3.13 All of the spaces will be EV (super-fast charge) standard which will enable users to charge in circa 30 minutes. The EV parking will be available for use by both visitors to the site and other city centre visitors. The facility will provide a community charging hub which, due to its location close to commercial and residential areas, will support different EV user groups. In line with TfGM guidance⁴, the hub will also provide other mobility services including a cycle hub.
- 3.14 The applicant will include details of the mobility hub on the site website, will promote TfGM's [charging infrastructure website](#)⁵, and will sign the site up to [Zap Map](#)⁶, or similar, charging infrastructure websites.
- 3.15 A cycle parking hub is also be provided close to the main building entrance, with space for 20 bikes. Provision will be made for E-Bike charging.

¹ Greater Manchester Combined Authority (2018), 5 Year Environment Plan for Greater Manchester

² Manchester Climate Change Partnership (2020), Manchester Climate Change Framework 2020-25

³ Transport for Greater Manchester (2021), Electric Vehicle Charging Infrastructure Strategy

⁴ Transport for Greater Manchester (2021), Electric Vehicle Charging Infrastructure Strategy

⁵ <https://electrictravel.tfgm.com/chargers-everywhere/>

⁶ <https://www.zap-map.com/location-search/manchester-charging-points/>

- 3.16 Taxi drop-off and collection can occur within the existing controls on Ducie Street and Store Street. Taxis will also be able to access the car park. For large events, the segregated service in / out accesses on Ducie Street could be used for taxi collection. The operator will make arrangements with a local taxi company for these periods.

Service Activity

- 3.17 The service access arrangements are retained as per those associated with the extant use of the site.
- 3.18 The segregated in / out service access points will be the main location for large vehicle service activity, including refuse collection. The eastern most access will be used for large vehicle access and the egress located in the middle of the western and eastern accesses will be used for large vehicle egress. The bin store is also located in this area to allow convenient refuse collection and refuse collection will be undertaken by private contract. The number of bins provided has been informed by the waste generation calculation attached as Appendix F.
- 3.19 The service yard that will form the main pedestrian and visitor arrival point will also serve as a service area, in line with extant arrangements. This area will be used by smaller vehicles only, such as those associated with bakery, and access to this service area will be limited to occur outside main visitor periods.
- 3.20 Swept paths have been undertaken of the service access arrangements and are attached as Appendix E.
- 3.21 A Servicing & Waste Management Strategy is attached as Appendix F.

Interim Travel Plan

- 3.22 The assessment shows that the proposal occupies a highly accessible location and is well located to provide ancillary city centre facilities that will serve existing residents, workers and visitors. The majority of trips to the venue will be undertaken by sustainable modes and / or will be linked trips with existing city centre activity. An Interim Travel Plan has been prepared and sets out the measures that will be adopted to support sustainable access to the site.
- 3.23 The applicant is committed to the introduction of the Interim Travel Plan and as part of this will sign up to TfGM's [Business Travel Plan Network](https://tfgm.com/travel-planning-for-employers)⁷. A travel page will be provided on the site website to promote sustainable access to the site and the facilities available at the mobility hub.
- 3.24 The Interim Travel Plan is attached in Appendix G.

Event Management

- 3.25 The applicant is committed to the efficient operation of the site during events and an event management plan will be prepared for the site. This will set out the arrangements for pedestrian access and queuing locations, taxi collection locations, and staffing arrangements.

4 Accessibility Impact

Access on Foot

- 4.1 The site is connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is of good condition, with acceptable width footways, and dropped kerb crossings and tactile paving generally present. Segregated routes are also available along the Ashton Canal towpath and on the site's southern boundary (Paradise Walk). Pedestrian signage is present close to the site providing good directional information to other city centre destinations.

⁷ <https://tfgm.com/travel-planning-for-employers>

- 4.2 A pedestrian audit has been undertaken and this is attached as Appendix D. The pedestrian audit shows that generally pedestrian access to the site is available using slow vehicle roads, with adequate width footways and provision of uncontrolled crossing facilities at side roads. The audit highlights that dropped kerbs and tactile paving is provided on the Store Street site access points, but is absent from the Ducie Street site access points. The applicant has agreed to provide these facilities at the site access junctions on Ducie Street. The audit also shows that the surface of Store Street is in good condition, but that there are areas of surface damage on the Ducie Street frontage. The applicant has agreed to patch repairs along the footway surface and to cut back boundary vegetation that is impacting on the effective width of the footway on the Ducie Street frontage. The applicant has also agreed to patch repairs to the Paradise Walk footpath surface and to cut back vegetation. The level of improvement proposed is in line with NPPF paragraph 57 for the temporary use proposed.
- 4.3 Figure 4.1 shows a 2km walking catchment from the site. This shows that access can be gained to the residential areas surrounding the site, including New Islington, in less than 500m / 6-minute walk. Access can be gained to the core areas of the city around Piccadilly Gardens, the Northern Quarter and Ancoats within 1km / 12.5-minute walk. The remainder of the city centre, including the University, Victoria and Ardwick, is within a 2km / 25-minute walk of the site.
- 4.4 The site's location in the city centre means that access can be gained to large areas of the city centre a short walk from the site. The scheme aims to provide a creative neighbourhood that will provide a resource and community for local residents and visitors to Manchester. This will be a complementary use that will enhance offer for existing visitors and the growing resident population of the city centre. The location of the site is suitable to provide such a facility.

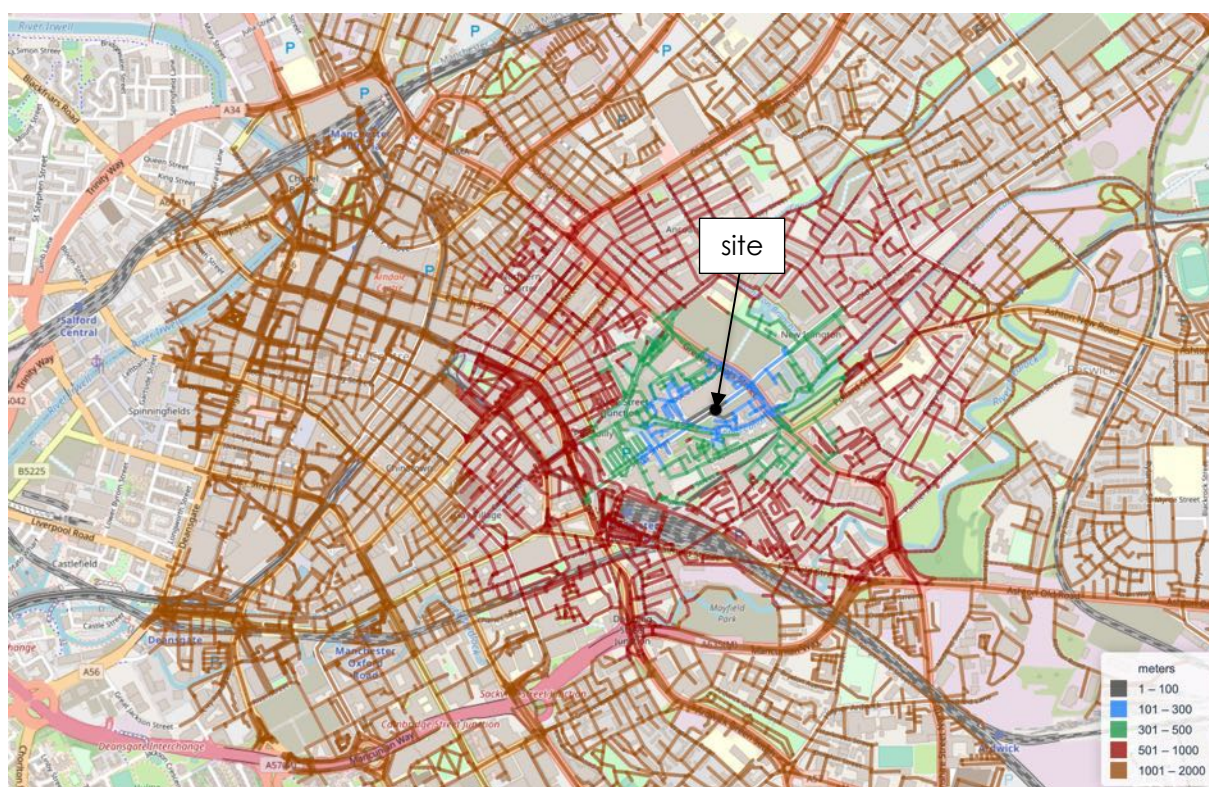


Figure 4.1: Walking Catchment
[source: ISO4 2021]

Access by Cycle

- 4.5 Figure 4.2 shows the cycle network serving the site. It shows that Store Street is part of Route 66 of the National Cycle Network. Store Street is also a Bee Line on the Bee Network. There are no current Bee Network proposals on the routes bounding the site.

- 4.6 A connection can also be gained to Route 86 of the National Cycle Network that routes along the Ashton Canal providing connections to areas to the north of the site. Access can also be gained to the remainder of the city centre using advisory routes to the south of the site.
- 4.7 The audit in Appendix D shows that the site is well served by existing infrastructure that is suitable for access by cycle. Of particular note is that the speed limit and level of traffic on both Ducie Street and Store Street are within the levels found suitable in LTN 1/20 for cyclists to share the carriageway with vehicles.

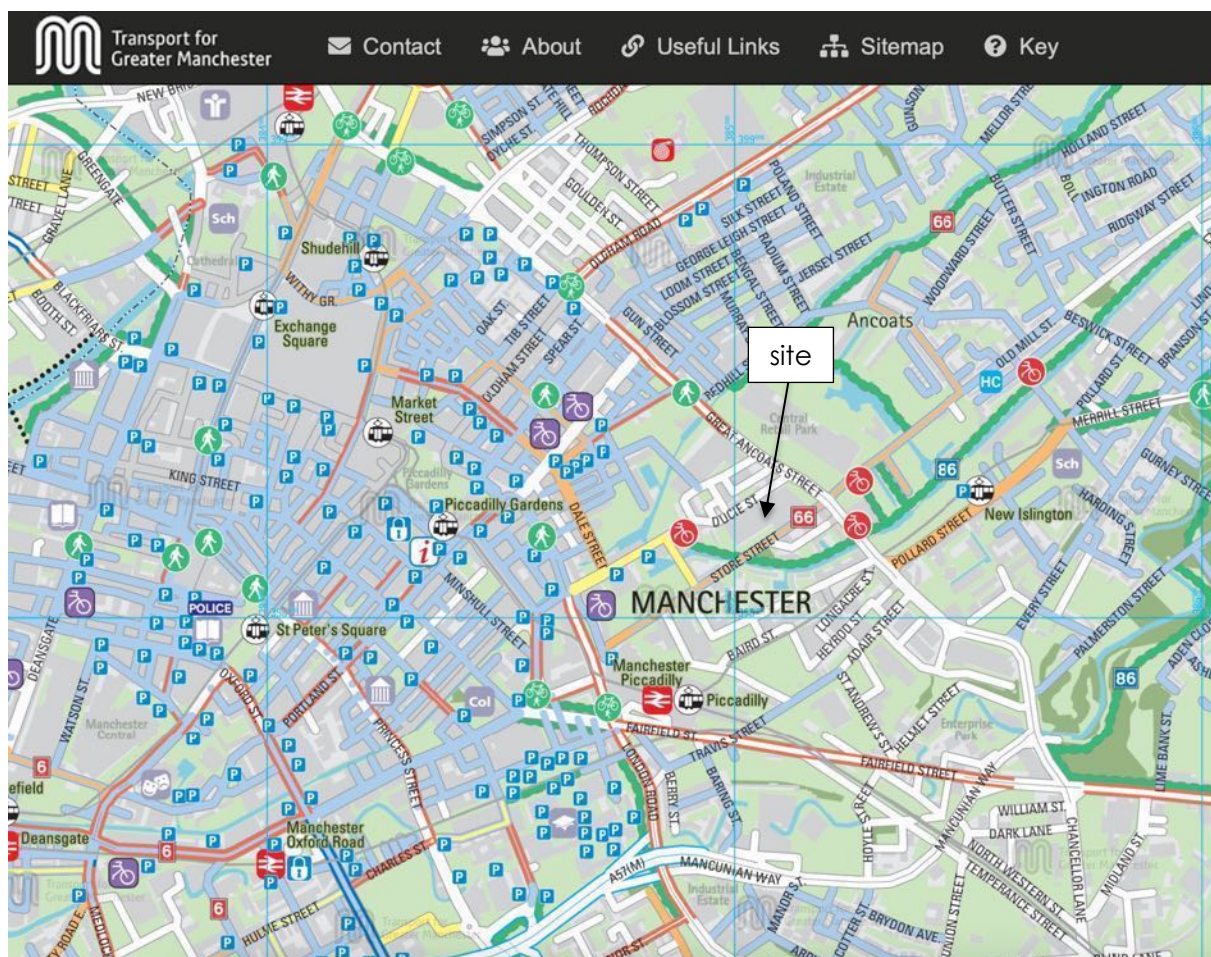


Figure 4.2: GM Cycle Network
[source: TfGM 2021]

- 4.8 Figure 4.3 shows the site in the context of the Bee Network. This shows that funding has been granted by the Mayor's Challenge Fund for improvements to a radial route that will provide improved connections across the north of the city centre. Access to this improved route can be gained from the Ashton Canal (Route 86). Further isolated improvements are proposed in the city centre on Route 86 to enhance cycle provision at junctions.

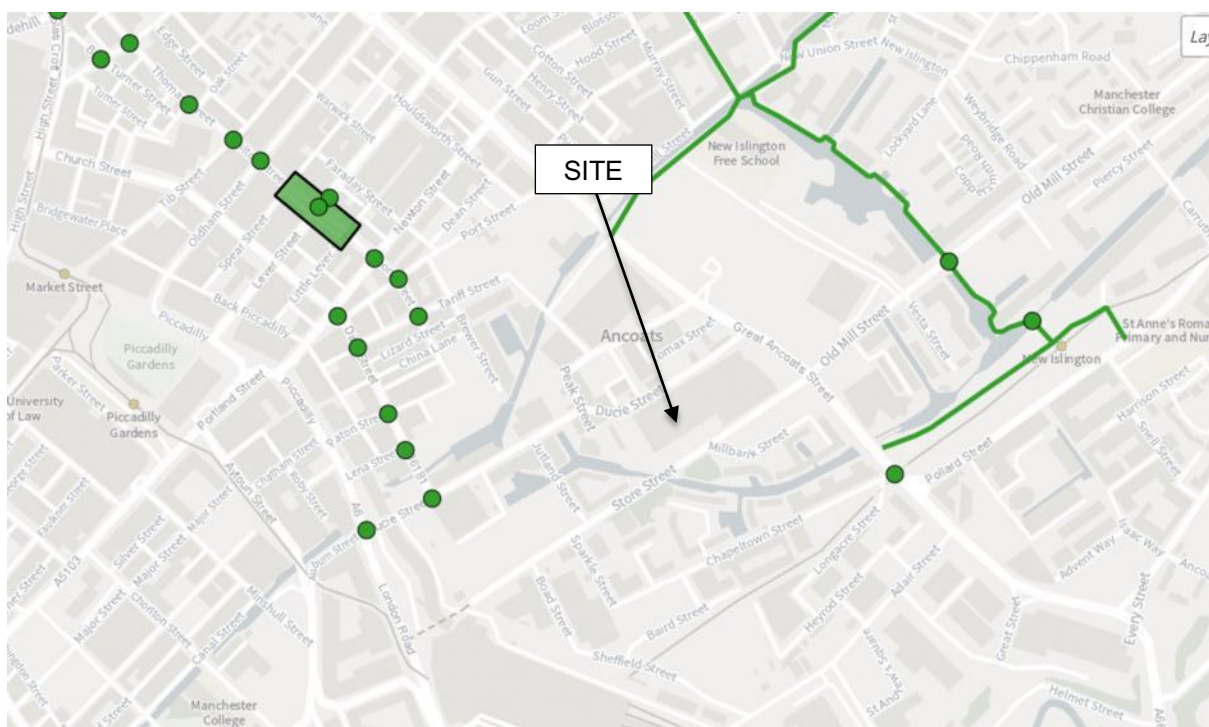


Figure 4.3: Bee Network
[source: MappingGM 2022]

4.9 The existing infrastructure surrounding the site creates opportunities for access by bike.

Access by Public Transport

- 4.10 Figure 4.4 shows the public transport network serving the site. The nearest operational bus stops are located on Piccadilly and Great Ancoats Street, less than a five-minute walk from the site.
- 4.11 Access can also be gained to Piccadilly Gardens bus interchange is a 10-minute walk from the site. The site is also located adjacent to Piccadilly train station, a 5-minute walk from the site, where access can be gained to train and tram services.
- 4.12 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 4.13 Figure 4.4 also shows that the site has a GMAL of 8, which is the highest level of accessibility in Greater Manchester.

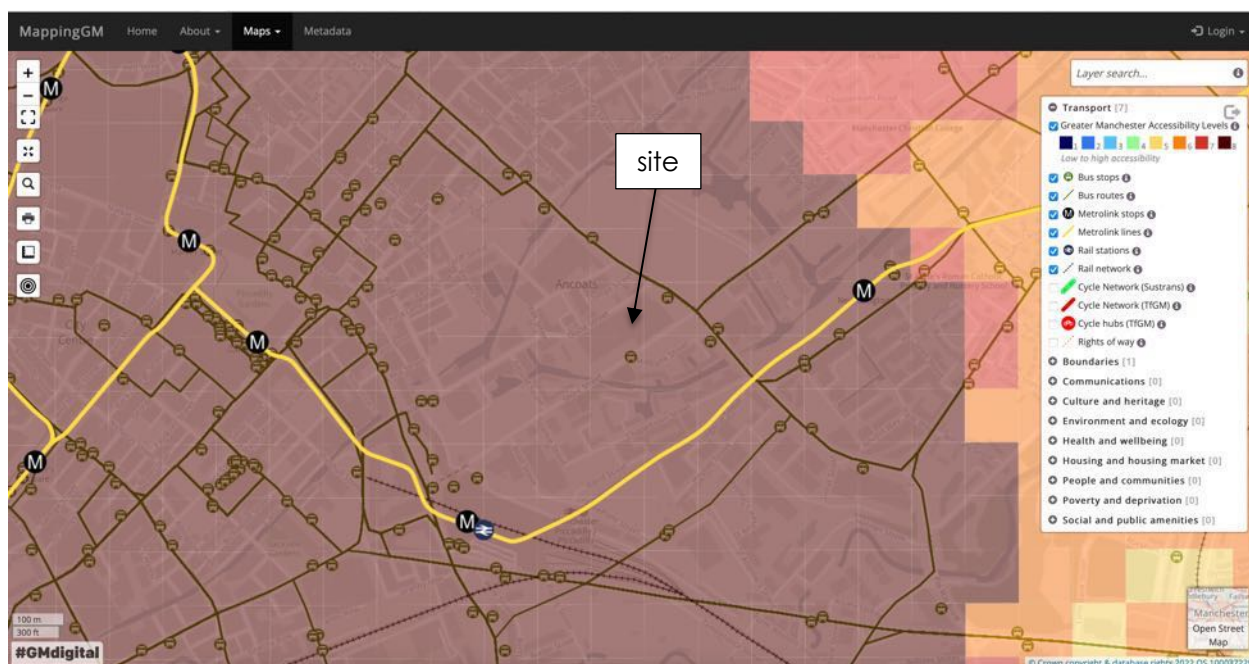


Figure 4.4: Public Transport Network & GMAL
[source: Mapping GM 2022]

Summary & Policy Compliance

- 4.14 Evidence and research show that people can and will live active, sustainable, low-carbon lifestyles in areas that provide a mix of uses to reduce the need to travel and that are located with ready access by sustainable modes. The site will provide complementary city centre use that will serve as a leisure, entertainment and retail destination for existing residents, visitors and workers in the city.
- 4.15 The site is located in the city centre, to the rear of Piccadilly station and within a thriving residential community. The assessment in this section shows that the site is well placed for access by sustainable modes.
- 4.16 Paragraph 105 of NPPF (2021) states that developments should be focused in locations which are or can be made sustainable, by limiting the need to travel and that offer a genuine choice of transport modes. This is further supported by paragraph 110 which supports developments where appropriate opportunities to promote sustainable transport are available. The proposal is in line with NPPF policy.
- 4.17 The 2020 DfT⁸ vision sets out how a net zero transport system will be achieved this includes a commitment to introducing measures so that public transport and active travel become the natural first choice for daily activities. Part of the vision is based on place-based solutions to the carbon crisis. This is supported by policies adopted by MCC. Delivering leisure and recreation uses, such as the proposed, in sustainable and accessible locations is key to achieving this by providing local amenity facilities for use by residents and workers in the city.
- 4.18 The following transport strategy supports the development:
- Location in Manchester city centre
 - A 20 / 25-minute journey time to key employment, leisure, and retail activity destinations
 - Provision of ancillary recreation, leisure, and retail facilities for use by existing city centre dwellers, workers and visitors
 - Existing walking & cycling infrastructure connecting to key destinations
 - Provision of localised pedestrian routes improvements on Ducie Street and Paradise Walk
 - Exceptional level of public transport accessibility within acceptable walk distances of bus, tram, and train services
 - Provision of a mobility hub to provide community facilities for EV car and bike users
 - Cycle maintenance facilities
 - Travel Plan

⁸ DfT (2020), Decarbonising Transport: Setting the Challenge

5 Traffic Impact

Mobility Hub Trip Generation

- 5.1 The proposal will provide ancillary city centre facilities that people can walk to from home, work, or other visitor destinations. Based on this and the highly accessible location of the site, the proposal will not generate any 'new' trips to the network and the trips will largely be comprised of non-primary trips from people that are already either living, working, or visiting the city centre.
- 5.2 The proposal also includes a Mobility Hub to provide easily accessible charging points, in line with MCC policy⁹. The proposal provides a community hub facility which will contribute to filling gaps in the network and will provide an alternative to home charging to help those without access to off-street parking. The provision of such a facility at a retail and leisure destination is supported by TfGM policy¹⁰.
- 5.3 In line with the above policies, use of the mobility hub will not be restricted to site visitors only, but will provide a public EV parking facility. Hub users will be permitted to park their car, hook up the charger and leave either to visit the proposed destination or other destinations in the city centre.
- 5.4 At a basic assessment level, it can be concluded that the reduction in site parking will result in commensurate reduction in site traffic when compared to the extant situation. However, for robustness an assessment has been made using more standard appraisal methods. Given the car park will operate as a public car park it is appropriate to use trip rates for similar facilities in the city centre. The Ancoats Mobility Hub provides such a comparable facility to the proposed community hub. For consistency, the trip rates from the Ancoats proposal have been used in the assessment.
- 5.5 The Ancoats Mobility Hub assessment utilised commuter trip rates and a calculated floor area based on MCC employment parking standards to replicate the traffic generation associated with 215 spaces in the Mobility Hub. The resulting method has been replicated in Table 5.1. A slight amendment has been made to the Ancoats Mobility Hub traffic flows to use the correct the trip rates shown in the Ancoats TA text as these did not accord with the TRICS output in Appendix M of the TA. The TRICS output from the Ancoats Mobility Hub TA has been used in this assessment.
- 5.6 The proposal will provide 29 parking spaces, 13% of the public parking provision at the Ancoats Mobility Hub. Table 5.1 shows the proposed use parking area traffic generation.

	Ancoats Mobility Hub Public Parking Spaces (215)			Proposed Development Mobility Hub (29)		
	In	Out	Total	In	Out	Total
AM Peak Hour	85	9	94	11	1	13
PM Peak Hour	7	76	83	1	10	11
12 Hour	298	290	588	40	39	79

Table 5.1: Ancoats Mobility Hub Traffic & Proposed Development Traffic
[source: Ancoats Mobility Hub TA Appendix M 2021]

- 5.7 The mobility hub will provide a community charging facility for people already in Manchester with an EV car. Technically these trips will not be entirely 'new' to the network and will be linked with existing trips to other city centre uses. However, to allow a robust assessment, the trips are treated as 'new'.

Mobility Hub Parking Demand

- 5.8 The trip generation data has been used to establish the parking demand at the development. The assessment shows that the proposed parking area is sufficient to meet forecast demand levels.

⁹ Manchester Climate Change Partnership (2020), Manchester Climate Change Framework 2020-25

¹⁰ Transport for Greater Manchester (2021), Electric Vehicle Charging Infrastructure Strategy

	In	Out	Total	Parking Demand
07:00 - 07:30	1	0	1	1
07:30 - 08:00	3	0	4	4
08:00 - 08:30	5	0	5	8
08:30 - 09:00	6	1	7	14
09:00 - 09:30	5	1	6	18
09:30 - 10:00	3	1	4	20
10:00 - 10:30	1	1	2	20
10:30 - 11:00	1	1	2	20
11:00 - 11:30	1	1	2	21
11:30 - 12:00	1	1	2	21
12:00 - 12:30	1	2	3	20
12:30 - 13:00	2	2	3	20
13:00 - 13:30	2	2	3	20
13:30 - 14:00	1	1	3	20
14:00 - 14:30	1	1	2	20
14:30 - 15:00	1	2	2	20
15:00 - 15:30	1	1	2	19
15:30 - 16:00	1	2	2	18
16:00 - 16:30	1	3	3	16
16:30 - 17:00	1	3	4	14
17:00 - 17:30	1	6	7	8
17:30 - 18:00	0	4	5	4
18:00 - 18:30	0	3	3	2
18:30 - 19:00	0	1	1	1

Table 5.2: Mobility Hub Parking Demand

Servicing Trip Generation

- 5.9 TRICS does not contain any comparable land uses to the proposal site. The site is similar to Hatch on Oxford Road, but TRICS data is not available for this site. A comparable facility to both the site and Hatch, is Boxpark in Croydon. Data is held on the TRICS database for Boxpark. Boxpark is a cultural, food & beverage, entertainment, seating areas, and events space with permitted uses of A1, A3, A5, D1 and office uses. Boxpark has a capacity for 2,000 people and provides 105 units operated by retail (market place), restaurant, and drinks operators.
- 5.10 TRICS includes a service movement survey for Boxpark and this has been used to establish likely service movements to the proposal site. The Boxpark service movements have been factored based on the total seating number capacity (comprised of covers across the internal and external ground floor area and mezzanine event space seats).
- 5.11 The TRICS output is summarised below, and the output is attached as Appendix H.

	Boxpark Service Movements			The Foundry Service Movements		
	In	Out	Total	In	Out	Total
AM Peak Hour	1	1	2	1	1	2
PM Peak Hour	0	0	0	0	0	0
12 Hour	16	16	32	18	18	36

Table 5.3: Service Vehicle Trip Generation

- 5.12 Appendix G shows that 97% of the 12-hour service movements will be light goods vans. As set out in Section 3, these movements will be accommodated in the service areas off Ducie Street. Any access required to the main service yard will be managed to occur outside key periods of visitor activity.
- 5.13 A Service Management Plan is attached as Appendix F.

Traffic Impact

- 5.14 Table 5.4 shows that the proposal will not generate a significant level of traffic and, when compared to the existing permitted use of the site, traffic will reduce. The number of service vehicle trips will remain broadly the same as the existing permitted use of the site, but the number of large vehicles generated by the site will reduce significantly.

	Extant Site Use Traffic Flows			Proposed Site Use Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak Hour	30	8	38	13	2	15
PM Peak Hour	7	31	38	1	10	11
12 Hour	135	140	275	58	57	115

Table 5.4: Traffic Impact

Summary & Policy Compliance

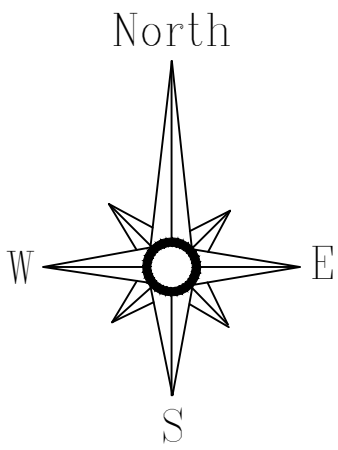
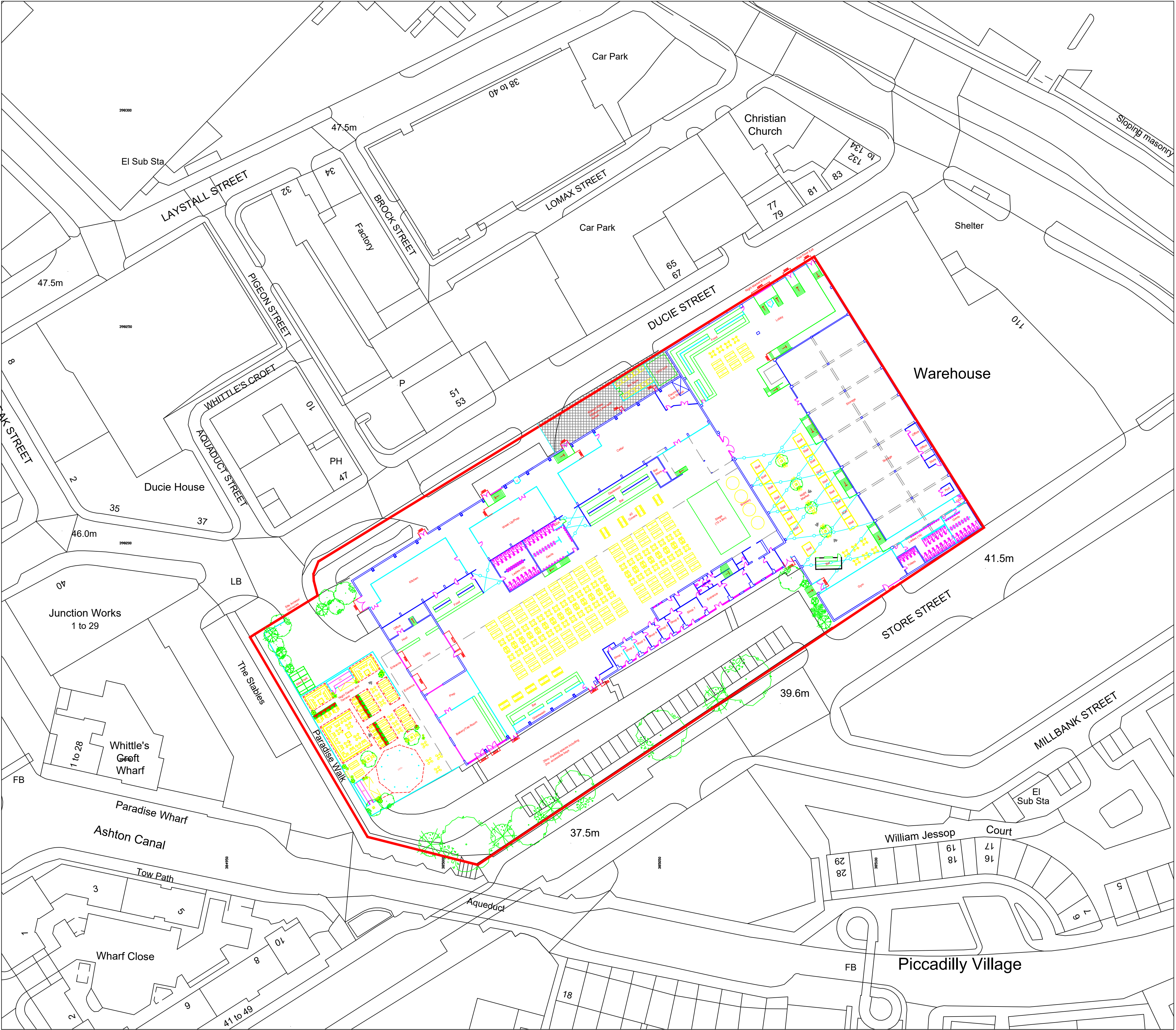
- 5.15 The assessment shows that the site will be associated with a significant level of traffic, even though in reality the traffic accessing the site will be largely comprised of people already on the network.
- 5.16 Service vehicle movements will utilise the existing site service access points and it is shown that large vehicle movements will reduce, when compared to the existing permitted use of the site. Service access and refuse collection will be managed in line with the Service Management Plan.
- 5.17 The proposal will provide a mobility hub at the site which will allow community EV car charging. The assessment shows that the provision of such a facility is supported by strategies adopted by
- 5.18 Paragraph 111 of NPPF states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The proposal is shown to accord with this policy.

6 Conclusions

- 6.1 SK has been appointed to prepare a TS that assesses the implications of the temporary change of use of the Foundry to provide a creative neighbourhood facility that will provide recreation and leisure facilities for existing city centre residents, workers, and visitors. The proposal will also provide a mobility hub where the community can charge their cars, park cycles, and maintain bikes.
- 6.2 The TS has been prepared in line with local, regional, and national assessment guidance using standard appraisal methods.

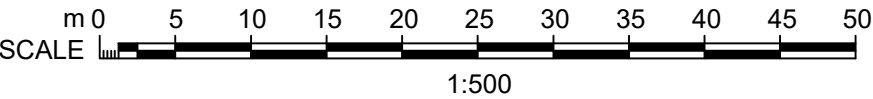
- 6.3 The accessibility analysis shows that the site is well located to allow all site users to easily access by sustainable modes of travel. Access can be gained to frequent bus, tram and train services and the site has a GMAL of 8. The proposal is underpinned by a Travel Plan and a cycle parking hub. Localised pedestrian route improvements are proposed.
- 6.4 The traffic impact and road safety assessments show that the proposal will not have an impact on existing highway operation or road safety patterns, both when considered in isolation or when compared to the existing permitted industrial use at the site.
- 6.5 The mobility hub will provide community EV charging facilities that can be used by residents, workers, and visitors to the city centre. The provision of such a facility is supported by the strategies on zero carbon and EV infrastructure promoted by MCC and TfGM.
- 6.6 It is concluded that the proposed development meets the requirements of local and national policy, and that the residual traffic and road safety impact of the proposal will not be severe or unacceptable when examined in the context of NPPF. It is also shown that the proposal meets the sustainable transport requirements of NPPF.

Appendix A



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- E 28/03/2022 Bin platform added, taxi drop off added
- D 16/03/2022 Bin detail removed from notes.
- C 14/03/2022 Bin store added.
- B 10/03/2022 Bike rack and boundary line added
- A 09/03/2022 Amended parking layout

Client			
J. Wilkinson			
Date	Mar. 2022	Status	STAT
Drawn	RR	Checked	-
Scale	1:200	Size	A1
Rev.	E	Drawing No.	343 - 02
Drawing Title			
Proposed Site Plan			
Project Title			
Presbar Diecasting Ltd			
Store St			
Manchester - M1 2WD			
JSA DESIGN			

Appendix B



Appendix C

Calculation Reference: AUDIT-443201-220217-0249

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Parking spaces
Actual Range: 48 to 180 (units:)
Range Selected by User: 4 to 1378 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 30/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	5
---------------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Built-Up Zone	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

15,001 to 20,000 1 days

20,001 to 25,000 2 days

25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000 2 days

125,001 to 250,000 2 days

500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 4 days

1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known 1 days

No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-02-C-04	BREWERY	DORSET
	WEYMOUTH AVENUE		
	DORCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Parking spaces:	173	
	Survey date: MONDAY	09/07/01	Survey Type: MANUAL
2	GM-02-C-02	BREWERY	GREATER MANCHESTER
	GREAT DUCIE STREET		
	MANCHESTER		
	STRANGEWAYS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Parking spaces:	60	
	Survey date: TUESDAY	08/06/04	Survey Type: MANUAL
3	GS-02-C-01	HEALTH PRODUCTS	GLOUCESTERSHIRE
	ST CATHERINE STREET		
	GLOUCESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Parking spaces:	180	
	Survey date: WEDNESDAY	26/05/04	Survey Type: MANUAL
4	LC-02-C-01	BREWERY	LANCASHIRE
	PENNY STREET		
	BLACKBURN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Parking spaces:	128	
	Survey date: MONDAY	21/06/04	Survey Type: MANUAL
5	LC-02-C-02	RECYCLING CO.	LANCASHIRE
	ESSEX STREET		
	PRESTON		
	RED SCAR IND ESTATE		
	Edge of Town Centre		
	Industrial Zone		
	Total Parking spaces:	48	
	Survey date: THURSDAY	10/05/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	118	0.285	5	118	0.037	5	118	0.322
08:00 - 09:00	5	118	0.372	5	118	0.100	5	118	0.472
09:00 - 10:00	5	118	0.188	5	118	0.104	5	118	0.292
10:00 - 11:00	5	118	0.126	5	118	0.107	5	118	0.233
11:00 - 12:00	5	118	0.107	5	118	0.119	5	118	0.226
12:00 - 13:00	5	118	0.085	5	118	0.109	5	118	0.194
13:00 - 14:00	5	118	0.149	5	118	0.139	5	118	0.288
14:00 - 15:00	5	118	0.093	5	118	0.153	5	118	0.246
15:00 - 16:00	5	118	0.105	5	118	0.132	5	118	0.237
16:00 - 17:00	5	118	0.065	5	118	0.277	5	118	0.342
17:00 - 18:00	5	118	0.085	5	118	0.390	5	118	0.475
18:00 - 19:00	5	118	0.024	5	118	0.087	5	118	0.111
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.684			1.754			3.438

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	48 - 180 (units:)
Survey date range:	01/01/01 - 30/06/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	118	0.031	5	118	0.014	5	118	0.045
08:00 - 09:00	5	118	0.024	5	118	0.027	5	118	0.051
09:00 - 10:00	5	118	0.019	5	118	0.027	5	118	0.046
10:00 - 11:00	5	118	0.027	5	118	0.022	5	118	0.049
11:00 - 12:00	5	118	0.027	5	118	0.031	5	118	0.058
12:00 - 13:00	5	118	0.020	5	118	0.017	5	118	0.037
13:00 - 14:00	5	118	0.012	5	118	0.015	5	118	0.027
14:00 - 15:00	5	118	0.015	5	118	0.022	5	118	0.037
15:00 - 16:00	5	118	0.020	5	118	0.010	5	118	0.030
16:00 - 17:00	5	118	0.012	5	118	0.015	5	118	0.027
17:00 - 18:00	5	118	0.010	5	118	0.017	5	118	0.027
18:00 - 19:00	5	118	0.005	5	118	0.007	5	118	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.222			0.224			0.446

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Appendix D

Technical Note

Date: 30 March 2022

Project: The Foundry, Manchester

Title: Pedestrian & Cycle Route Audit

1. Introduction

- 1.1 SK has been appointed to examine the impact of a temporary change of use of The Foundry on Store Street, Manchester.
- 1.2 The proposal seeks temporary consent to allow the use of the site as a mixed-use venue that will provide a beer hall, night market, events space, artisan retail, creative and tech hub, and garden terrace. A mobility hub is also proposed that will provide cycle parking (including E-Bike charging) and EV car parking spaces. The hub will provide a community facility that seeks to assist MCC and TfGM fill gaps in the charging network, particularly for those who do not have access to off-street parking at home.
- 1.3 The scheme aims to provide a creative neighbourhood that will provide a resource and community for local residents and visitors to Manchester. The proposal will therefore act as an ancillary city centre use that will be used by people already living, working, or visiting the city centre.
- 1.4 This Note has been prepared to set out the pedestrian and cycle audit of the routes providing access to the Foundry. The audit sets out the existing facilities available and condition of these facilities, and identifies mitigation measures. The mitigation measures identified are commensurate with the temporary nature of the proposed use.

2. Pedestrian Route Audit

Site Frontage Footways

- 2.1 The main pedestrian entrance to the site is provided from Ducie Street with a secondary pedestrian entrance provided to the eastern end of the Ducie Street frontage. Ducie Street will be the focus of pedestrian activity. A pedestrian entrance is also provided from the Store Street frontage to the gym and access can also be gained from the car park access point.
- 2.2 Appendix A shows the type of footway routes on the site frontage and the existing condition of the routes. Table 2.1 provides audit details for the site frontages.

Section	Commentary	Recommendations
Site Frontage – Ducie Street Photographs 1-2 (2155, 2163)	• 20mph speed limit • 6.5m carriageway (one-way westbound) • 2m-2.5m footway south side • 2.7m footway north side • No tactile / dropped kerbs at site access junctions • Overhanging site boundary vegetation impacting on effective footway width • Tarmac footway surfacing – damaged in locations • Street lighting present • Pedestrian direction signs provided adjacent to Paradise Walk	• Trim back and maintain vegetation on site boundary • Introduce dropped kerbs and tactile paving at site access junctions • Patch repair footways along site frontage
Site Frontage – Store Street Photographs 3-4 (photos below)	• 20mph speed limit • 9.4m carriageway (with chicane traffic calming to west of site and build-outs) • 2.7m-3.7m footway north side • 3.3m-3.7m footway south side • Tactile / dropped kerbs at all site access junctions • No overhanging site boundary vegetation • York Stone footway surfacing along car park frontage – in good condition • Tarmac footway surfacing along remainder of site frontage – in good condition • Street lighting present • Pedestrian direction signs provided adjacent to Paradise Walk	• No intervention required

Table 2.1: Site Boundary Pedestrian Audit

- 2.3 A private footpath (Paradise Walk) is located within the site along the western boundary. This provides a connection between Ducie Street and Store Street, with a stepped arrangement at the Store Street end of the path. While this route provides a connection between the two roads fronting the site, the stepped arrangement does limit the usefulness of this route for inclusive access to the site. The applicant has agreed to patch repair the surfacing on Paradise Walk and trim back the vegetation.
- 2.4 The accident data included in the TS shows that there have been no accidents on Ducie Street during the five-year period assessed. There have been two accidents on Store Street, both occurring in different locations. The accidents occurred in 2017 and 2020, and were classified as slight. Neither accident involved a pedestrian or a cyclist.
- 2.5 Key routes leading to the site have also been audited to evaluate the presence and standard of infrastructure available. These are the routes between the site and Piccadilly Station to the west and the route to the bus stops in either direction on Great Ancoats Street to the east of the site. These routes are shown in Figure 2.1.

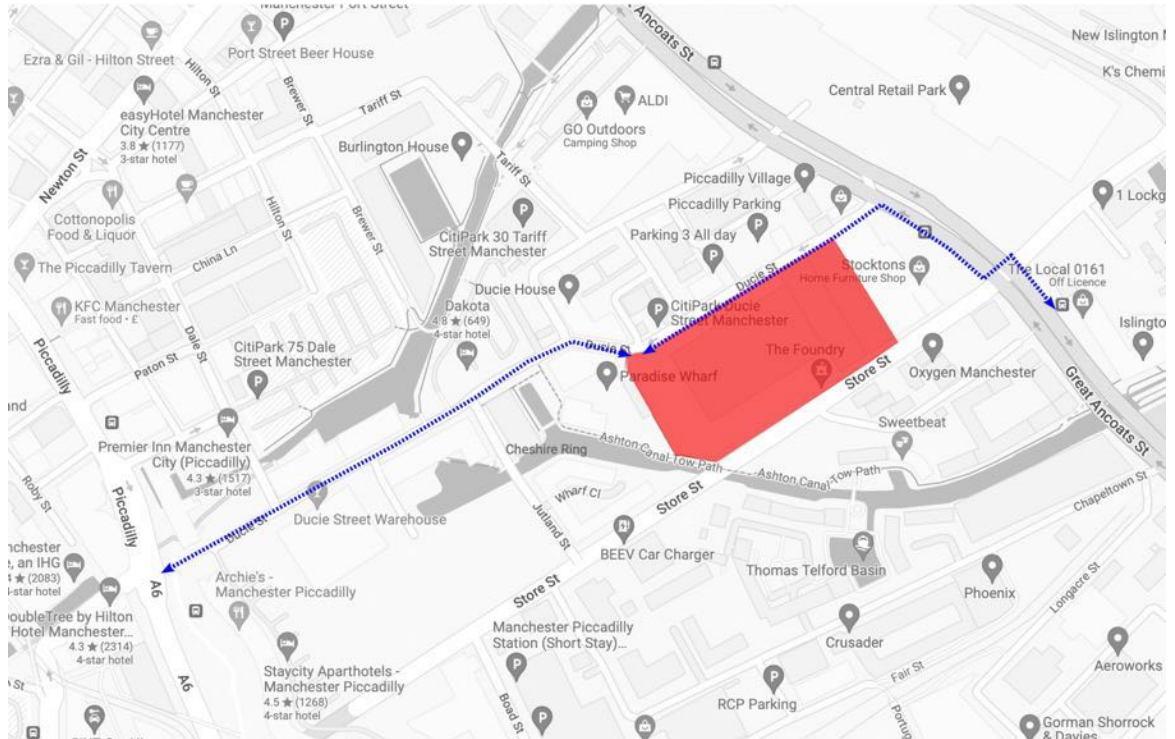


Figure 2.1: Audited Pedestrian Routes

2.6 Detailed descriptions of the routes are set out below.

Footway Route to Piccadilly

- 2.7 The principal distribution of pedestrian trips to the site will be from existing city centre destinations and public transport nodes to the southwest of the site towards Piccadilly and eastwards to the bus stops on Great Ancoats Street.
- 2.8 Photographs referenced in the table below are included in Appendix B. It is possible to access Piccadilly Station and the core areas of the city from the site using the southern side of Ducie Street only to Station Approach for the main entrance.

Section	Commentary	Recommendations
Paradise Walk junction to Peak Street junction Photograph 5-6 (2156)	• 20mph speed limit • 3.2m footway south side • York Stone footway surfacing – in good condition • Street lighting present • Bollards present to prevent parking	• No intervention required
Peak Street junction to Jutland Street junction Photographs 7-8 (2138, 2144)	• 20mph speed limit • 3.2m footway (narrowing to 2m over bridge to provide half layby arrangement, layby is block paved) • Street lighting present • York Stone footway surfacing – in good condition • Pedestrian signage provided adjacent to access to Rochdale Canal towpath	• No intervention required
Jutland Street junction to Ducie Street Warehouse access Photographs 9-10 (2134, 2135)	• 4.5m footway narrowing to 2.5m where layby present adjacent to commercial units • Sheffield stands present in wider sections • Dropped kerbs and tactile paving present at private access points • York Stone footway surfacing – in good condition • Street lighting present	• No intervention required
Ducie Street Warehouse access to Station Car Park Photographs 11-12 (2118, 2112)	• 5m footway narrowing to 3m where layby present • Dropped kerb crossing with tactile paving at small public car park entrance • Uncontrolled N-S crossing with dropped kerbs and tactile paving present at western end of Warehouse • York Stone footway surfacing – in good condition • Street lighting present	• No Intervention required
Station Car Park to Station Approach Photographs 13-14 (2100, 2101)	• Footway widths 4.5m-6m • Cycle hire hub present on station car park frontage • Dropped kerb crossings with tactile paving at car park access • York Stone footway surfacing – in good condition • Street lighting present • N-S raised table crossing point with cycle only filter on Ducie Street adjacent to Station Approach, tactile paving provided	• No intervention required

Table 2.2: Route to Piccadilly

- 2.9 Footway provision on the northern side of Ducie Street is similarly of a good width and in good condition. North-south crossing points are available on Ducie Street as noted above to provide pedestrian connection to City Centre areas north of the station.
- 2.10 The routes to the west of the site are of a high standard, recently improved to a modern specification and with a high-quality finish. There is no need for any intervention on these routes to provide suitable access to the site.

Footway Route to Great Ancoats Street Bus Stops

- 2.11 Pedestrians may also access the site from the northeast of the site to New Islington, Ancoats, and the nearest bus stops on Great Ancoats Street (A665). Great Ancoats Street has recently been upgraded to improve the pedestrian and cycle environment. A signalised crossing is provided at the Store Street / Great Ancoats Street junction so that access can be gained to the southbound bus stop.

2.12 The route is broken into sections and described in Table 2.3.

Section	Commentary	Recommendations
Edge of site frontage to Great Ancoats Street Photographs 15-16 (2169, 2170)	2.2m footway with tarmac surface, generally in reasonable condition, some small patched areas - Dropped kerbs present at private access points, no tactile paving but accesses not in use - Street lighting present	No intervention required
Ducie Street to Store Street (west side) Photographs 17-18	3m-3.5m footway present - Dropped kerb crossing with tactile paving at Ducie Street junction - Dropped kerbs but no tactile paving at private access (Stocktons), appropriate as part of Great Ancoats Street improvement scheme - Tarmac footway surfacing – in good condition - Street lighting present	No Intervention required
Store Street junction to Soothbound Bus Stop Photographs 19-20	- Footway widths 3m-4.5m - Controlled crossings with dropped kerbs and tactile paving provided to N, E, S junction arms - Uncontrolled dropped kerb crossing with tactile paving on W arm - Tarmac footway surfacing – in good condition - Street lighting present	No intervention required

Table 2.3: Route to Great Ancoats Street

- 2.13 The section of Ducie Street footway between the site and Great Ancoats Street is in reasonable condition, the two private access points present have dropped kerb provision but without tactile paving. These are currently not in use - given the nature of these access points and the temporary use of the development proposal no intervention is considered necessary.
- 2.14 Footways and junctions on this section of Great Ancoats Street have recently been reconstructed to a modern specification providing a high standard pedestrian environment. Cycle infrastructure also present. All remains in excellent condition and no intervention should be necessary.

3. Cycle Route Audit

Site Frontage Routes

- 3.1 Store Street and Ducie Street are both 20mph roads with street lighting present. Both roads are surfaced with tarmac which is in reasonable condition.
- 3.2 TfGM's database provides information on interpeak traffic flows on both streets and daily (AADT) traffic flows on Store Street. These are shown in Table 3.1.
- 3.3 The Store Street flows have been used to establish the daily traffic flows on Ducie Street and these are also shown in Table 3.1.

	AADT	1000-1200
Store Street	1273	382
Ducie Street	840	252

Table 3.1: Store Street & Ducie Street Traffic Flows

- 3.4 DfT's 'Cycle Infrastructure Design' (LTN 1 / 20) states that:

'Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic... Most people, especially younger children will not feel comfortable on-carriageways with more than 2,500 vehicles per day and speeds of more than 20mph. These values should be regarded as desirable upper limits for inclusive cycling within the carriageway.'

- 3.5 The analysis above shows that the existing roads providing immediate access to the site are suitable for use by cyclists.

Wider Routes

- 3.6 At Piccadilly, new cycle infrastructure has been introduced including cycle lanes and a raised table crossing point combined with a cycle only connection between Ducie Street and the A6, providing a dedicated connection to wider cycle routes west of the site.
- 3.7 To the west of the site access can also be gained to Route 86 of the National Cycle Network which provides a segregated route along the canal towpath. Access to Route 86 can also be gained on Great Ancoats Street. Great Ancoats Street has recently been upgraded to improve the pedestrian and cycle environment. This includes a toucan crossing at the junction of Store Street / Great Ancoats Street.

Pedestrian & Cyclist Audit - APPENDIX A

Photo 1



Photo 2



Photo 3



Photo 4



Pedestrian & Cyclist Audit - APPENDIX B

Photo 5



Photo 6



Photo 7

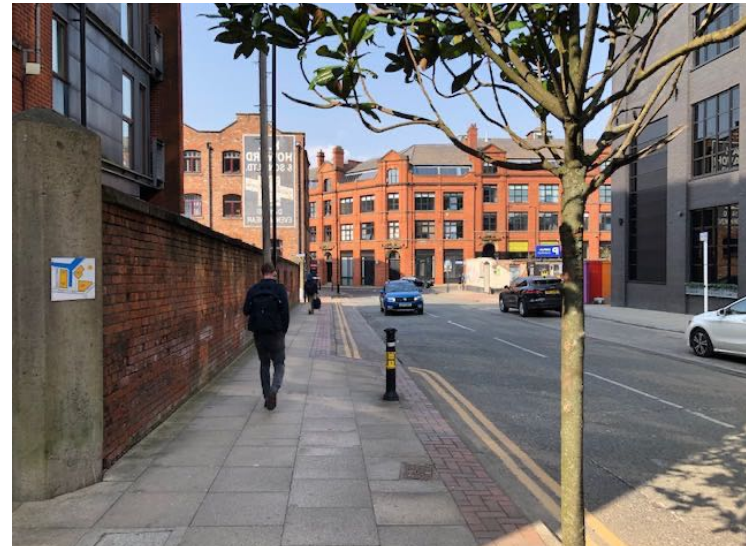


Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 19



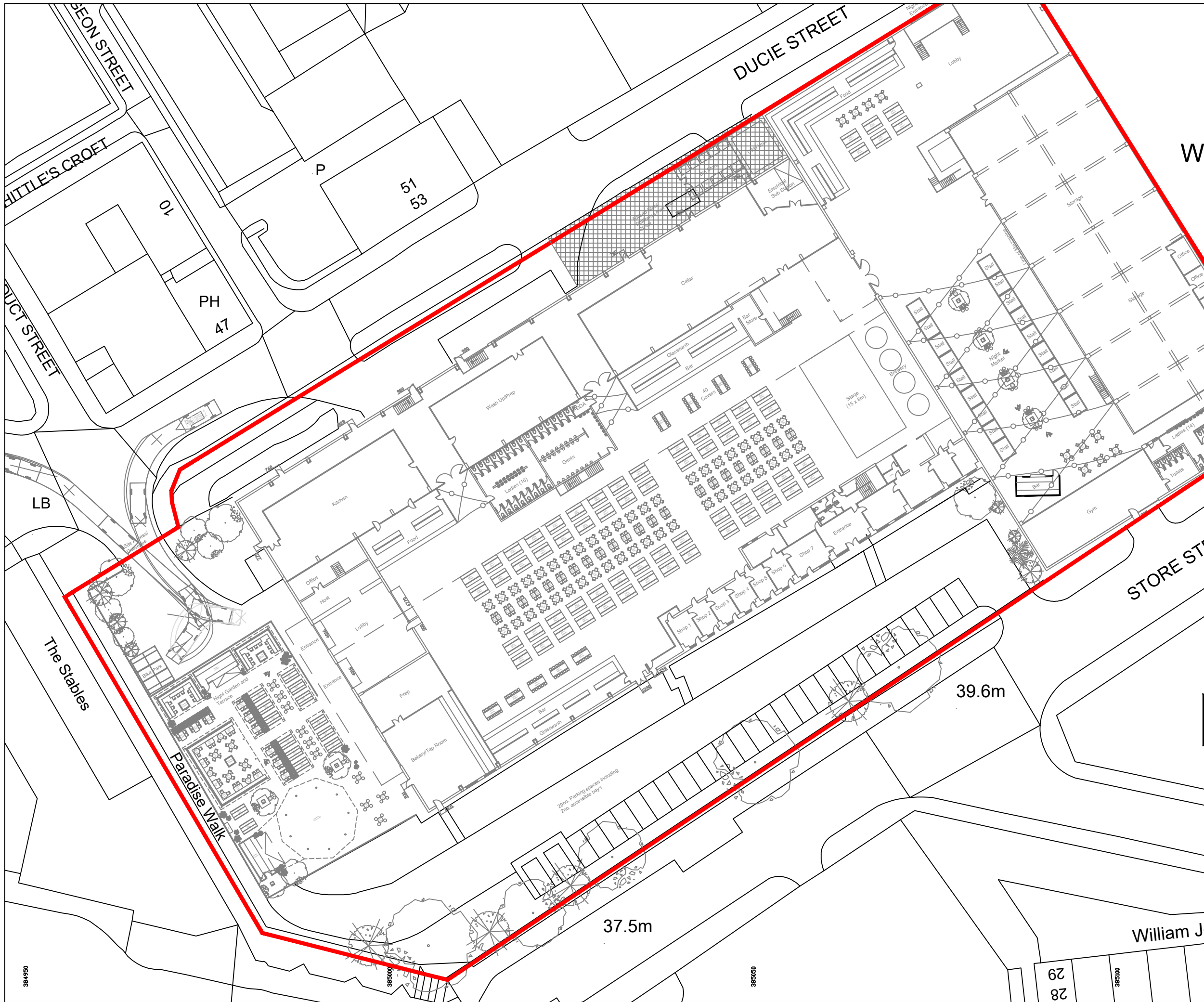
Photo 18



Photo 20



Appendix E



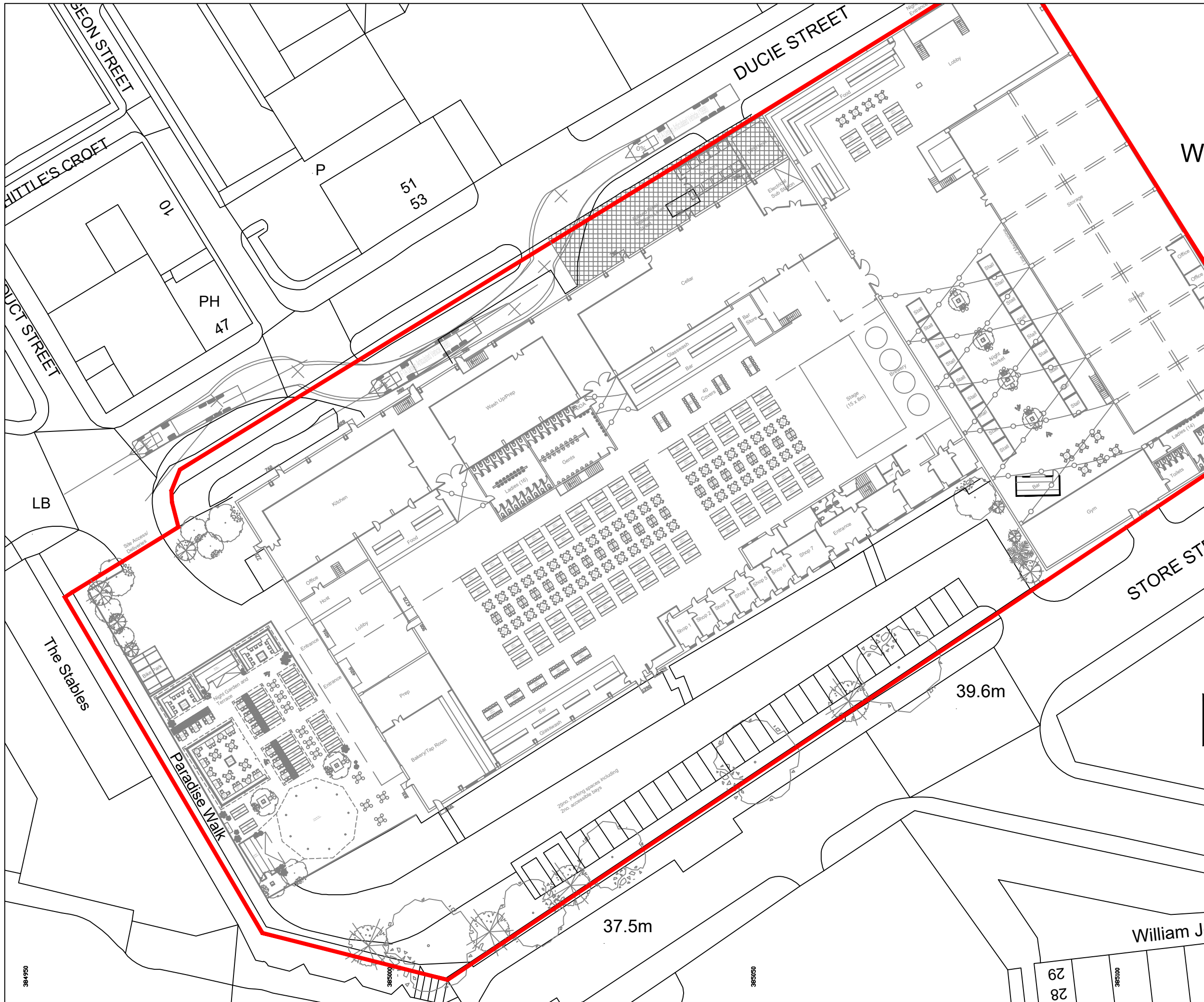
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NOTES

Vehicle Profile

Ford Transit L2
Overall Length 5.531m
Overall Width 2.112m
Overall Body Height 2.585m
Min Body Ground Clearance 0.357m
Track Width 2.100m
Lock to Lock Time 3.00 sec
Kerb to Kerb Turning Radius 5.950m

Revision Details Site layout updated	By JAT	LGS Check	Date 29.03.22	Suffix A
Drawing Number SK22213-105				
The Foudry, Manchester				
Drawing Title Swept Path Analysis Transit Van				
Scale at A3 1:500				
Drawn JAT		Approved LGS		
Check LGS		Date 16.03.22		
SK Transport Planning Ltd Albion Wharf Manchester M1 5LN www.sktransport.co.uk 0161 234 6509				



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile

FTA Design Articulated Vehicle (1998)		16.480m
Overall Length		2.550m
Overall Width		3.870m
Overall Body Height		0.515m
Min Body Ground Clearance		2.470m
Max Track Width		3.00 sec
Lock to Lock Time		6.550m
Kerb to Kerb Turning Radius		

Revision Details	By	Date	Suffix
Site layout updated	JAT	29.03.22	A

Drawing Number	
SK22213-103	

Drawing Title	
The Foudry, Manchester	

Drawing Title	
Swept Path Analysis	
FTA Design Articulated Vehicle	

Scale at A3	
1:500	

Drawn	Approved
JAT	LGS

Check	Date
LGS	16.03.22

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384950

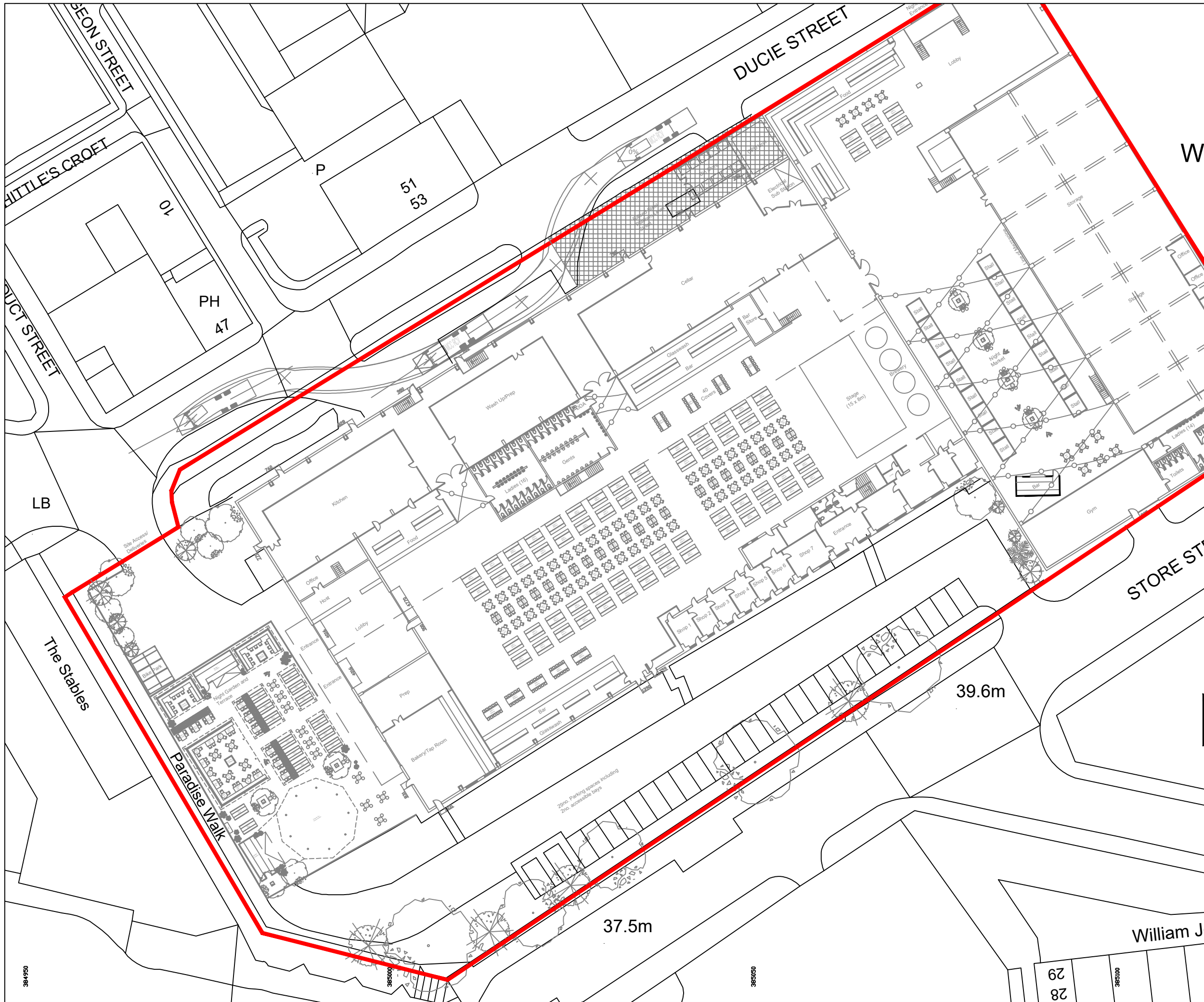
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385050

62

28

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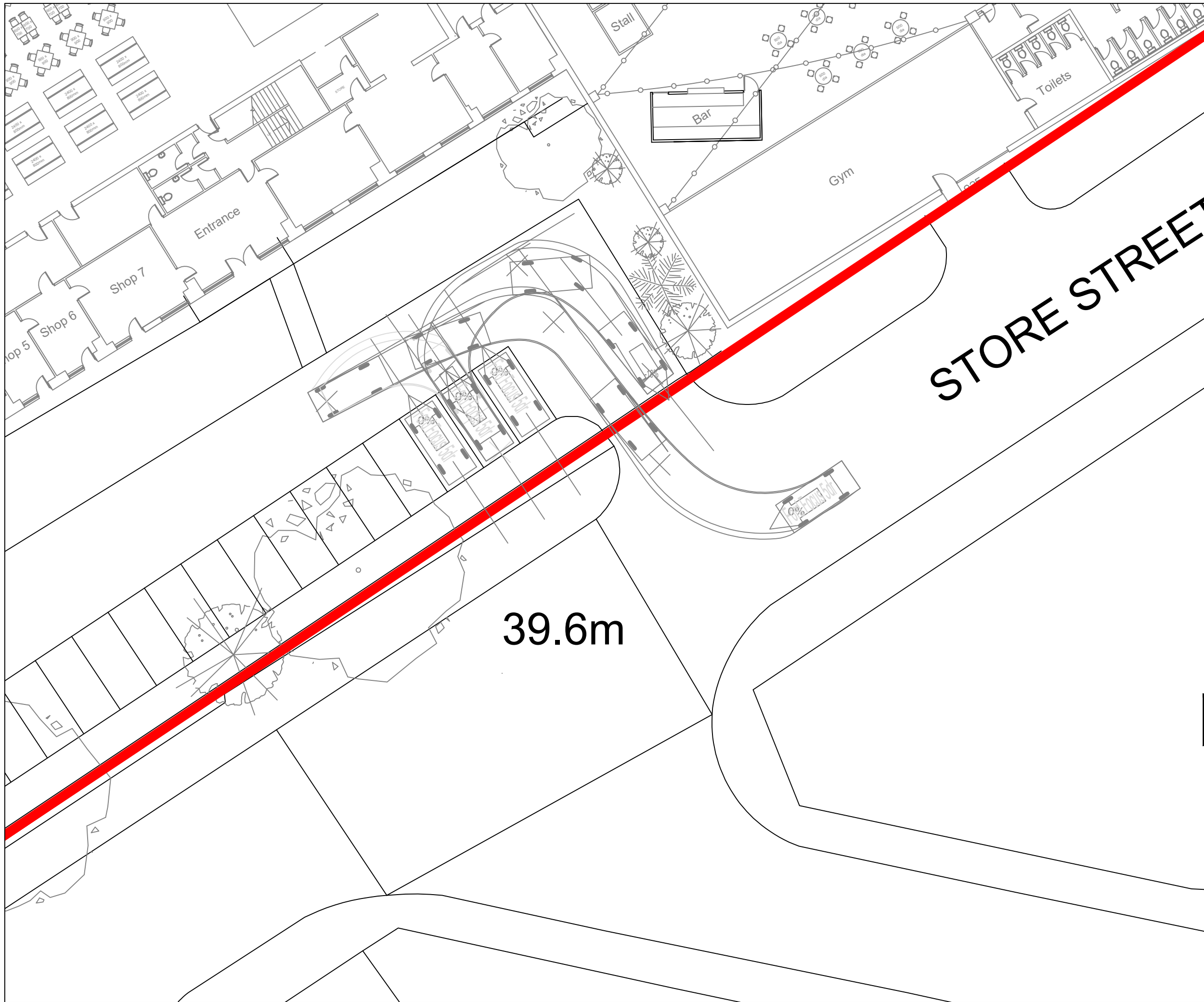


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NOTES
Vehicle Profile

MCC RCV
Overall Length 11.500m
Overall Width 2.550m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 2.00 sec
Wall to Wall Turning Radius 9.700m

Revision Details Site layout updated	By JAT	LGS Check	Date 29.03.22	Suffix A
Drawing Number SK22213-101				
The Foudry, Manchester				
Drawing Title Swept Path Analysis MCC Specification Refuse Vehicle				
Scale at A3 1:500				
Drawn JAT		Approved LGS		
Check LGS		Date 16.03.22		
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NOTES

Vehicle Profile

Ford Focus 5dr
Overall Length 4.378m
Overall Width 1.825m
Overall Body Height 1.487m
Min Body Ground Clearance 0.248m
Max Track Width 1.709m
Lock to Lock Time 2.00 sec
Kerb to Kerb Turning Radius 5.350m

Revision Details	By	Date	Suffix
Site layout updated	JAT	29.03.22	A

Drawing Number

SK22213-107

The Foudry, Manchester

Drawing Title

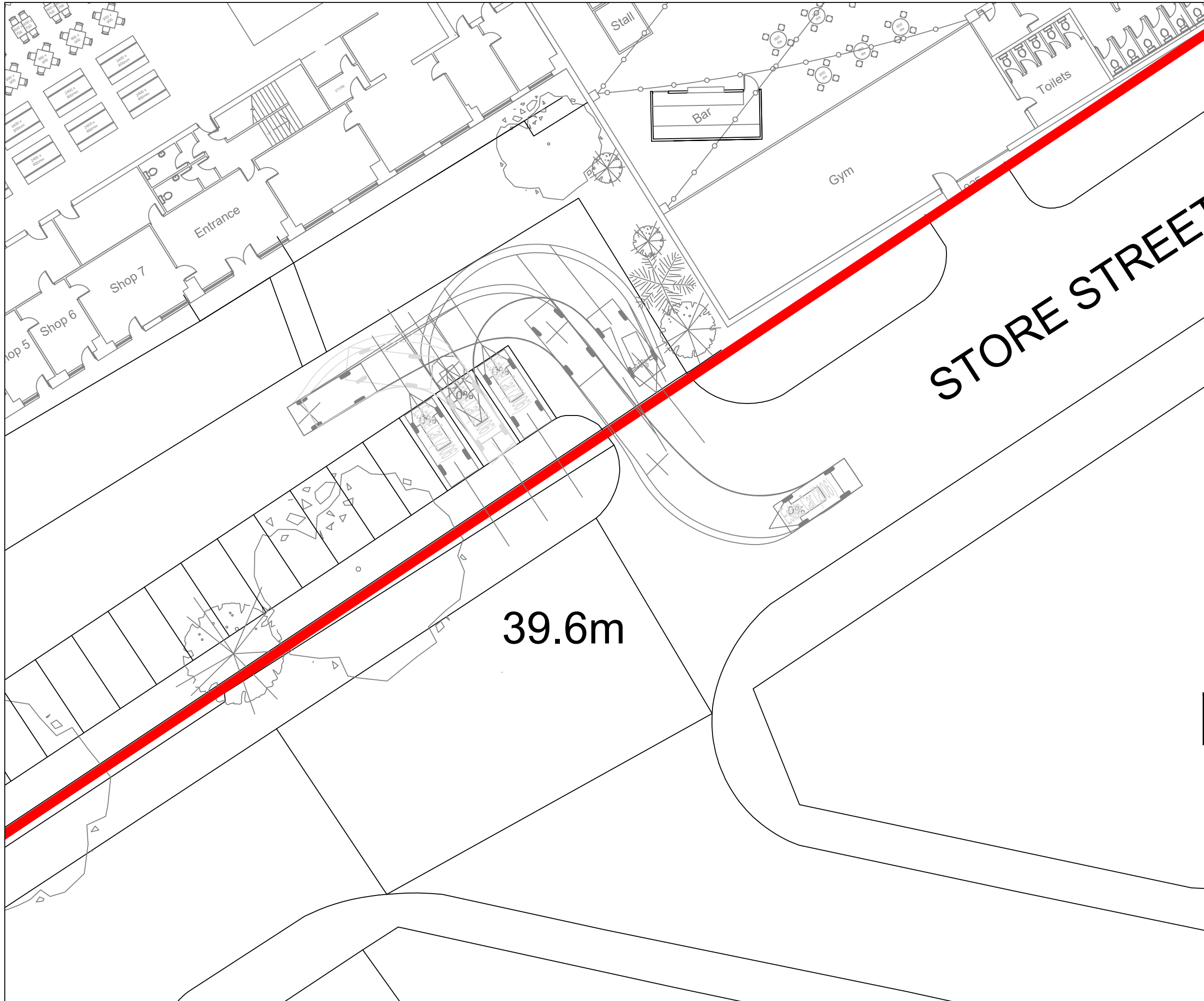
Swept Path Analysis
Family Car - Ford Focus 5dr
Vehicle Model

Scale at A3

1:200

Drawn	Approved
JAT	LGS
Check	Date
LGS	16.03.22

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NOTES
Vehicle Profile

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 5.950m

Revision Details	By	Date	Suffix
Site layout updated	JAT	29.03.22	A

Drawing Number	
SK22213-108	

Drawing Title	
The Foudry, Manchester	

Drawing Title	
Swept Path Analysis Large Estate Car - Volvo V70 Vehicle Model	

Scale at A3	
1:200	

Drawn	Approved
JAT	LGS

Check	Date
LGS	16.03.22

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Appendix F