Total Car Parks Limited

TEMPORARY CAR PARK
OXFORD ROAD
MANCHESTER

Transport Statement

VN40324

May 2014

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ
Tel: 0161 228 1008 www.vectos.co.uk
Company no. 07794057
Registered address: Vectos (North) Limited, 20 Broomfield Road, Stockport, SK4 4ND.

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Primary Author	James Whitton	**Initialled:**	JW

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FIGURES 1

PLANS ..... ERROR! BOOKMARK NOT DEFINED.

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Site Location -	VN30192-G100
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Former Site Layout	2010/191/100
Existing Site Layout	2010/191/110

FIGURES

Figure 1- Surveyed Flows AM

Figure 2- Surveyed Flows PM

1 INTRODUCTION

1.1 Introduction

1.1.1 Vectos have been appointed by Total Car Parks Ltd (TCPL) to provide a Transport Statement in support of an application for the renewal of the temporary planning permission for the existing surface car park on the former BBC site at Oxford Road.

1.2 The Proposal

1.2.1 The BBC buildings on site were demolished in summer 2012 and temporary planning permission for the car park was granted which will shortly expire. A surface car park with a capacity of 563 spaces was developed in its place and TCPL is applying for an 18 month renewal of the original planning consent ending at the end of December 2015.

1.2.2 The site is the subject to regeneration strategy and the redevelopment of this would be subject to a separate planning application.

1.3 Scope of Report

1.3.1 This Transport Statement firstly describes the site location and the programme for the Oxford Road Corridor Cross City Bus scheme which will significantly affect the traffic flows in the area. It is established that the proposed temporary permission will expire before the opening of the Cross City works.

1.3.2 The report then goes on to describe the accessibility for onwards journeys by non-car modes around the city by sustainable means. The third section then describes the car park layout, its accesses, hours of operation and payment regime. It also describes how this car park being located adjacent to two major radial routes into Manchester can trade on pass-by traffic and also that it means that it can capture car trips travelling further into the city.

1.3.3 Section four describes the local highway operation and presents peak hour surveys of traffic accessing the car park. It also considers the implications of committed development traffic. Section five provides the conclusions to the report.

2 SITE DESCRIPTION

2.1 Site Location

2.1.1 The car park is located on the former BBC site at Oxford Road. The general location of the site is shown in **Dwg VN30192-G100** and in more detail in **Dwg VN30192-G101**.

2.1.2 The BBC site previously provided 196 car parking spaces with additional space provided for outside broadcasting vans and HGVs. The layout and car parking spaces provided on the former BBC site are shown in **Dwg 2010/191/100**.

2.1.3 The site lies between to two main radial routes in the area of Oxford Road and the A34 with Charles Street and Brancaster Road which in turn links to Sorton Street/Cloak Street. Brancaster Road operates one way eastbound over its western section.

2.1.4 At its eastern and western extremities Charles Street meets Princess Street and Oxford Road, respectively, at traffic signal controlled junctions. The eastern boundary of the site is formed by the River Medlock. East of this is Princess Street. Princess Street is a three lane one-way route out of the city centre which connects with Upper Brook Street at a looped partial roundabout the traffic becomes two-way. Off that looped roundabout runs Brancaster Road/Sorton Street which provides a connecting link between Princess Street and Oxford Road which is very lightly trafficked.

2.1.5 The site is effectively divided into two car parks and vehicles cannot pass between the two. The larger car park borders Charles Street to the north, from which it takes primary access, and Sorton Street to the south where an additional access is located. The smaller car park borders Oxford Road to the west and Brancaster Road to the south where its only access is situated. Although separated, the two car parks can operate as one.

2.2 Oxford Road Corridor Improvements

2.2.1 Oxford Road is characterised by significant bus flows and high pedestrian and cycle movements driven by the very high demand along the corridor. As the Oxford Road Corridor carries high bus volumes there is a strategy to improve the bus transit as well as the environment along the corridor.

2.2.2 A package of improvements have been developed with the £54m Manchester Cross City Bus Package. The overall intention is for the routes to cross the city centre rather than terminate there (shown in **Image 1**).

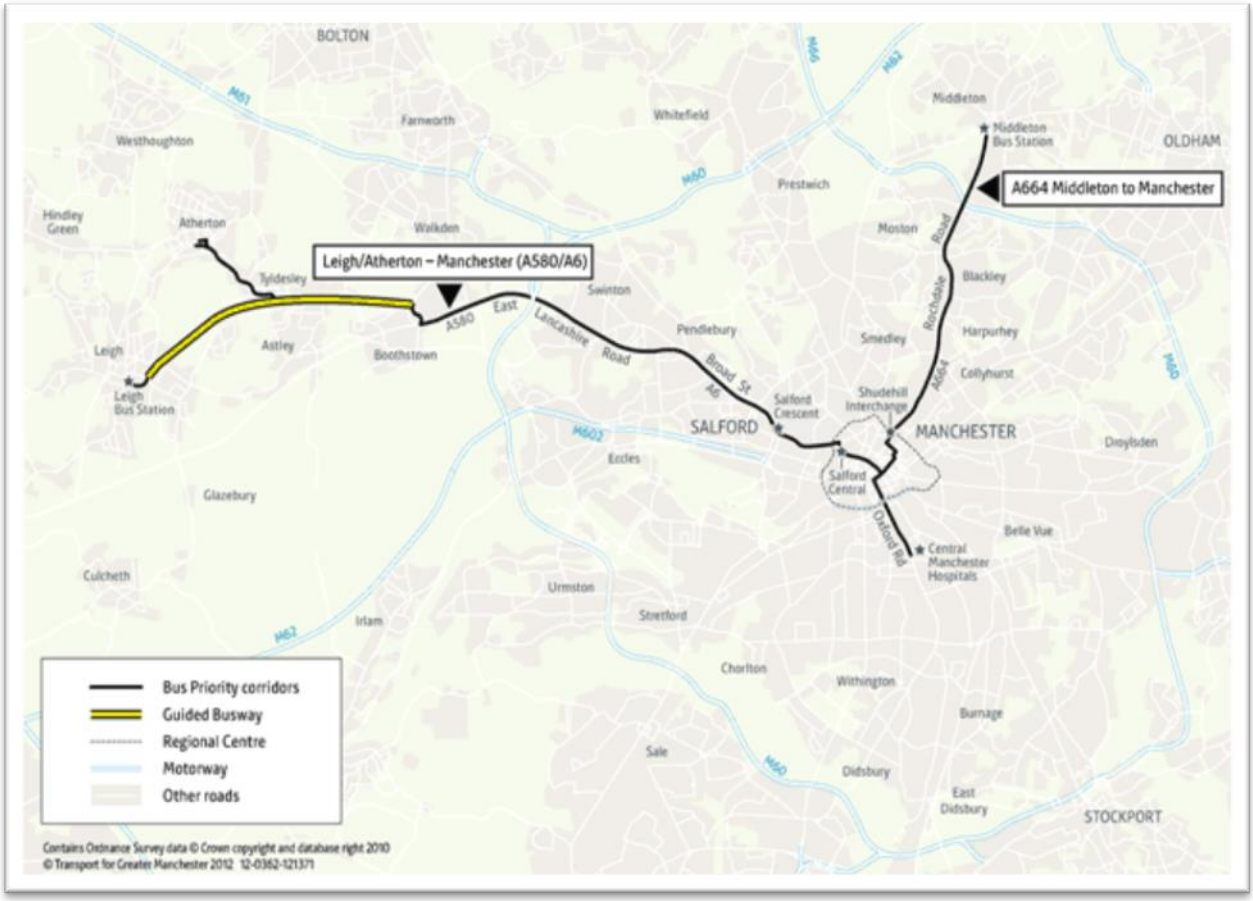


Image 1: Cross City Routes (Source: TFGM)

2.2.3 It can be seen that all Cross City Routes use the Oxford Road Corridor passing the existing car park. The proposals also include a package of highway and public realm improvements.

2.2.4 Traffic heading to the site from the south would in the future only be able to access the site by using Upper Brook Street/Grosvenor Street or Princess Street/Brancaster Road.

2.2.5 Given that the proposals for the Cross City Bus service would result in significant changes to the Oxford Road corridor and potentially change the access approaches to the car park, discussions have been undertaken with TfGM to determine the timescales for completion. The Cross City Works programme manager has stated that the initial completion date of August 2015 has slipped and although a revised date has not been published, it is expected that the project will not be completed until January/February 2016. It is proposed that the car park could remain operational up to this point, at which point the temporary planning permission would expire.

2.3 Accessibility by Non Car Modes

2.3.1 The location of the Oxford Road Car Park is well located for onward travel by sustainable modes as there are an abundance of bus services in the local area providing travel into the city centre. These services can be access from bus stops located adjacent to the site on Oxford Road, Charles Street and Princess Street.

2.3.2 In addition, the Metroshuttle bus joins Oxford Road from Hulme Street and its stop is just 70 m from the site. This service links to Manchester Oxford Road Station and onward providing a free bus service into the city centre. Manchester Oxford Road Station itself is within approximately a 200m walk of the site boundary. Therefore there are opportunities for this car park to serve as part of an onward journey by train.

2.3.3 There are continuous footway links around the site which connect to footways leading into the city centre. Dropped kerbs are provided at crossing points and tactile paving is provided at the traffic signal junctions within the immediate vicinity of the site including at Oxford Road/ Charles Street/ Hulme Street and Princess Street/ Charles Street. Pedestrian push button facilities are also incorporated into these junctions with red and green man signals to assist pedestrians when crossing.

3 OBSERVED HIGHWAY OPERATION

3.1 Introduction

3.1.1 This section provides a description of the existing layout and operation of the car park.

3.2 Car Park Description

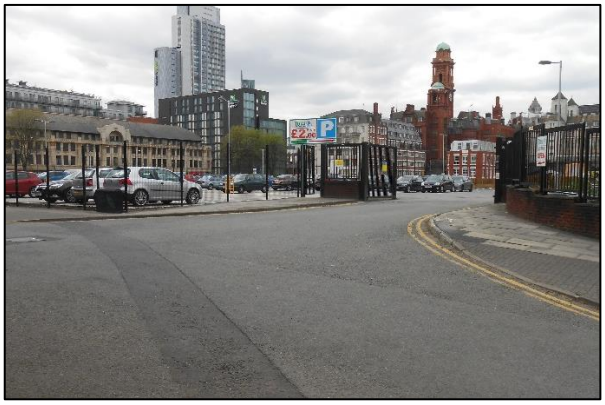
3.2.1 The car park currently provides a total of 563 spaces on the site. There are in total four access points with two onto Charles Street and two onto Brancaster Road/Sorton Street and these are in effect the same accesses that served the former BBC buildings. Pictures showing the car park accesses are provided below.

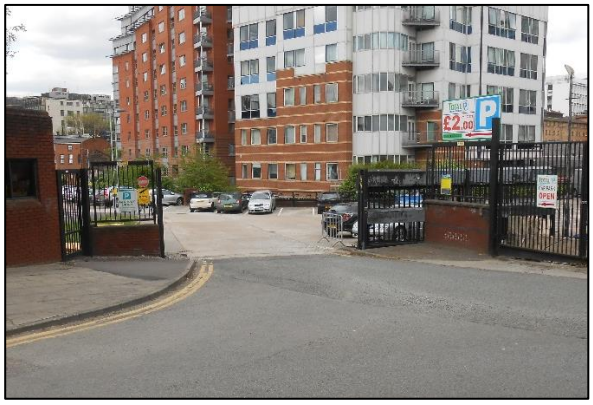
Charles Street Accesses





Brancaster Road/Sorton Street Accesses





3.2.2 The car park operates 24 hours, 7 days a week and spaces are charged on an hourly basis via a Pay and Display method.

Pay & Display Operation



3.2.3 The location of the site on the southern edge of the city centre on the Oxford Road Corridor, a vibrant part of the city combining the innovation of the University and Health facilities with commercial businesses. The site also adjacent to two main radial routes into the city means that we expect much of the trade to be already passing the site and heading on to access other car parks to the north. Therefore we do not expect there to be many additional trips to the area as result of the development.

3.3 Traffic Observations

3.3.1 Previous surveys undertaken by Vectos in March 2013. This recorded a total of 84 vehicles are currently travelling in an eastbound direction along Charles Street whilst 131 are travelling in a westbound direction during the morning peak. During the evening peak period a total of 94 vehicles are travelling in an eastbound direction along Charles Street, whilst 161 are travelling in a westbound direction.

3.3.2 Observations on site during these surveys portrayed that there were minimum queues occurring at the traffic signal controlled junctions of Oxford Road/Charles Street/Hulme Street and Princess Street/Charles Street located at respective west and east directions from the surveyed junction.

3.3.3 Observations were also made on Brancaster Road which established that this road is very lightly trafficked and while some through traffic was noticed it largely acts as a means of local access to premises.

3.4 Car Park Survey Results

3.4.1 In order to assess the impact the car park has on the operation of the local highway network, a traffic count survey was undertaken on Thursday 1st May 2014 at the access points on Charles Street and Brancaster Road/Sorton Street to determine the number of vehicles entering and existing the car park during the AM (0800 – 0900) and PM (1630 – 1800) peak periods.

3.4.2 The accesses along Charles Street leading to the larger of the two car parks are referred to as A & B with the access on Brancaster Road leading to the smaller car park is labelled as point C. The additional access leading to the southernmost point of the larger car park is referred to as access point D. The results of the AM peak period survey are presented in **Table 4.1** below.

	TIME PERIOD			
Movement	0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900
Charles St West				
A – Right In	10	18	24	21
A – Left Out	0	1	0	0
A – Right Out	0	1	0	0
A – Left In	5	6	2	5
Total	**15**	**26**	**26**	**26**
Charles St East				
B – Right In	0	2	2	2
B – Left Out	1	1	3	1
B – Right Out	0	0	1	1
B – Left In	11	4	11	19
Total	**12**	**7**	**17**	**23**
Brancaster Rd				
C – Right In	6	8	15	8
C – Left Out	0	0	0	1
C – Right Out	0	0	1	0
C – Left In	3	0	7	7
Total	**9**	**8**	**23**	**16**
Sorton St				
D – Right In	1	3	6	4
D – Left Out	3	1	8	6
D – Right Out	0	0	0	0
D – Left In	4	7	7	9
Total	**8**	**11**	**21**	**19**

Table 4.1: AM Peak Period Survey Results

3.4.3 The results shown in **Table 4.1** demonstrate that during the AM peak period a maximum of 49 vehicles enter and exit the car park along Charles Street (Access A & B) and 44 vehicles along Brancaster Road/Sorton Road (Access C & D) during any 15 minute period which represents a maximum of just over than 3 vehicles per minute generated by the site.

3.4.4 It is considered that this level of traffic generation will not cause any issues with the operation of the surrounding junction/highway network. No queuing of any note was observed at the junctions with Oxford Road.

3.4.5 Results for the PM peak period are presented in **Table 4.2** below.

	TIME PERIOD					
Movement	1630 - 1645	1645 - 1700	1700 - 1715	1715 - 1730	1730 - 1745	1745 - 1800
Charles St West						
A – Right In	4	3	1	0	0	6
A – Left Out	8	13	9	11	16	11
A – Right Out	4	3	3	8	5	2
A – Left In	3	1	0	0	2	0
Total	**19**	**20**	**13**	**19**	**23**	**19**
Charles St East						
B – Right In	1	1	1	0	1	0
B – Left Out	5	4	13	5	10	7
B – Right Out	11	5	13	12	13	9
B – Left In	2	3	1	3	1	2
Total	**19**	**13**	**28**	**20**	**25**	**18**
Brancaster Rd						
C – Right In	1	1	3	0	0	0
C – Left Out	7	3	1	2	2	6
C – Right Out	10	13	6	5	2	4
C – Left In	0	0	0	0	0	0
Total	**18**	**17**	**10**	**7**	**4**	**10**
Sorton St						
D – Right In	0	0	1	0	0	0
D – Left Out	0	0	1	0	0	3
D – Right Out	6	4	4	5	1	5
D – Left In	0	1	0	0	0	0
Total	**6**	**5**	**6**	**5**	**1**	**8**

Table 4.2: PM Peak Period Survey Results

3.4.6 Results for the PM peak period show a maximum of 48 vehicles generated along Charles Street and 24 along Brancaster Road/Sorton Road, again representing a maximum of just over 3 vehicles per minute.

3.5 Committed Development

3.5.1 It has been agreed with Manchester City Council to take into account any additional traffic generated by local committed developments and assess the corresponding effects on the operation of the car park. As such, the proposed development of 282 apartments and 160sqm of commercial floorspace on Cambridge Street has been considered, although hit does not currently have planning consent.

3.5.2 Given the city centre location of the development and the subsequent restrictions on parking, vehicle trips from the site are low. The Transport Assessment produced to support the planning application predicts a total of 34 two-way trips generated in the AM peak and 36 trips in the PM peak period with these being distributed relatively evenly north and south along Cambridge Road. The TA therefore does not forecast traffic to use Oxford Road or Charles Street ad given the volumes this would not result in a perceptible change in traffic operation

4 CONCLUSIONS

4.1.1 This Transport Statement has been prepared by Vectos on behalf of Total Car Parks Ltd in support of an extension of the existing temporary planning consent for the surface car park on the former BBC site at Oxford Road.

4.1.2 The car park has a total capacity of 563 spaces and Total Car Parks are applying for a renewal of a temporary permission for an 18 month period up to the end of December 2015

4.1.3 Access to the site is made from both Charles Street and Brancaster Road/Sorton Street with a total of 4 access points.

4.1.4 The site operates efficiently as a car park with no observed issues of congestion or delay at the accesses or surrounding highway.

4.1.5 The site operates on a 24 hour, 7 day a week basis and spaces are charged on an hourly basis via a Pay and Display method. There is also the option that customers could pay via Total Car Parks mobile website and also with Ring Go.

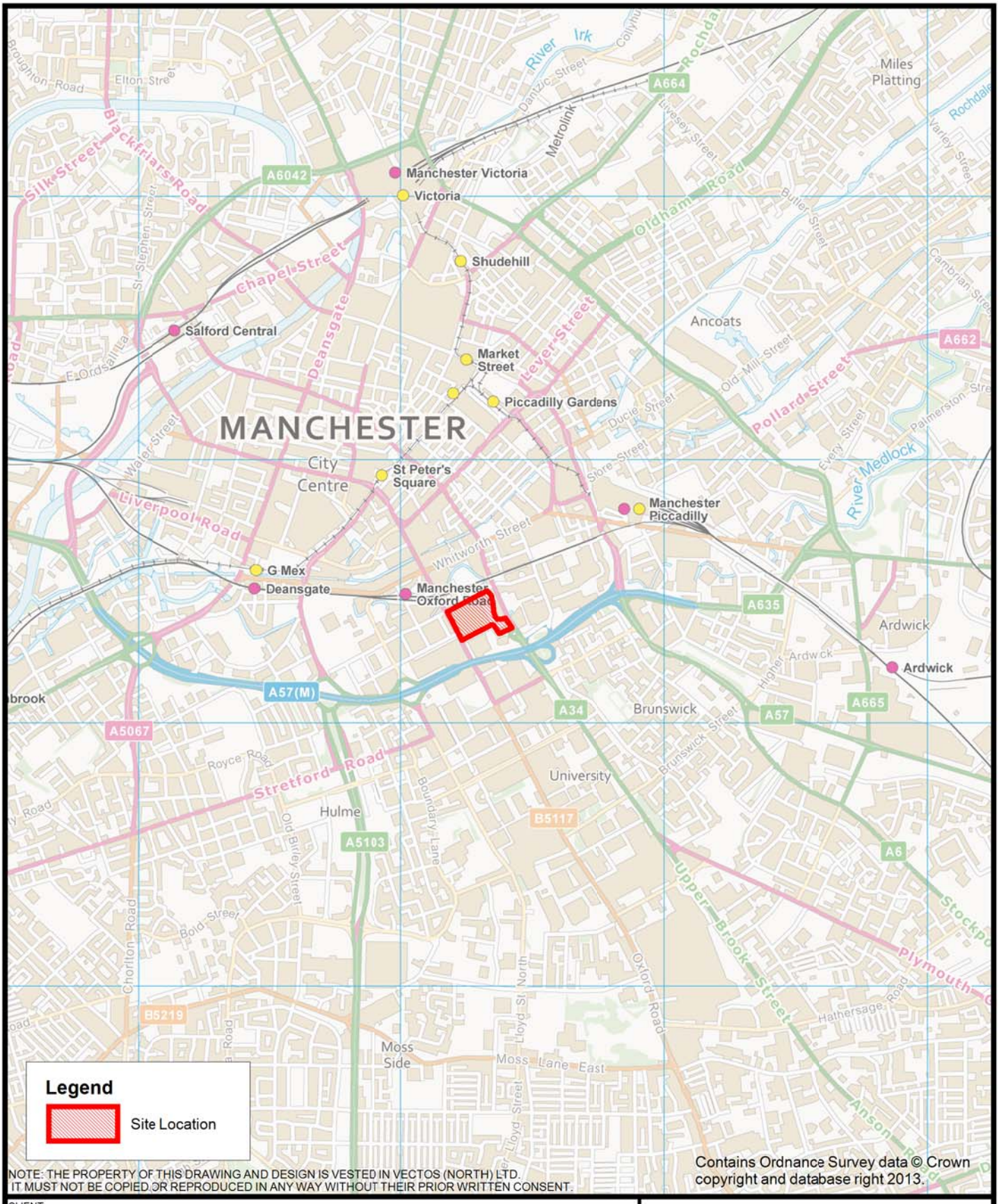
4.1.6 The site benefits from being adjacent to two main radial routes which can provide passing trade and help intercept drivers that may be travelling further north into the city to park.

4.1.7 The site is also just 200m from Oxford Road Station and 70m from a Metroshuttle bus stop allowing drivers to park and then make an onward journey by those modes.

4.1.8 The report has quantified the traffic volumes accessing the site and overall the site attracts peak hour movements two –way of less than three vehicles per minute

4.1.9 In conclusion, this report has demonstrated that the site operates efficiently and there should be no reasons on highways or transportation grounds why the proposed development should not be granted planning permission.

DRAWINGS



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CLIENT:

Total Car Parks Ltd

DRAWING TITLE:

Site Location

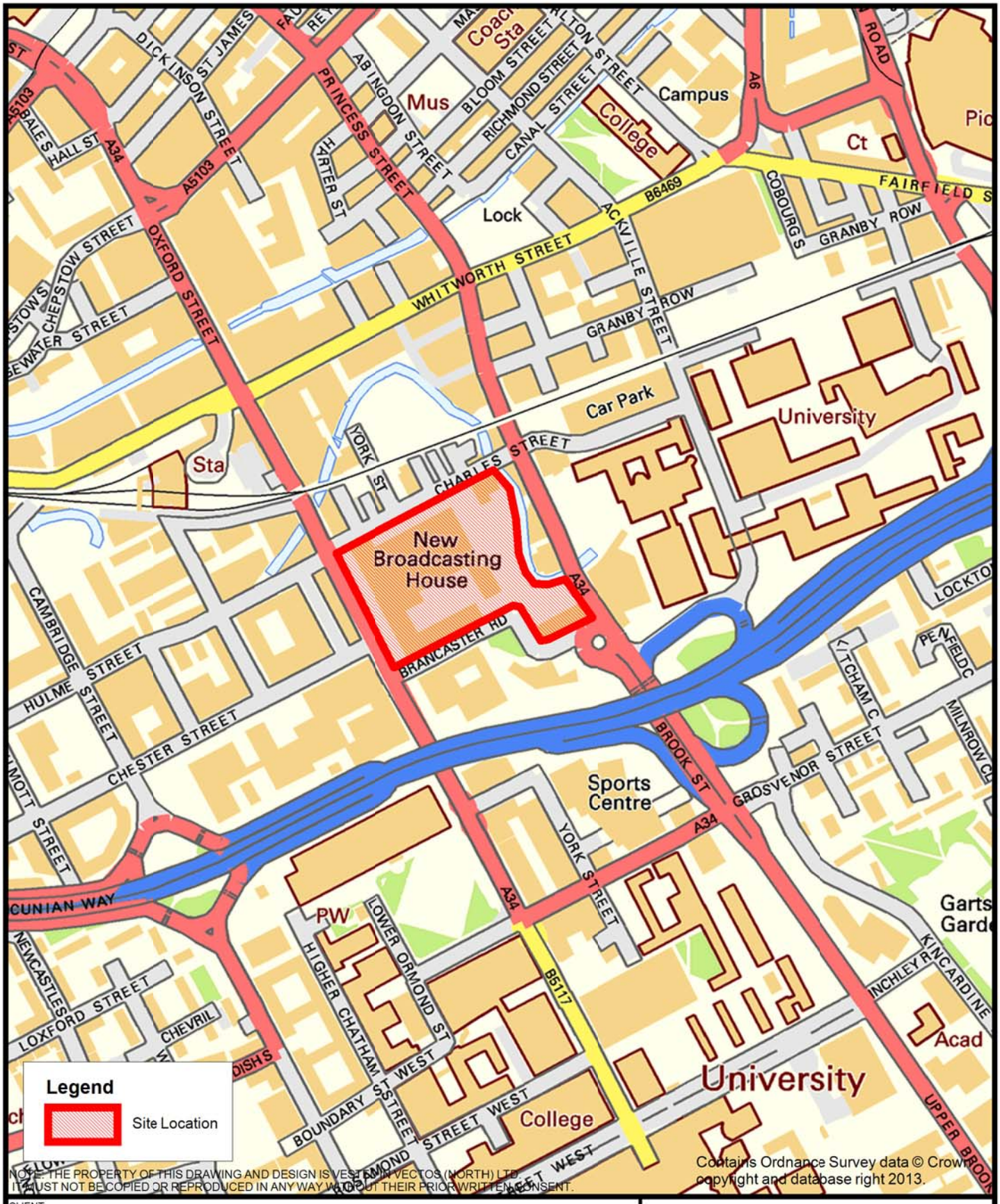
PROJECT TITLE:

Proposed Temporary Car Park, Oxford Road

vectos
transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWN:	CHECKED:	DATE	SCALE:	DRAWING NO:	REVISION:
HS	GD	08.03.13	N.T.S	VN30192-G100	.



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CLIENT:

Total Car Parks Ltd

DRAWING TITLE:

Site Location (Local Context)

PROJECT TITLE:

Proposed Temporary Car Park, Oxford Road

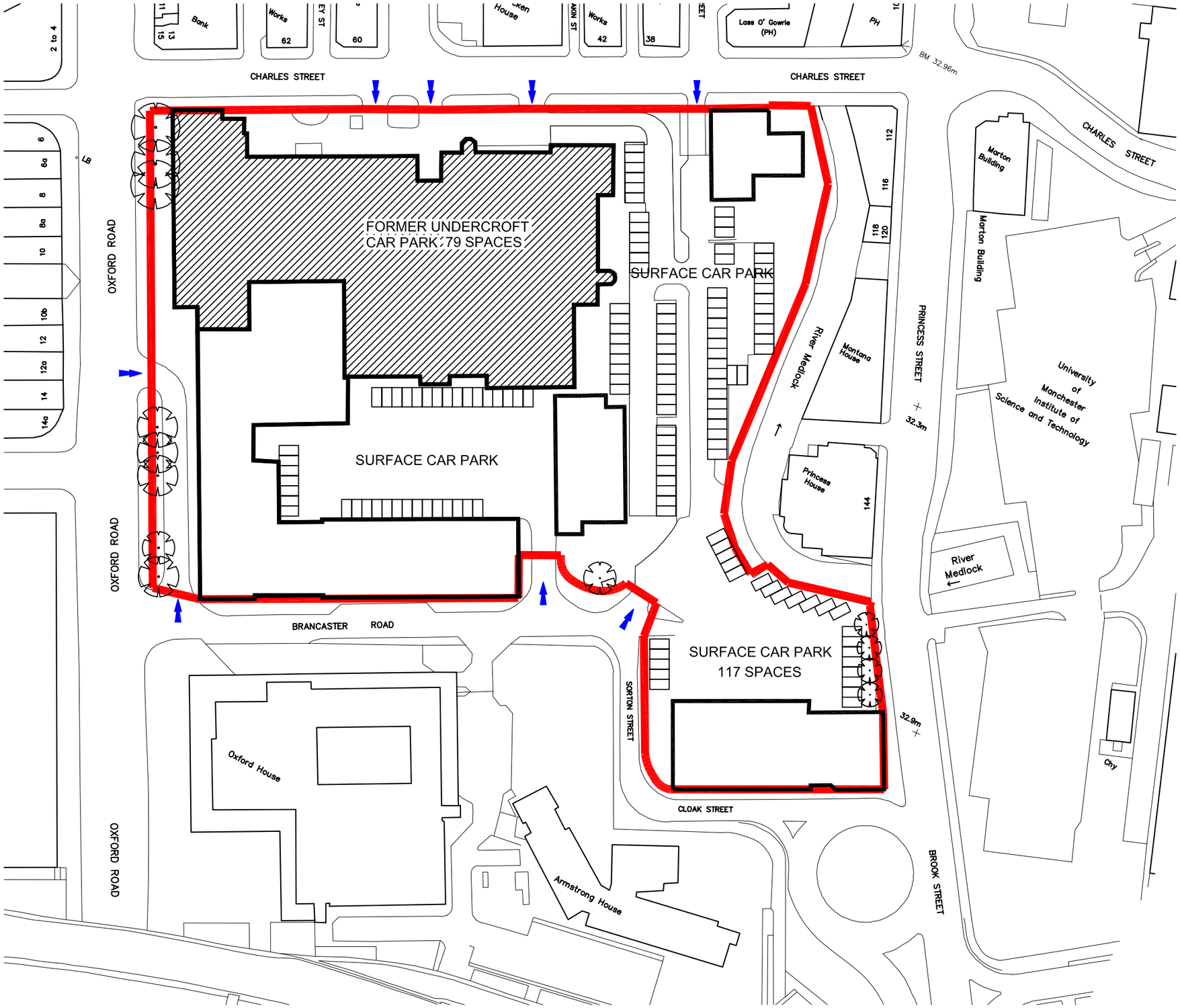
vectos
transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWN:	CHECKED:	DATE	SCALE:	DRAWING NO:	REVISION:
HS	GD	08.03.13	N.T.S	VN30192-G101	.

notes

- The contractor is responsible for checking dimensions, tolerances and references. Verify any discrepancies with the Architect before proceeding with the works.
- Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.
- Do not scale drawing. Figured dimensions to be worked to in all cases.



FORMER BROADCASTING HOUSE
CAR PARKING SPACES :

UNDERCROFT	79
SURFACE	117
TOTAL	196

APPLICATION SITE

OUTLINE OF DEMOLISHED BUILDINGS

EXTENT OF FORMER UNDERCROFT CAR PARK

CAR PARK ACCESS

date	rev	revision/author/checker
-	-	-

drawn	SHS
checked	SHS
scale	1:1000@A3
date	MAR 13

project FORMER BROADCASTING HOUSE
OXFORD RD, MANCHESTER, M60 7HB

drawing SITE LOCATION PLAN

purpose of issue
INFORMATION

drawing no 2010/191/100

rev -



notes

- The contractor is responsible for checking dimensions, tolerances and references. Verify any discrepancies with the Architect before proceeding with the works.
- Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.
- Do not scale drawing. Figured dimensions to be worked to in all cases.

PROPOSED
CAR PARKING SPACES :

CAR PARK A	358
CAR PARK B	205
TOTAL	563

SECURE BOUNDARY FENCING

CAR PARK A

CAR PARK B

PARKING EXCLUSION AREAS

CAR PARK ACCESS

date	rev	revision/author/checker
-	-	-

drawn	SHS
checked	SHS
scale	1:1000@A3
date	MAR 13

project FORMER BROADCASTING HOUSE
OXFORD RD, MANCHESTER, M60 7HB

drawing PROPOSED
CAR PARK LAYOUT

purpose of issue
INFORMATION

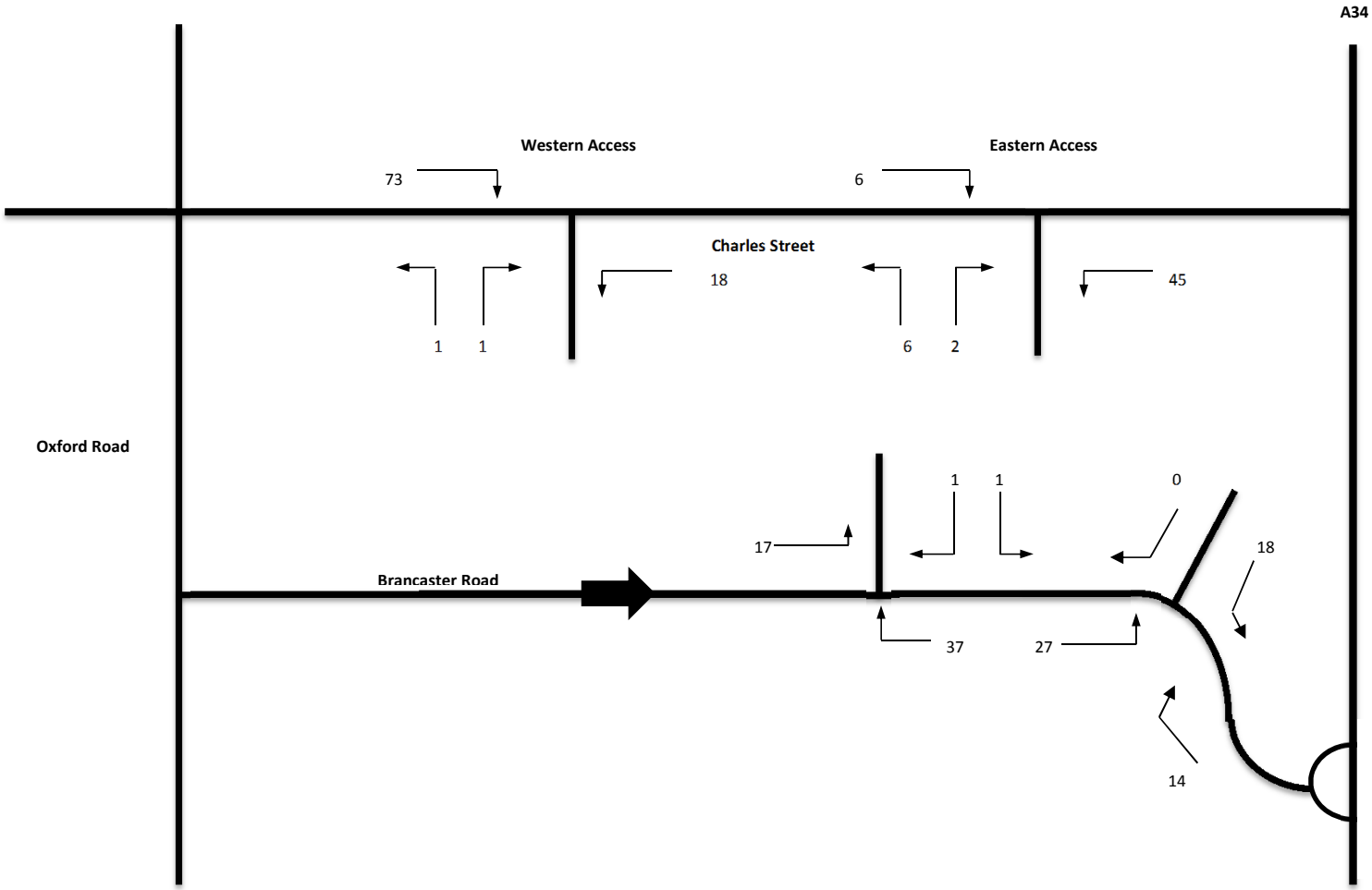
drawing no 2010/191/110

rev -

FIGURES

Figure 1

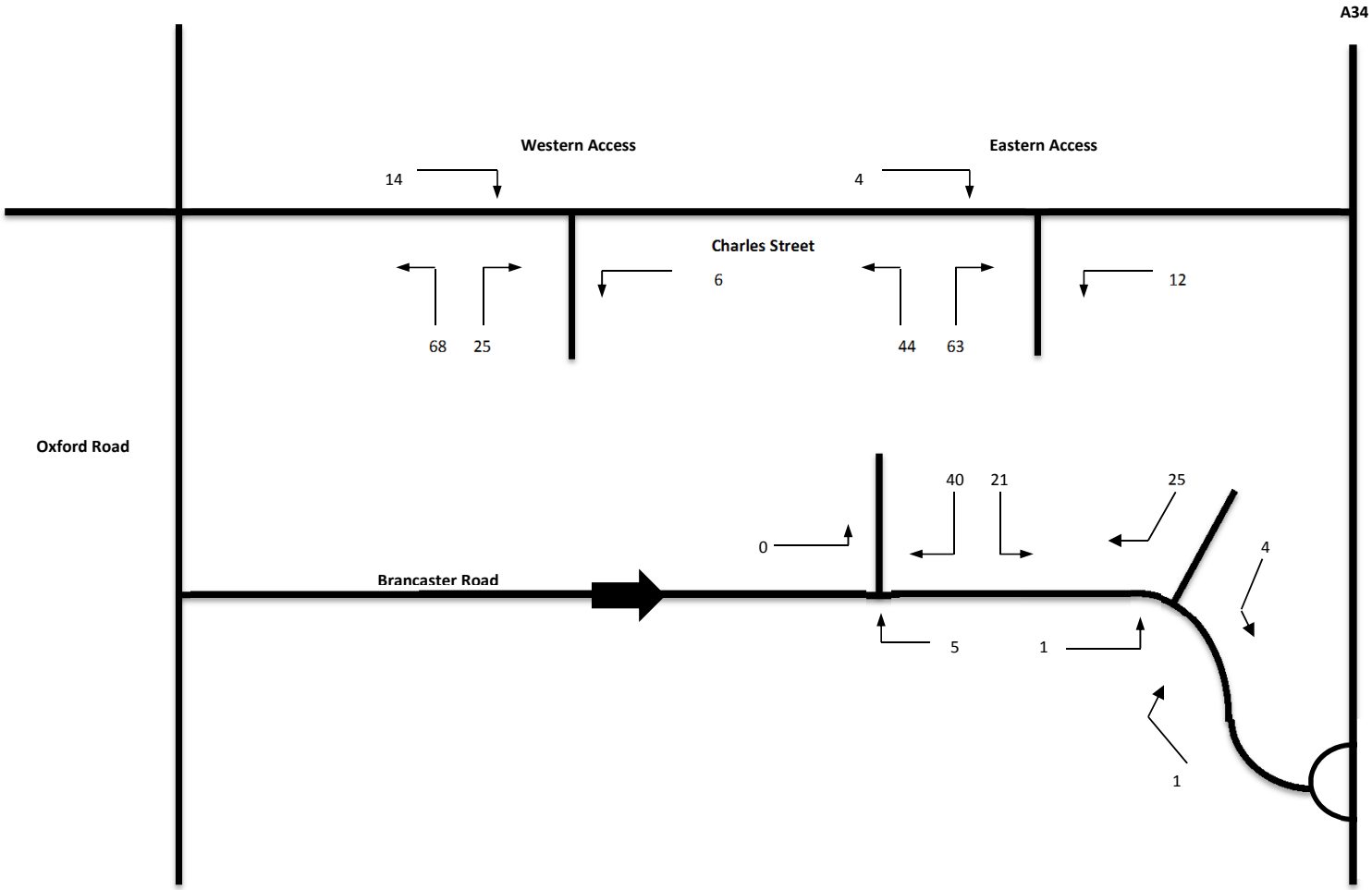
AM Peak 0800-0900



Conducted 1st May 2014
Conditions Dry, Overcast

Figure 2

PM Peak 1630-1800



Conducted 1st May 2014
Conditions Dry, Overcast