

Technical Note

Date: 8 April 2025

Project: The Foundry, Manchester

Title: Traffic Management Plan

1. Introduction

- 1.1 This Note has been prepared to provide details of the current traffic management strategy and future measures used to manage arrivals/departures at events at Diecast on Ducie Street.

2. Existing Situation

Sustainable Connectivity

- 2.1 The Transport Statement (TS) prepared for the planning application confirms that the site occupies a highly sustainable location that can be easily accessed on foot, cycle and public transport. The site is a five-minute walk from Piccadilly train and tram station and a 10-minute walk from Piccadilly Gardens bus and tram interchange, given this the site has a Greater Manchester Accessibility Level of 8 (the highest score).

Traffic Regulation Orders

- 2.2 Ducie Street is 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 line controls are present, again with no loading restrictions, in the vicinity of a further gated entrance on Ducie Street.

Public Car Parks

- 2.3 There is no customer parking at the site and any people driving to the venue are required to park in public car parks. Table 2.1 provides a summary of the parking areas within a 10-minute walk of the site.

Car Park Location	Operator	No. of Spaces	Walk Time (mins)
Store Street	NCP	406	1
Piccadilly Station	APCOA	711	4
Baird Street	RCP	100	4
Piccadilly Place	Q Park	583	5
Sheffield Street	MCC	165	6
Tariff Street	CitiPark	232	6
Dale Street	CitiPark	285	7
Piccadilly Gardens	MCC	712	10

Table 2.1: Public Car Parks

Existing Drop-off/Collection Arrangements

- 2.4 Given the location of the site, a high proportion of trips to the site are undertaken on foot or by public transport. However, due to the use type, the site does also attract passenger drop-off/collection trips (including taxi trips).
- 2.5 The applicant has advised that currently drop-off/collection activity is generally focused outside the main entrance and outside the service layby egress, and that security staff ensure that the vehicles are swift to drop-off/collect and move away in a timely fashion.
- 2.6 Figure 2.1 shows the routes currently used by drop-off/collection vehicles. Due to the temporary closure of Pigeon Street and Whittles Croft, vehicles are required to access the site from the east from Great Ancoats Street and egress the site to the west to Peak Street or Ducie Street (W). This means that drop-off/collection activity is currently entirely focused on Ducie Street outside the site and the temporary road closures remove opportunities for more efficient dispersal of said activity. The roads are scheduled to remain closed until the end of 2025.

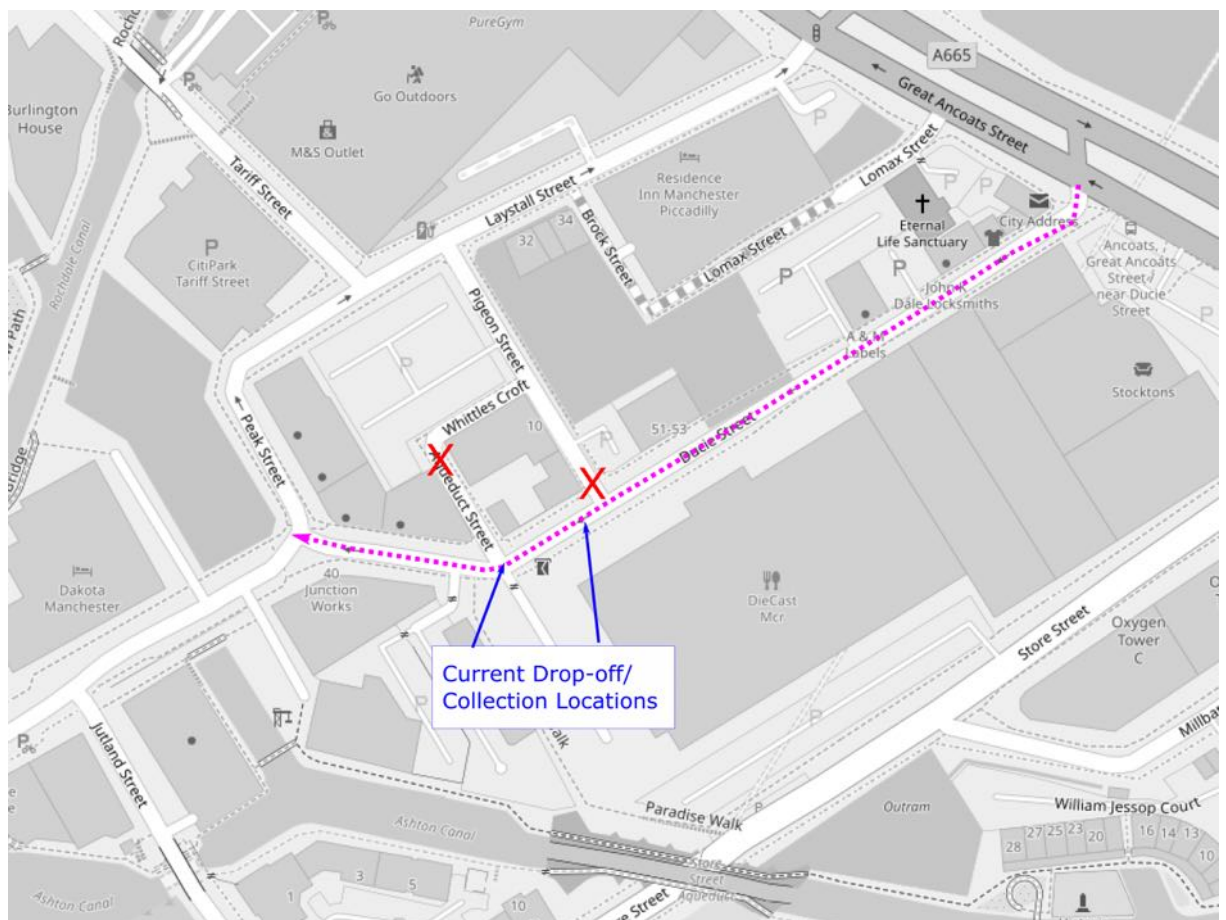


Figure 2.1: Existing Drop-off/Collection Arrangements

3. Future Drop-off/Collection Routes & Locations

Short Term

- 3.1 As noted in Section 2, the temporary road closures on Pigeon Street and Whittles Croft are scheduled to remain in place until the end of 2025. This means that vehicles associated with drop-off/collection activity at the site will need to continue to access via Great Ancoats Street and egress via Ducie Street (W) and Peak Street.
- 3.2 It is intended to maintain the current location of drop-off/collection activity outside the main entrance and the service layby egress for day-to-day activity and smaller events. For larger events, the applicant will adopt a more formal arrangement that utilises a specific local taxi company and allows vehicles to wait in the service lay-by area.

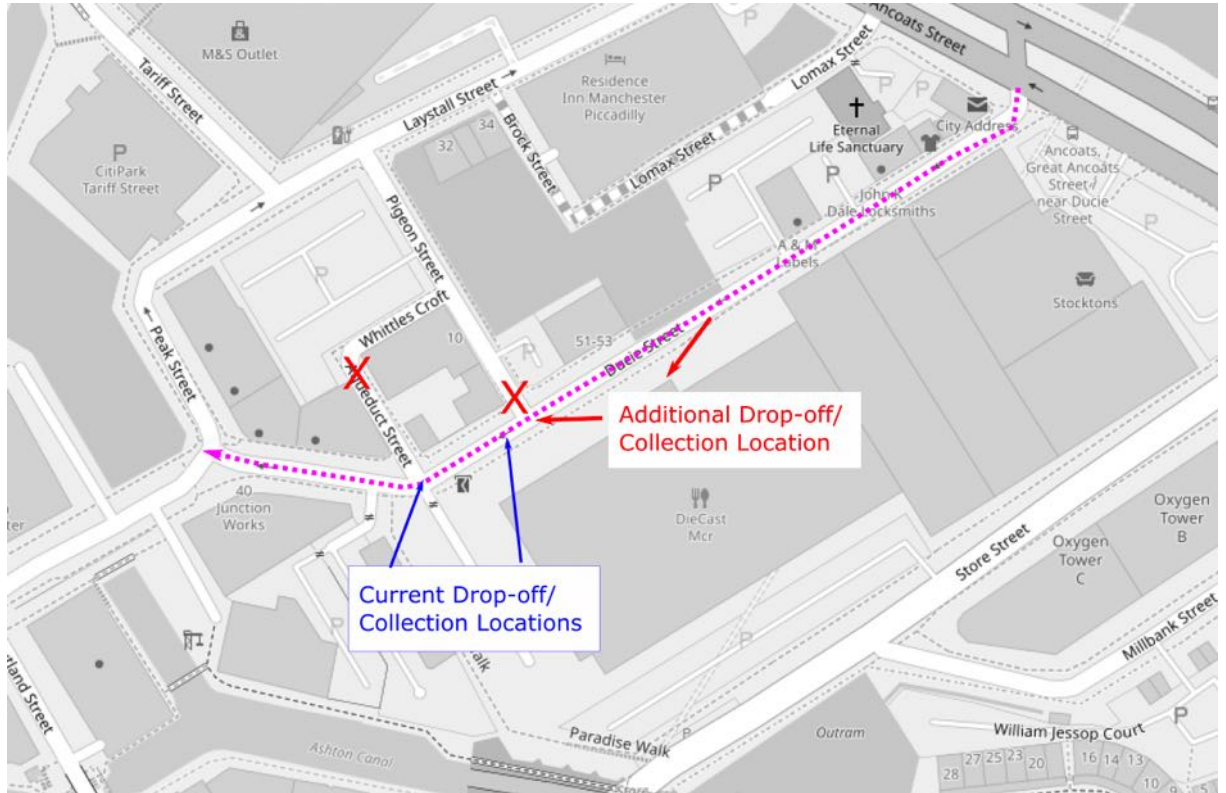


Figure 3.1: Short-Term Drop-off/Collection Arrangements

Long-Term

- 3.3 Once the Pigeon Street and Whittles Croft temporary road closures are lifted this will offer the opportunity for better dispersal of drop-off/collection movements from the site, as shown in Figure 3.2.
- 3.4 The long term strategy will be the same as that associated with the short term (i.e. use of current location and adoption of additional location for larger events). In addition as shown in Figure 3.2, the re-opening of the two roads not only enables greater vehicle dispersal patterns but will also enable opportunities for passengers to be dropped-off/collected on Laystall Street, a short walk from the site. Laystall Street has the same TRO controls as Ducie Street with Pay & Display bays and double yellow lines with no loading restrictions.

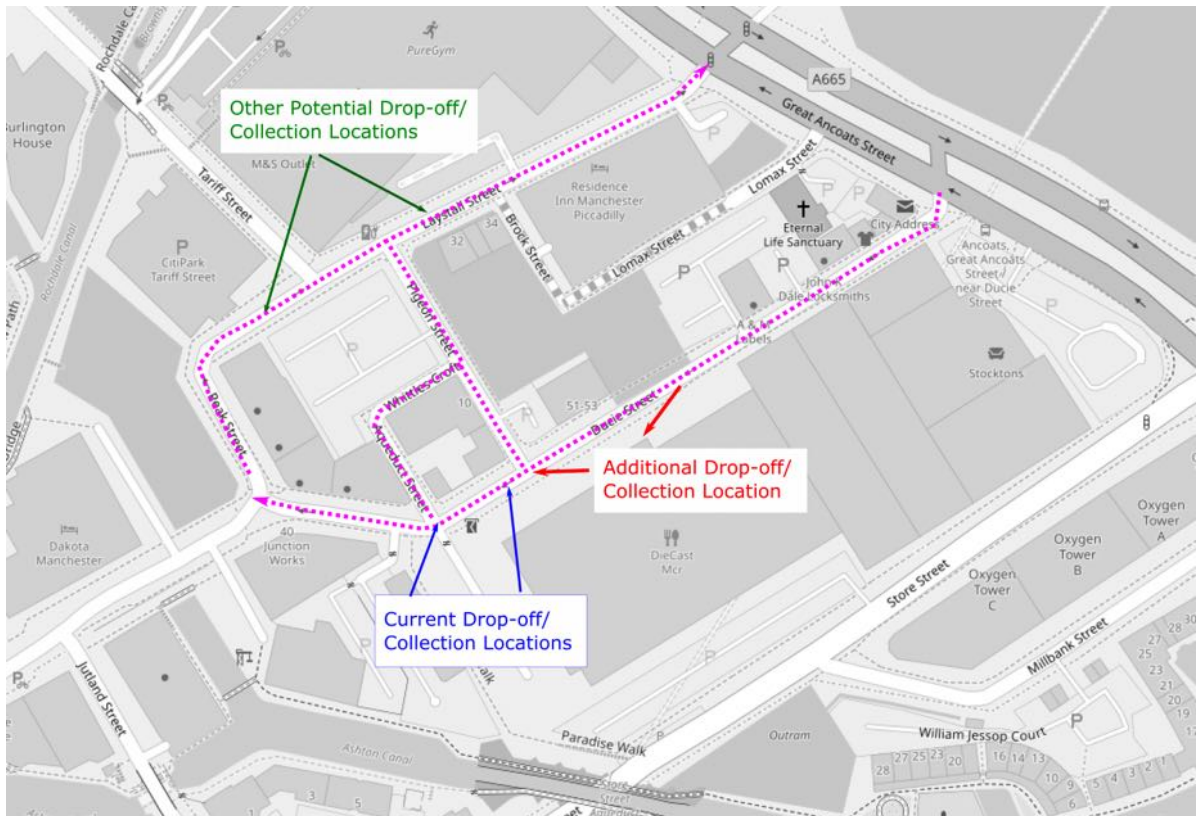


Figure 3.2: Long-Term Drop-off/Collection Arrangements

4. Complementary Mitigation Measures

Sustainable Travel Choices

- 4.1 A Travel Plan will be adopted at the site and an interim version has been prepared for the planning application (Appendix E of the TS).
- 4.2 Given the location of the site, attendees to events will be encouraged to travel sustainably, where practicable, and information on sustainable access routes will be provided as part of the Travel Plan and using the following communication methods:
 - Website
 - Social media
- 4.3 The information provided will include details of websites with online and phone app journey planning software and locations of car parks.
- 4.4 Taxi companies that provide a 'ring back' service will be promoted via the Travel Plan and other communication methods, so that customers can be collected quickly from an agreed location and to spread the arrival/departure of vehicles. Door staff will be provided with the same information so that they can advise customers at the venue.
- 4.5 Details will also be provided on suitable locations for drop-off/collection by private car or taxi, with customers encouraged to arrange collection away from the site to allow improved spread and dispersal of vehicles.
- 4.6 If a private event is booked, then the organiser will be provided with the same details to distribute to attendees.

Security Staff

- 4.7 FGH Security has developed an Egress and Dispersal strategy that sets out the measures that will be used to minimise nuisance to the surrounding community and to ensure that customers leave the venue quickly and safely. These measures include:
- Notices at exits requesting that customers leave the area quickly and quietly
 - Training so that door staff know to advise customers to reduce dwelling time and to move away from residential properties
 - Providing information on routes to public transport nodes
 - Supervising the outside area to prevent customers from congregating and directing them to suitable routes away from residential properties
 - Encouraging drivers to wait in suitable locations and to move away in a timely fashion

Periodic Review System

- 4.8 The traffic management and dispersal strategies will be periodically reviewed to ensure that they are meeting the aim of reducing impacts on the surrounding community. New mitigation measures will be developed, as required.