

The Yard - Travel Plan

1.0 Introduction:

1.1 Introduction: This Travel Plan has been developed for submission to support the above planning application in respect to Condition 3. We draw attention to the Management Policies document, 1247-MCAU-P.00-MP-001_revA, which was submitted with the original application.

This Travel Plan sets out how The Yard is committed to the promotion of sustainable travel choices, with the aim of encouraging trips to be made on foot, by bike, or by public transport, as an alternative to private car journeys.

1.2 Application Reference: Retrospective change of use from wholesale cash and carry (sui generis) to form mixed use development comprising sales of goods, professional services, drinking with food, live music performance and retention of 13 containers to the rear of the existing building, to include a kitchen, WCs, and retail units together with retractable canopy structures above the container units, and along the access driveway to the north of the site and demountable and moveable canopy above the stage area (sui generis).

1.3 Application number: 140163/FO/2024

1.4 Site Location: 11 Bent Street, Manchester, M8 8NF.

1.5 Building use: The Yard is a mixed use development comprising sales of goods, professional services, drinking with food, live music performance.

Operationally, not including events, The Yard is open from 9am with usual finishing time of 5pm. Meetings at The Yard can take place in the main atrium or smaller meeting rooms from 9am – 6pm. The frequency of these meetings are approx.6 a year. Attendees are informed that there is no onsite parking and should utilise public transport.

Events usually start at 7pm and can continue until 2.30am. Many of the events held at The Yard have an older demographic and due to its location, many choose public transport,

- Tram 10 minute walk
- Bus 3 minute walk
- Train Victoria Station 15 minute walk
- Those who wish to drive in an evening have full parking access round the venue as there are no parking restrictions.

1.6 Summary: It is considered that the venue is located in an area where there is good existing public transport, walking and cycling infrastructure. This will in turn support sustainable travel and reduce the reliance on private car travel.

2.0 Site Accessibility:

2.1 Site Location and Access to Public Transport: The Yard is situated less than 1.5 miles outside of Manchester City Centre, located in Cheetham Hill. The site is surrounded largely by leisure, commercial and industry, with the city centre to the south and residential to the north and north west.

2.2 Pedestrian and Cycling: At 1.5 miles from the city centre, the venue is less than 2km walking distance from the city centre. The site is accessible via a network of pedestrian footways. Cycle provision in Manchester city centre is seeing a high level of investment and the venue is less than a 10min cycle from Manchester city centre and less than 5mins from Victoria Station. Manchester also has access to cycle hire through the Bee Network Cycle Hire. The nearest Bee Network Bike Hire Station is Red Bank, a less than 10min walk from the venue.

The Venue has a number of secure cycle parking spaces, which facilitate and encourage cycling at the site.

2.3 Train and Tram: The Venue is less than a mile to Manchester Victoria Train Station, approx. 16min walk (0.7 miles). Victoria station is a combined mainline railway station and Metrolink tram stop. The station hosts local and regional services direct to Manchester Airport and Northern destinations and is a major interchange for the Metrolink light rail system, which provides services to Manchester's other stations, Piccadilly and Oxford Road. Trams run from Victoria at least every 12 minutes between 5am and 1am.

2.4 Bus Service: One street over to the East sits Cheetham Hill Road, A665, a major arterial road out of and into Manchester City Centre to the North. This road is well serviced by the 41 (Middleton - Higher Blackley - Bowker Vale - Didsbury - Sale) and 135 (Bury - Whitefield - Cheetham Hill - Piccadilly Gardens) Bus Service.

Buses: 41, 135 & 59 run every 10-12 minutes between 5am and midnight to Manchester City Centre, Oldham, Middleton, Bury, Heaton Park, Manchester University, Sale. The 41 bus that goes from Sale Broad Road to Middleton Bus Station, connecting the site to the town centre, and stops on Cheetham Hill Road, which runs parallel to Bent Street on the east, and is a 2 minute walk from the site. The bus stop is provided with a waiting shelter, bus stop pole, bus stop road markings and a timetable case.

2.5 Parking Provision: The Yard has space to have space to park 11 vehicles on site if necessary, this includes one accessible parking spot with direct ramp access.

3.0 Proposed Travel Plan Measures

3.1 Proposed Measures to reduce dependency on the private car: The proposed measures presented below are outline at this stage, and will be further developed, with additional measures added as appropriate. However, it is considered that the following measures would represent an appropriate minimum level of commitment.

- Surveys of travel patterns
- Encourage cycling and walking
- Promote public transport
- Promote car sharing

3.2 Survey of Travel Patterns: A travel survey has already been undertaken on existing travel to work patterns and the results are contained within Appendix 1. The users of the Yard are tenants, licensees, volunteers and attendees at events, groups or classes. Some will travel daily, others less regularly or occasionally. It can be seen from the survey that only a handful of the venues daily users usually drive, with the metro, bicycle and bus options available.

The Venue have also previously asked people coming to events how they travelled to site and had received a variety of answers, the most popular being cycling, public transport, using the metro then walking from the Green Quarter, Northern Quarter, Trinity and Cheetham hill; along with using taxi's (and Ubers).

The travel surveys will continue to be undertaken for as long as the travel plan is in place. The surveys will give an indication of how travel behaviour is changing and the Yard will review the car usage against the measures put in place.

By issue of this document, The Yard is making a commitment to surveying the travel patterns of its members during the first three months and thereafter from time to time.

3.3 Mechanisms for the implementation of the measures to reduce dependency on the private car:

Measure to Promote Public Transport:

- Publicise public transport information for members / visitors. The Yard already do this on their Website and Social media promoting events.

Measures to Encourage Cycling:

- Promote cycling through their members, provide secure and dedicated bike racks as well as spaces to securely store scooters and compact travel vehicles.
- The Yard are looking to install 2 x changing rooms and showers in first floor toilets, in order to encourage both walking and cycling.
- The Yard are looking to partner with Cycling UK, who are looking at putting electric bikes in to promote this form of travel. The intention is to propose the introduction of electric bike racks on Cheetham Hill Road.

Promote Car Sharing:

- The potential for car sharing amongst staff will be investigated.

Other Initiatives, informative measures, and other additional physical measures:

- Inform staff and visitors of the health and fitness benefits of cycling and walking through posters and leaflets.
- A Travel Plan pack will be provided to all tenants which include information regarding the Travel Plan and associated measures, including maps with the location of local amenities, pedestrian and cycle routes to key areas and the provision of pedestrian and cycle facilities (bike stands/storage), and public transport information including location.

3.4 Measures for the delivery of specified travel plan services

The above outline measures will be reviewed along further travel surveys and developed further to create a set of detailed measures.

3.5 Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Whilst it's evident that the Venue already has a low dependency on the private car, the Yard agree to monitoring and reviewing the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

The Yard Servicing Management Plan

This Servicing Management Plan has been developed for submission to support the above planning application in respect to Condition 11. We draw attention to the Management Policies document, 1247-MCAU-P.00-MP-001_revA, which was submitted with the original application.

Servicing times for loading/deliveries:

The Yard are on a contract with Biffa for waste collection, Glass is collected on Monday and general waste is collected on Tuesday once a week, along with neighbouring retailers.

Supplies from a sprinter van or smaller dropping to the side door or rear yard, roughly twice a month, usually between 9am-5pm

As per condition 8, the Yard agrees to deliveries, servicing and collections, including waste collections taking place inside the following hours: 07.30 to 20.00 hrs Monday to Saturday.

No deliveries/waste collections on Sundays and Bank Holidays.

Servicing location:

Deliveries are made to the front and sides of the building (Mainly Torah Street but also "Talmud Street").

The Yard are on a contract with Biffa for waste collection and the bins are stored in the yard to the rear of the building. The refuse vehicle collects from Torah Street. This arrangement will continue as existing.

Details of how deliveries are coordinated between all units:

As is evidenced in the 'Travel Survey completed 1st November 2024' (Appendix 1) most of the members do not have deliveries.

Tenant's collect the majority of their supplies from a sprinter van or smaller dropping to the side door or rear yard, roughly twice a month, always between 9am-5pm (no barrels, kegs, or pumps).

As above, Waste is collected by Biffa.

Larger vehicles are scheduled outside of usual operating hours of 9-5.

Maximum size of delivery vehicles:

A variety of vehicles, including cars, vans, box vans, and wagons deliver to site.

Products have been delivered down Torah Street using 40ft containers, and wagons have also been used to drop off goods Torah Street.

Safety arrangements:

The main gate is manually opened and closed, both of the gates are manned when in use to assist where needed. Disabled access can be given by personnel who are always on hand to help.

Appendix 1 - Travel Survey completed 1st November 2024

The list below are members who occupy space at the Yard and use the venue more than for one off gigs. The date is the date the user commenced using the Yard. The below are observations from July to October 24.

Atelier – Feb 2023

- 10am to 8pm 7 days a week.
- No full-time residents. 16 users of the space. 5 own bikes and 4 own cars. All car owners are in at different times. Maximum car users in at one time has consistently been at 2. with booking times AM or PM slots.
- No deliveries.

Box of Tricks – April 2021

- 9am to 5pm Monday to Thursday.
- Extra workshops held out of normal business hours in the area.
- No full-time residents. 1 car owner. Will drive in and leave during school hours.
- No deliveries.
- From July through August no car use at all.

SOAP – May 2024

- 8am to 6pm Monday to Friday.
- 1 car. Visitors usually take public transport or taxis.
- Music Production.
- No deliveries.

Shoe Studio – November 2024

- 1 tenant.
- No fixed times.
- 1 member of staff. Drives from Buxton.
- Visitors will come by occasionally for approximately an hour at a time. By appointment only.
- No deliveries.

Boxyard Studios – Feb 2019

- No full-time staff. 9am to 10pm 7 days a week.
- Very rarely has car drivers during day. Studio busier booking times 6pm to 10pm. Weekdays and daytime during weekends when all businesses are closed. Never causes problems with parking. Been fully operational for 5 years.
- No deliveries.

The Yard Studio – Feb 2019

- 4 tenants.
- 10am onwards Monday to Friday – no fixed hours.
- 1 car for 2 travellers.
- Occasionally 1 other car no fixed times.
- Personal office space.
- No deliveries.

Private Rehearsal Rooms 14+15 – Feb 2019

- 6 tenants.
- No fixed hours. Very sporadic use. When used it is usually between the hours of 4 and 7.
- When in use, 1 car for 6 users.
- Larger Vehicles – If studio requires larger vehicles they are always after 8pm and before 8 am. Frequency of this is probably 6 times a year.

James Rixon Studio – Feb 2021

- 1 tenant.
- No fixed hours. Hours often 12pm to 11pm.
- 1 user often cycles in.
- Visitors tend to be from out of town and travel by train and taxi.
- Personal Music Production.
- No deliveries.

Crowther Studio – May 2023

- 1 tenant.
- No fixed hours.
- Uses public transport.
- Visitors also tend to use public transport.
- Personal Music Production.
- No deliveries.

Lawson Studio – Feb 2021

- 1 tenant.
- No fixed hours.
- Uses public transport.
- Personal music production.
- No deliveries.

Durkin Studio – November 2021

- 1 tenant.
- No Fixed hours.
- 1 car.
- No deliveries.

Mursal Studio – November 2022

- 1 tenant.
- No fixed hours.
- 1 car.
- Touring agent.
- No visitors.
- No deliveries.