



Full Travel Plan

Campfield Development, Enterprise City

Allied London Campfield Developments Limited

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Basis of Report

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1.0 Introduction

Introduction

- 1.1 SLR has been appointed by Allied London Campfield Developments Limited to prepare this Full Travel Plan (TP) report to discharge Condition 23 associated with approved planning application 138377/FO/2023. The development proposals are for the following:

Refurbishment and restoration of the former Upper and Lower Campfield Market Halls to create a workspace development comprising offices, a technology incubator hub, recording studios and events space (Use Class E(g) / Sui Generis) with ancillary bar, cafe and events spaces; and retail unit (Use Class E(a)); together with associated cycle parking at Castlefield House

- 1.2 This TP builds on the Framework TP that was submitted with the planning application in 2023.
- 1.3 This TP is effectively a combination of information, proposals and incentives designed with the objective to promote sustainable travel modes. This document will be implemented prior to and during occupation of the site.

Purpose of the Report

- 1.4 This TP has been prepared to discharge Condition 23 of planning application 138377/FO/2023. The wording of the relevant condition is extracted below:

23) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 20 October 2023.

In this condition a Travel Plan means a document which includes: i) the measures proposed to be taken to reduce dependency on the private car by those working and visiting the development; ii) a commitment to surveying the travel patterns of visitors/staff during the first three months of the first use of the building and thereafter from time to time iii) mechanisms for the implementation of the measures to reduce dependency on the private car iv) measures for the delivery of specified Travel Plan services v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first occupation of the development (for Upper or Lower Campfield Markets), a Travel Plan for the development which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).



- 1.5 This TP will demonstrate a commitment to sustainable travel initiatives and a framework for Travel Planning matters. Local Authorities endorse the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. This Travel Plan document has been written to encourage active travel, in line with the local, regional and national guidance.
- 1.6 In line with relevant planning conditions, this Travel Plan covers the Lower Campfield and Upper Campfield Market.

What is a Travel Plan?

- 1.7 A Travel Plan is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

"A long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

Sources: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009; and National Planning Policy Framework, DCLG, 2012.

- 1.8 In essence, a Travel Plan is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

Travel Plan Aims

- 1.9 The main aims of the TP are as follows:
- To increase the awareness of the advantages and potential for travel by environmentally friendly modes;
 - To improve the health and well-being of occupiers of the development through the promotion of travel by walking and cycling and public transport; and
 - To ensure that the development is accessible to the widest possible range of services.
- 1.10 The development and implementation of this TP will be a dynamic process, subject to a continuous cycle of action, monitoring and review.

Report Structure

- 1.11 Following the introductory chapter, this report provides the following information:
- **Section 2: Travel Plan Benefits** – explores and outlines the wide range of benefits and positive effects that a TP can have on site users and the wider environment.
 - **Section 3: Site Audit** – describes existing transport conditions prevailing at the site and the surrounding area;
 - **Section 4: Accessibility by Sustainable Modes of Transport** – assessment of the accessibility of the site by the aforementioned means of transport;



- **Section 5: Development Proposals** – sets out the development proposals;
- **Section 6: Travel Plan Initiatives and Measures** – sets out the proposed measures and initiatives for the site that will be implemented to encourage sustainable travel to/from the site with the aim of reducing single occupancy vehicle trips;
- **Section 7: Delivery of the Travel Plan** – this section of the report outlines a strategy for the delivery of the TP including details of the Travel Plan Coordinator (TPC) and their role;
- **Section 8: Travel Plan Targets and Travel Surveys** – sets realistic and measurable travel targets for the site and details the method for undertaking baseline and annual surveys;
- **Section 9: Travel Plan Management, Development and Monitoring** – sets out the management and monitoring strategies for the TP;
- **Section 10: Action Plan** - outlines the key implementation programme.



2.0 Travel Plan Benefits

Introduction

- 2.1 The benefits from a TP can be loosely categorised under four main headings:
- Health Benefits;
 - Environmental Benefits;
 - Financial Benefits; and
 - Mutual Benefits.
- 2.2 This section explores just some of the improvements which can be made to an organisation during a successful Travel Planning process.

Health Benefits

- 2.3 There are well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

“26% of adults classified as obese in 2018, up from 15% in 1993.”

“Physical activity levels are low in the UK: 33% of men and 42% of women do not meet the minimum recommendations for physical activity in adults.”

Source: HSCIC, ‘Statistics on Obesity, Physical Activity and Diet, Health and Social Care Information Centre’, 2018.

- 2.4 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

Environmental Benefits

- 2.5 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

“It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline.”

Source: Climate Change Act 2008, Chapter 27, Part 1, 2008.

- 2.6 Additionally, in November 2020 the British Government announced a 10-point plan for a “Green Revolution” supported on significant investments on alternative greener ways of travel including cycling, walking, and buses, as well as electric vehicles. These measures, along the promotion of alternative energy sources, carbon capture initiatives, or the construction of greener buildings, will allow the UK to eradicate its contribution to climate change by 2050.



- 2.7 A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area.

“Air pollution causes a considerable burden of death and disability annually and costs the UK economy £20bn every year.”

Source: Royal College of Physicians, ‘Every Breath We Take: The Lifelong Impact of Air Pollution’, 2016

Financial Benefits

- 2.8 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

“The cost of physical inactivity in England – including direct costs of treatment for the major lifestyle-related diseases, and the indirect costs caused through sickness absence – has been estimated at £8.2 billion a year.”

Source: At Least Five a Week: Evidence on the Impact of Physical Activity, DoH, 2004.

- 2.9 Individuals can also benefit financially from travelling to and from a site with a TP in place, due to the improved range of transport options available, some of which may be more cost-effective than car travel.
- 2.10 An effective TP can help encourage all site users to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

Mutual Benefits

- 2.11 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the staff / user of the new development and the surrounding community.
- 2.12 The benefits of this TP must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfH, 2009.

Travel Plan Aims

- 2.13 This TP aims to achieve the following benefits:
- A clearer understanding of any transport issues associated with the development site;
 - To encourage the use of alternatives to the private car by the site users;



- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To improve the health and well-being of the development users through the promotion of travel by walking and cycling; and
- A reduction in financial wastage for all users when travelling to site; and
- Increased accessibility to the site for all end users.

2.14 The measures contained in this TP are intended to meet the above objectives.



3.0 Existing Transport Conditions

Site Location

- 3.1 The site is located directly north of the A6143 Liverpool Road is located within the heart of Manchester City Centre. An aerial view of the site showing the approximate boundary, is provided as **Figure A**.

Figure A: Existing Site Location



- 3.2 The site lies within the wider Enterprise City proposals which involves the creation of a new tech, media and creative cluster in the Manchester City Centre.

Surrounding Highway Network

Liverpool Road

- 3.3 Liverpool Road runs along the southern boundary of the site. In the immediate vicinity of the application site, it is a one-way working carriageway, approximately 7.5m wide and National Cycle Route 6 runs along its length.
- 3.4 In proximity to the junction with Deansgate and along the frontage of Upper Campfield, Liverpool Road has cycle lanes on approach to Deansgate (with an advanced cycle stopline) and where it turns to join Water Street to the west. In the central sections it has cycle markings indicating cyclists run on street. On the northern frontage there is a taxi bay and pay and display on-street parking (including an electric vehicle recharging point space). On the southern side of Liverpool Road there is an on-street loading bay, bus stop and on-street parking bays.



- 3.5 Pedestrian footways are provided on both sides of the carriageway and there is street lighting at regular intervals. West of the junction with Lower Byrom Street there is a zebra crossing.

Lower Byrom Street

- 3.6 Lower Byrom Street forms a priority junction with Liverpool Road in the south and Quay Street in the north. Lower Byrom Street runs to the west of Lower Campfield. Lower Byrom Street is a one-way working carriageway, approximately 6.0m. There are sections of the road that sit directly outside of the Science and Industry Museum café entrance that have on-street parking (disabled and loading only). The remainder of Lower Byrom Street has double yellow line markings.
- 3.7 There is a zebra crossing that sits directly adjacent to Lower Campfield. The uncontrolled crossing links with the Lower Campfield entrance point on the Lower Byrom Street façade.

Byrom Street

- 3.8 Byrom Street forms the eastern frontage of Lower Campfield and is a cobbled pedestrian only link from Tonman Street to Liverpool Road. There is a paved footway on the eastern side. Byrom Street provides 10 uncovered Sheffield cycle stands. There is CCTV surveillance.

Barton Street

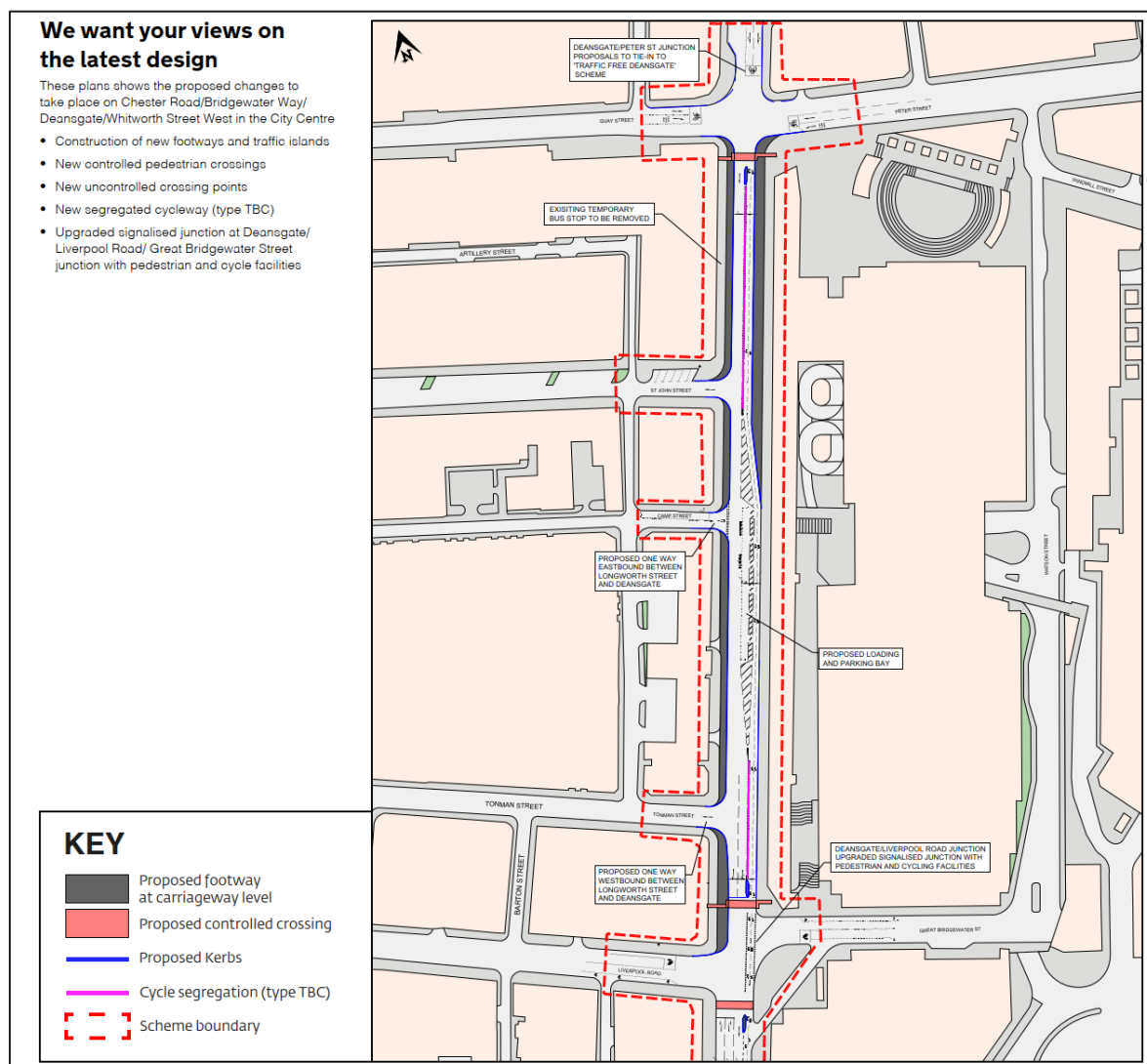
- 3.9 Barton Street forms the western frontage of Upper Campfield and is a cobbled two-way working link from Tonman Street to Liverpool Road. The street is circa. 3.7m in width and has double yellow lines and single yellow lines on either side. It is understood that this was previously used as a servicing route for Upper Campfield. There are paved footways on both sides.

Tonman Street

- 3.10 Tonman Street runs along the northern boundary of Upper Campfield and provides a link to Deansgate and Byrom Street.
- 3.11 Tonman Street is currently two-way working with double yellow lines on its northern side and Pay & Display on-street parking and a large loading bay on its southern side. Tonman Street forms a priority arrangement with Deansgate.
- 3.12 Under the City Centre Triangle proposals as shown in **Figure B** below, Tonman Street will be made one-way westbound from Deansgate.



Figure B: City Centre Triangle Proposals (Deansgate Works)



Deansgate

- 3.13 Deansgate is a main distributor road through Manchester City Centre, which runs to the east of the site. In the immediate vicinity of the site Deansgate forms a signalised intersection with Liverpool Road and Great Bridgewater Street. On approach Deansgate consists of two lanes on entry and one lane on exit. North of the junction the highway frontage consists of on-street parking bays and a bus stop.
- 3.14 In proximity to the junction with Liverpool Road, Deansgate has cycle lanes and advanced cycle stop boxes and double yellow lines. Good quality pedestrian footways are provided on both sides of the carriageway and there is street lighting at regular intervals.
- 3.15 Deansgate forms part of the City Centre Triangle works which aims to 'create an easier, safer and more attractive route for people to move between stations and will link with other walking and cycling routes, focusing on areas not already covered by other improvement schemes.' Under these proposals the signalised junction at Deansgate/Liverpool Road/Great Bridgewater Street will be upgraded with pedestrian and cycle facilities.



Public Car Parking

- 3.16 Due to the application sites City Centre location, there are numerous large capacity public car parks within a very short walk distance of the site. The location of nearby parking (public car parks and on-street public car parking) is presented in **Table A** below. The key locations are the NCP car parks at Great Northern and Spinningfields.
- 3.17 Should occupants require parking, there are more than 3,300 spaces of public parking available within a 10-minute walk of the Site and over 5,500 spaces within a 15-minute walk, as detailed in **Table A**:

Table A Car parking Spaces within a 10-minute walk of the Site

Car Parking Spaces within a 10 Minute Walk of the Site	
Great Northern 1&2 NCP	1200
Spinningfields NCP	680
New Bailey, Salford NCP	605
Deansgate Euro Car Parks	40
Stone Street	12
Bridgewater Street	70
Manchester Central NCP	700
Total	3307
5000+ Additional Car Parking Spaces within a 15 Minute Walk of the Site	



4.0 Accessibility By Sustainable Modes of Transport

Introduction

- 4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

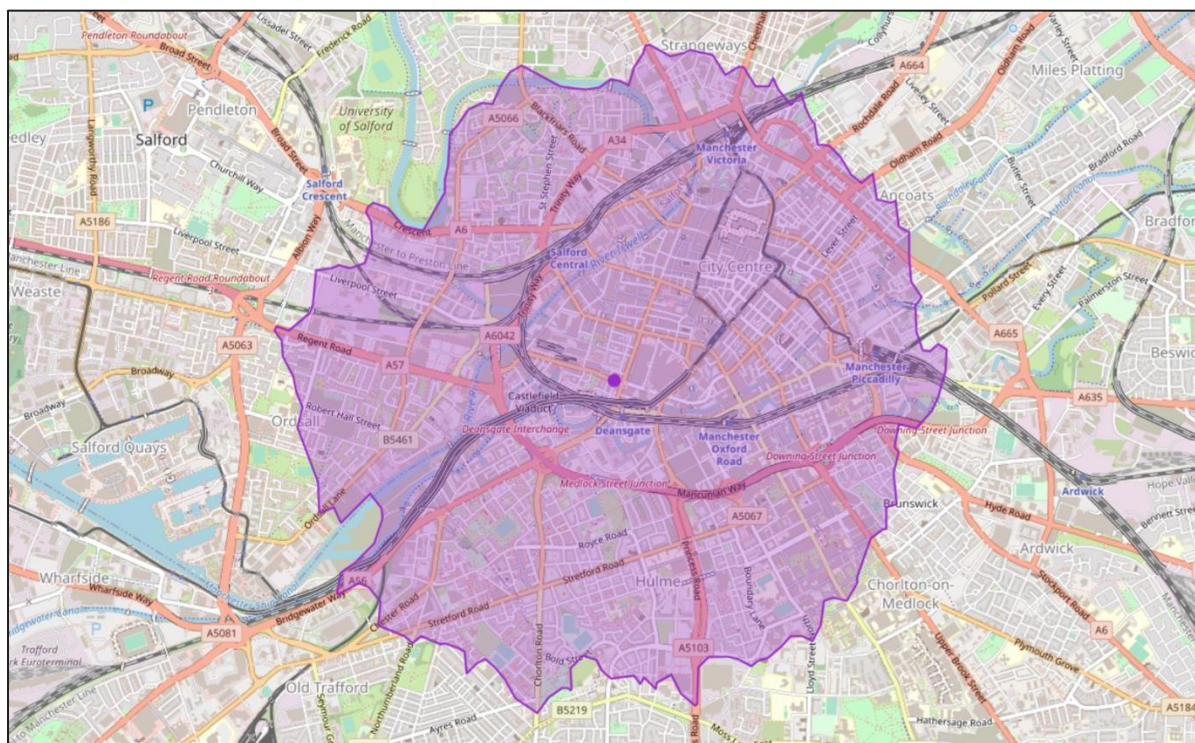


Pedestrian Accessibility

- 4.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 4.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests that a reasonable maximum walking distance for commuting trips is 2000m or just over a 20-minute walk time.
- 4.4 To assist in summarising the accessibility of the site by foot, an indicative 2km pedestrian catchment plan for Upper and Lower Campfield has been produced. As shown in **Figure C**.



Figure C – Indicative 2km Pedestrian Catchment



- 4.5 This 2000m or 20-minute pedestrian catchment demonstrates that the entirety of the City Centre, including five train stations are located within this catchment. The catchment also includes substantial residential areas such as Hulme and Ordsall.
- 4.6 A selection of existing accessible amenities within 500m of Upper and Lower Campfield are detailed in **Table B**.

Table B: Key Amenities within 500m of the Proposed Development

Amenity's (500m or less from Upper and Lower Campfield)
Bank (Santander and Cash Machine)
Post Box (on Liverpool Road)
St John's Gardens
Roman Gardens
Public Houses / bars (The Ox Noble, White Lion, Cask)
Sainsbury's Local
Tesco Express
Lifestyle Fitness
Coffee Shop (Warehouse Café, Noir Cuts & Coffee, Hortens Coffee)
A large selection of restaurants (Dimitri's, Don Marco, Rump N Ribs Steakhouse, Akbar's)

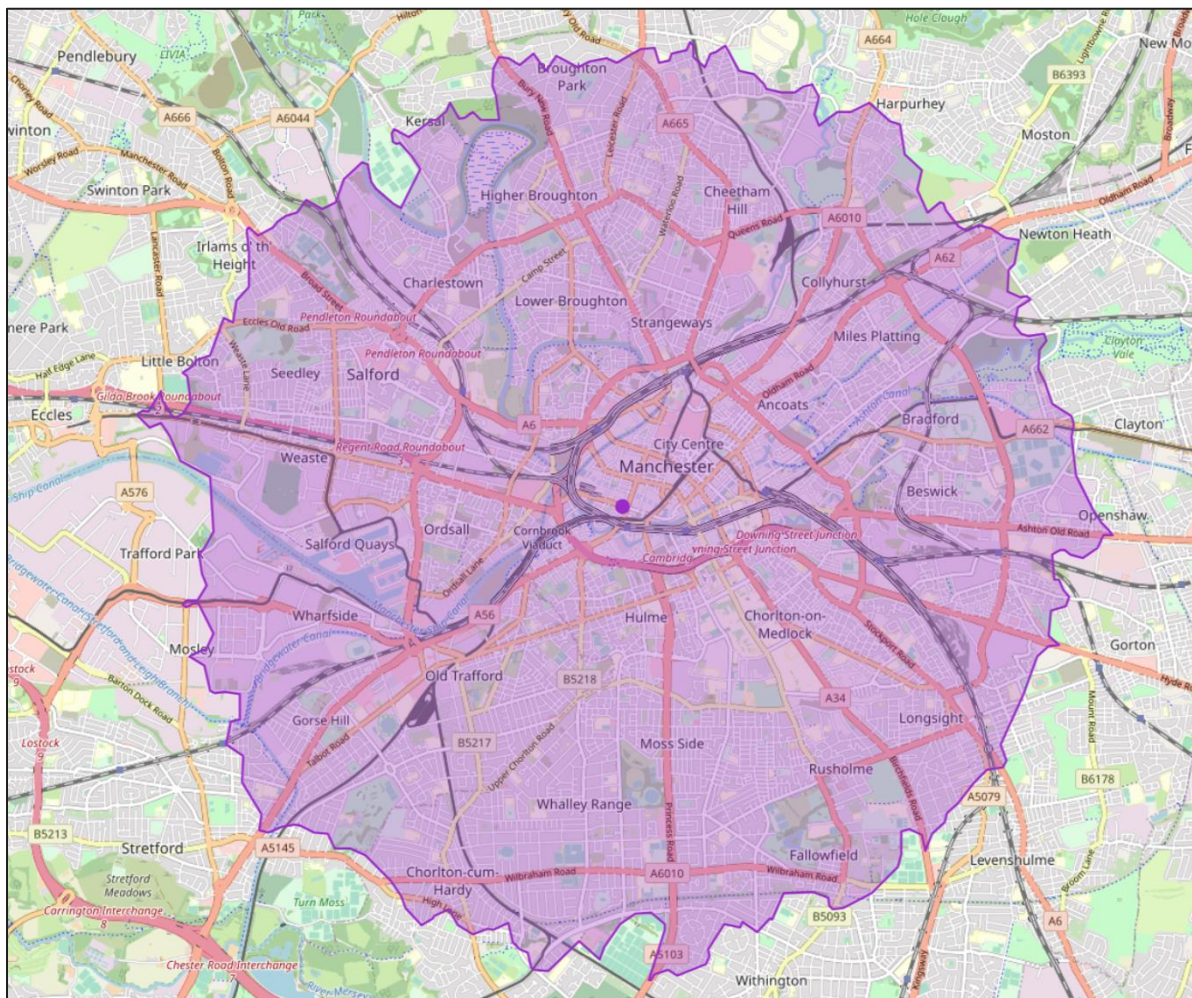


- 4.7 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of and everyday services and amenities.

Cycle Accessibility

- 4.8 Cycling is a popular mode of transport and is an effective mode for short trips.
- 4.9 The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.10 A 5-kilometre cycle catchment from both Upper and Lower Campfield is shown in **Figure D** below. This demonstrates that the 5-kilometre catchment includes the residential areas of the immediate Manchester urban area including Salford Quays, Salford, Whalley Range, Lower and Higher Broughton and Older Trafford. Thus, a large population is within the potential cycle catchment for the site.

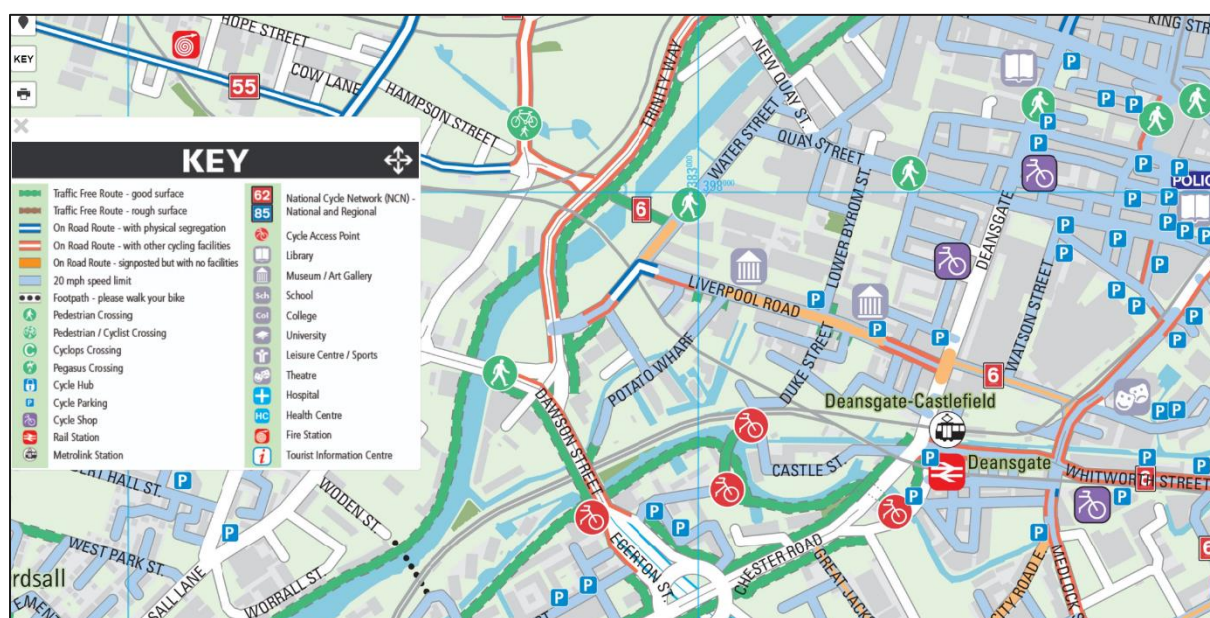
Figure D – Indicative 5km Cycle Catchment



- 4.11 **Figure E** shows the local cycle facilities including the network of 20mph streets compatible for safe cycle use, cycle lanes, the level of cycle provision and the local cycle shops available.



Figure E: Local Cycle Facilities



- 4.12 **Figure E** demonstrates that the streets around the development site are low speed roads suitable for cycling, with Liverpool Road itself being a signposted recommended cycle route with some on-road facilities (ie. marked cycle lanes). Liverpool Road also forms part of National Cycle Route 6. There are also a number of cycle shops in the vicinity and many traffic free cycle routes to the south and west of the site.
- 4.13 As has been discussed, as part of the City Centre Triangle proposals, Deansgate will undergo works to better enhance cycling along this route.
- 4.14 Under the proposals both Upper and Lower Campfield will provide cycle parking and locker and shower facilities for site users. This will help encourage travel via this mode.
- 4.15 It is therefore considered that the site is well located for cycle access from a wide range of Manchester and that there is sufficient cycle infrastructure within the vicinity of the site.



Accessibility by Bus

- 4.16 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400 metres from a new development. This equates to a 5-minute walk.
- 4.17 The site benefits from access to thirteen bus stops within this catchment area. The closest bus stops are located on Liverpool Road, with further bus stops located on Deansgate, Great Bridgewater Street, Bridgewater Viaduct and Whitworth Street W.
- 4.18 The bus stops on Liverpool Road that lie along the application sites southern frontage are provided with a flagpole and timetable information board. The bus stops on Deansgate are provided with a shelter.
- 4.19 A summary of the bus services and their frequencies from these stops is outlined in **Table C**. Error! Reference source not found.

Table C: Bus Services from Local Stops

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
Liverpool Road & Great Bridgewater Street							
33	Manchester Shudehill – Worsley Court House	2	2	2	2	2	1
1 Free Bus	Manchester City Centre to Spinningfields circular route	5	5	5	5	5	5
Deansgate & Bridgewater Viaduct							
255	Piccadilly Gardens - Partington	2	2	2	2	2	2
Whitworth Street West							
255	Piccadilly Gardens - Partington	2	2	2	2	2	2
X50	Trafford Centre – Manchester Piccadilly	2	2	2	2	2	2
1 Free Bus	Manchester City Centre to Spinningfields circular route	5	5	5	5	5	5

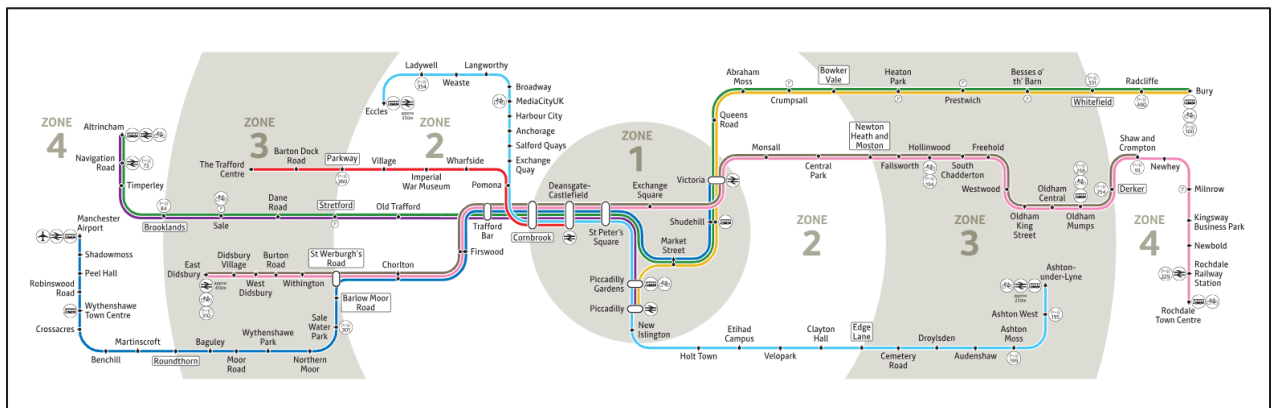


- 4.20 In addition to the above, Manchester Piccadilly Bus Station and Shudehill Interchange are located within 2km of the application site (an appropriate walk distance).
- 4.21 Manchester Piccadilly Bus Station is located 1.2km to the northeast and comprises of a large number of bus stops and services. Bus services from Manchester Piccadilly serve a wide range of destinations, including Chorlton, East Didsbury and Bolton, amongst others.
- 4.22 To assist in summarising the accessibility by public transport, an AM and PM peak hour 1-hour public transport isochrome catchment has been produced – refer to **Plan 1** and **Plan 2** attached to rear of the report.
- 4.23 It is therefore concluded that bus public transport accessibility is very good.

Accessibility by Public Transport – Metrolink

- 4.24 The nearest Metrolink stop is located at Deansgate – Castlefield approximately 200m southeast of the site. This stop is a major interchange station with services operating to a number of key destinations, including Manchester Victoria, Altrincham, Ashton-under-Lyne, The Trafford Centre and Shaw and Crompton.
- 4.25 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between approximately 06:00 and 00:00. All Metrolink stops provide shelters, seating and real-time journey information and are accessible for disabled access with step-free access, tactile paving and dropped kerbs. The Metrolink Network across the conurbation is given in **Figure F**.

Figure F: Manchester Metrolink Network



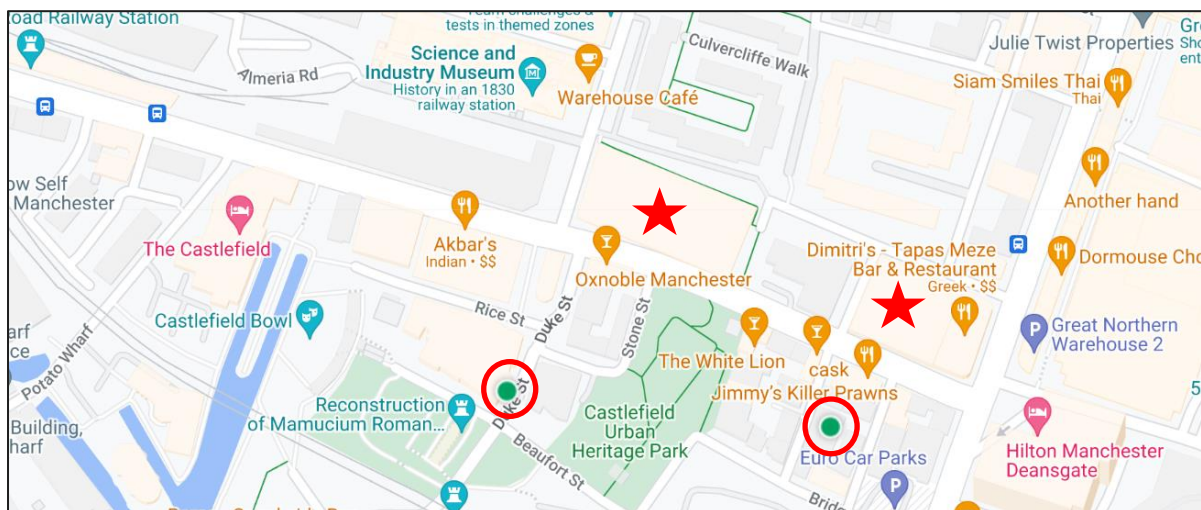
Accessibility by Public Transport – Rail

- 4.26 As has been discussed, five rail stations (including Manchester Victoria and Manchester Piccadilly) are located within 2km of the site (an acceptable walk distance), with Deansgate being the closest station at around 230m from the site. All stations can be accessed using the existing pedestrian network surrounding the site and throughout Manchester.
- 4.27 Deansgate station provides access to a wide range of services, such as local services to destinations across Greater Manchester and also regional rail services to destinations further afield such as Liverpool Lime Street and Blackpool.
- 4.28 Overall, it is considered that the rail facilities offered from all the main Manchester rail interchanges will provide the site with regular services which are available within an acceptable distance and at key travel times.

Car Clubs

- 4.29 There are car club spaces on Duke Street (two cars) and on Bridgewater Street (one car), which are operated by Enterprise Car Club. The car club spaces are clearly designated by both road markings and signposts on the adjacent footways.
- 4.30 The location of these car club spaces are shown on **Figure G**.

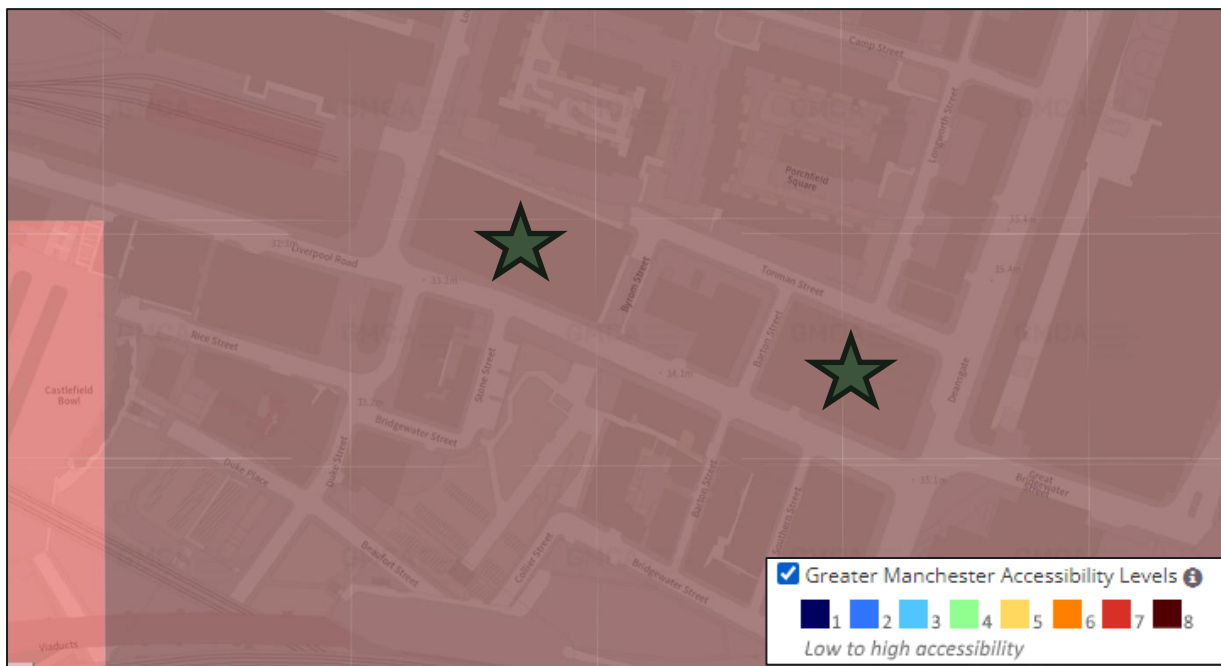
Figure G: Local Car Club Spaces



Greater Manchester Accessibility Level (GMAL)

- 4.31 Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.
- 4.32 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.
- 4.33 **Figure H** provides an extract of the GMAL Map for the area in the vicinity of the site, with the site itself indicated by the red star.

Figure H: GMAL Map



- 4.34 **Figure H** highlights that the site has a GMAL scoring of 8, indicating that it is in the highest category of accessibility, with excellent connections to local and regional public transport services. As a result, it would be easy to access the site without needing a car and therefore, the site represents great opportunity for a car-free scheme.

Access for Disabled Users

- 4.35 The highway network around the site includes facilities for disabled users, including visually impaired users, as signal-controlled crossing points, dropped kerbs and tactile paving are provided.



Accessibility Conclusions

- 4.36 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Promoting Sustainable Transport, outlines the important role that transport policies have to play in facilitating this:
- 4.37 *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.”*
- 4.38 It has been demonstrated that the site is in the heart of Manchester City Centre, where there are ample opportunities for sustainable travel. The existing standard of pedestrian and cycle infrastructure around the site is very good and users of the site would be able to walk to a large variety of local facilities / amenities using the existing crossing points and interconnected network of well-maintained footways. Cycle access around the site is also easily achievable with on-road cycle lanes on Liverpool Road and Deansgate and further linkages to both the local and national cycle network that lies within the immediate vicinity.
- 4.39 The site has also been demonstrated to benefit from convenient access to rail and bus services, both which provide access to a wide range of local and regional destinations.
- 4.40 The site therefore offers substantial opportunity for users to undertake trips for a variety of purposes using the existing public transport infrastructure that is considered appropriate in the context of the proposed development.
- 4.41 It is therefore concluded that the site is location in a highly sustainable location, in line with the NPPF and local guidance.



5.0 Development Proposals

Existing Use – Lower Campfield

- 5.1 The existing Lower Campfield building is a Grade II listed building, which until recently was occupied as the Air and Space Hall by the Science and Industry Museum (MOSI). It is now vacant.
- 5.2 Lower Campfield is served by multiple entrances from road level on all street facades and no direct vehicular access.

Development Proposals – Lower Campfield

- 5.3 Lower Campfield will be refurbished and converted into a modern office space for media, digital and creative industries to generate new employment in these areas. The description of the full development proposals for Lower Campfield are detailed below:
- A total of two floors which total up to 605 office stations / desk space (total 3,329sqm);
 - A café / bar space, including a balcony lounge (also open to the public) (total 361sqm / maximum 150 covers);
 - A small retail space (60sqm);
 - Event Space (ancillary to the office / workspace function; anticipated to host larger events circa. 5 – 10 times a year).
- 5.4 All pedestrian entrances around the site will be retained; the main pedestrian entrances located on the southern, eastern and western elevations.
- 5.5 The maximum occupancy for Lower Campfield is around 600. However, the site is only anticipated to be at 60% occupancy per day.
- 5.6 The development proposal floor layouts for Lower Campfield are given in **Appendix A**.

Existing Use – Upper Campfield

- 5.7 The Upper Campfield Market building is currently vacant and is listed as in need of renovation and refurbishment by MCC. The building is currently served by multiple entrances from road level on all street facades and has a narrow vehicular access point off Barton Street (servicing / deliveries only).

Development Proposals – Upper Campfield

- 5.8 Upper Campfield will be refurbished and converted into a modern studio and workstation space for media, digital and creative industries to generate new employment in these areas. The main pedestrian entrance to the site will be from Liverpool Road, on the southern elevation. The description of the development proposals for Upper Campfield are detailed below:



Ground Floor

- 5 studio spaces and 7 Edit suites (total 842 sqm); and
- Delivery loading Bay off Barton Street.

Mezzanine Floor

- 3 x creative workspaces (total 517sqm).

5.9 The expected occupancy for Upper Campfield will be 241.

5.10 The site layout plan is attached as **Appendix A** to the rear of this report.

Parking

5.11 Neither upper and Lower Campfield will not provide any car parking provision. Due to the City Centre location and excellent sustainable connections to the site this is considered an appropriate provision.

Cycle Parking

5.12 Secure cycle parking spaces (34 spaces) will be provided to the rear of the adjacent Castlefield House.



6.0 Travel Plan Objectives and Measures

Introduction

6.1 This Implementation TP will seek to do the following:



To encourage occupiers of the development travelling to/from the site to use sustainable modes of transport, by increasing awareness and promoting the benefits.



To provide a coordinated approach and a package of measures that promotes sustainable travel and provides occupiers of the development with the relevant information on alternative modes.

6.2 Given the exceptional location of the site in terms of accessibility and being located into Manchester City Centre and the development effectively being car free, it is expected that those travelling to/from the development will rely on the excellent location and sustainable transport characteristics of the area without the need for a private car.

6.3 Therefore, the overarching aim of the TP is to ensure occupiers have the information and opportunities to make sustainable travel choices. In practice, the TP will seek to ensure that this occurs, and any issues are addressed. Occupiers of the development will be choosing to be in this sustainable location and their natural travel behaviour should reflect this.

Travel Plan Measures

6.4 This section draws together the proposed Travel Plan measures for encouraging more sustainable travel. The initiatives have been organised into the following headings and discussed in the subsequent paragraphs:

- New Staff 'Welcome Park';
- Travel Information Boards;
- Travel Webpages;
- Encouraging walking;
- Encouraging cycling;
- Encouraging public transport use; and
- Encouraging car sharing and car club; and
- Additional Measures.

6.5 The proposed package of measures have been used to steer the design of the development to meet the TP objectives and minimise car-based travel patterns.



New Staff 'Welcome Pack' / 'Welcome Email'

- 6.6 As part of the Travel Plan initiative to promote sustainable transport as a preferred option to the private car, it is important to provide adequate transport information for each employee on the site, and a 'Welcome Pack' will be provided as part of the induction to all staff. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this Travel Plan. As well as a hard copy, the Welcome Pack will also be made available online.
- 6.7 The pack / email will include information and website links on the following:
- The health benefits associated with sustainable forms of transport (**Chapter 2**);
 - Sustainable transport facilities and local routes as contained in the Accessibility Section of this TP (**Chapter 4**);
 - Details of the Travel Plan Co-ordinator (**Chapter 7**);
 - Details raising awareness of the sustainable transport webpages (discussed in the subsequent **Section**); and
 - Details on the on-site cycle parking facilities and their location to the rear of Castlefield House.
- 6.8 This Travel Pack / Travel email will be created and ready for distribution by the building management team prior to site being occupied.
- 6.9 As an on-going part of the monitoring process, the 'Welcome Pack' / 'Welcome Email will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on to all the appropriate staff via an appropriate form of communication. This will be the responsibility of the Travel Plan Co-ordinator.

Webpages

- 6.10 On the main Enterprise City website, a number of webpages will be provided that provide information on the accessibility and how the site can be accessed via sustainable modes of travel, without the need for a private car.
- 6.11 The webpages will provide useful information on the various modes of travel available to all occupiers of the site which envisaged to be navigated via a tool bar on website.
- 6.12 The webpages will be hyperlinked to the relevant sub-webpages along with a heading for each and images to catch the eye. The webpages will include the following, with exemplary text for each provided below:





Introduction: this webpage will include locational information on the site.

"Campfield is located directly north of the A6143 Liverpool Road is located within the heart of Manchester City Centre, with the site benefiting from a range of sustainable travel modes, whereby travel via the private car is not necessary."

Explore your different travel options here [hyperlink]"



Benefits: this webpage will detail the key benefits of travelling sustainably.

"Travelling via sustainable travel modes has a wide range of benefits, not just environmentally but economically and personally too. Amongst many more benefits, these include the following:

- Walking and cycling improves your mood and boosts your self-esteem*
- Walking and cycling reduces your risk of developing a range of preventable illnesses*
- Travelling sustainably saves money on petrol and parking*
- Travelling sustainably reduced traffic congestion and pollution."*



Car Sharing: this webpage will provide information on car sharing and its benefits.

"Save on fuel and make new friends by car sharing

You may live nearer than you think to a fellow car sharer. Car sharing is when two or more people share their journey and travel together. It allows people to benefit from the convenience of the car whilst saving money by reducing mileage and petrol costs, alleviating parking problems, congestion and pollution

*Join the many others that car share today at
<https://www.carsharegm.com/index.html>"*



Car Clubs: this webpage will provide information on local car clubs in the vicinity of the site.

"Local Car Clubs are located on your doorstep and offer a cost-effective alternative to car ownership [insert map of local car clubs from Accessibility Section]

*Sign up to your local car club at
<https://www.enterprisecarclub.co.uk/gb/en/locations.html> and get driving today"*





Provision of Bus Information: this webpage will identify the local bus stops that are accessible around the site along with useful website links.

“Your local bus is located just a short and convenient walk away, with the closest bus stops located on Liverpool Road, with further bus stops located on Deansgate, Great Bridgewater Street, Bridgewater Viaduct and Whitworth Street W.

See when your next bus will be here at <https://tfgm.com/public-transport> and <http://www.buschecker.com/app/UK/>

Want cheap travel? Get discounted tickets by downloading the app today and going paperless at <https://www.gonorthwest.co.uk/app>”



Metrolink and Rail: this webpage will provide information on the nearby metrolink and rail services:

“Five rail stations (including Manchester Victoria and Manchester Piccadilly) are located within 2km of the site (an acceptable walk distance), with Deansgate being the closest station from the site. All stations can be accessed using the existing pedestrian network surrounding the site and throughout Manchester.

The nearest Metrolink stop is located at Deansgate – Castlefield approximately 200m southeast of the site. This stop is a major interchange station with services operating to a number of key destinations, including Manchester Victoria, Altrincham, Ashton-under-Lyne, The Trafford Centre and Shaw and Crompton.

Check them out by following the links below and be on your next trip in no time

<https://www.northernrailway.co.uk/stations/DGT>

<https://tfgm.com/public-transport/tram>”



Cycling: this webpage will include information on cycling.

“There are excellent cycle routes right on your doorstep www.cyclingmapsonline.co.uk along with emerging cycle infrastructure that will make cycling accessible for all abilities https://mappinggm.org.uk/bee-network/#os_maps_light/15/53.4769/-2.2772

Become a more confident cyclist today at <https://tfgm.com/cycling/confidence>

Or plan your cycle route at <https://www.bikemap.net/en/routeplanner/>

Maybe cycle to Deansgate Rail/Metrolink where there is on-site cycle parking”





Walking: this webpage will provide information on the health benefits of walking along with useful apps/website links.

"The local environment around Campfield and the Enterprise City has fantastic, diverse spaces to support you in exploring them, as well as making walking part of your daily routine

Walking brings significant health benefits with the current adult recommended at least 30 minutes of moderate intensity activity on five or more days per week
<https://www.walkingforhealth.org.uk/get-walking/walking-works>

Plan your walking route today at <https://walkit.com/>"



Taxi: this webpage will include a list of local taxi firms and their contact details.

"Contact your local taxi firms at <https://www.uber.com/gb/en/ride/> and <https://1010taxi.co.uk/>"

Travel Information Boards

- 6.13 Travel Information Board(s) will be provided and regularly updated by the Travel Plan Coordinator during the Travel Plan period. A travel information board will be provided in the reception area which will be prominent for all users of the site.
- 6.14 Information displayed will relate to sustainable transport and will include material found in the 'Welcome Pack'.
- 6.15 The Travel Plan Co-ordinator will publicise any relevant events such as 'Bike Week' and will encourage staff and users of the site to participate wherever possible.

Walking Measures

- 6.16 An increase in staff and site users walking to the development site can contribute towards a healthier population.
- 6.17 **Table D** summarises the proposed initiatives designed to encourage walking:



Table D: Initiatives to Encourage Walking

Initiative	Description
Provision of umbrellas in reception areas	Provide umbrellas in reception areas to encourage walking even in bad weather conditions.
Promote local walking routes in the area	Manchester is an excellent walking territory with a huge variety of opportunities to walk to / from the site via the interconnected network of footways and crossing points.
Review the local pedestrian facilities on a regular basis	Review of local pedestrian facilities to ensure that access widths are appropriate and gradient changes allow for comfortable wheelchair and mobility impaired access.
Review local street furniture on a regular basis	Review local street furniture such as bollards and seating to ensure locations are appropriate and do not introduce a hazard.
TPC liaison with the Highway Authority to ensure walking routes are maintained	Travel Plan Co-ordinator liaison with the Highway Authority and to ensure that potential pedestrian walking routes are appropriately maintained and signed.

Cycling Measures

- 6.18 It is envisaged that a number of trips by all users to the site will be made by cycle instead. **Table E** below summarises the proposed cycling measures:



Table E: Initiatives to Encourage Cycling

Initiative	Description
Cycle Parking & Associated Facilities	Provision of cycle parking facilities on-site, including showers and lockers.
Promotion of Cycle to Works Scheme	Promote of cycle to works scheme which offers tax efficient purchases of cycle equipment and bikes through a salary sacrifice scheme run through participating employers.
Liaison with Local Shops	Aim to create a partnership with a local cycle store which may facilitate the provision of vouchers or discounts for employees / users of the site.
Provide advice on cycle maintenance and safety information	Provide free high visibility clothing to those wishing to cycle to/from the site.
Bike User Group (BUG)	Advertise a local bike user group to site users https://www.gmcc.org.uk/links/greater-manchester-cycling-clubs/
Cycling Training	Promote the available courses offered by MCC to all site users https://www.bikeright.co.uk/
Cycle Planning Tool	Provide a link to Cycle Journey Planner tools within the welcome email and noticeboard https://www.sustrans.org.uk/ and https://tfgm.com/plan-a-journey
Promote Useful Websites in the welcome pack	Love to Ride will also be promoted, Information : Love to Ride UK , which is an online platform that encourages more people to cycle. Through Love to Ride users can log their cycle trips, unlock badges and set goals. It also holds events to encourage, incentivise and reward riding. In addition, https://www.cyclinguk.org/ will be promoted, that provides links to information on cycling and local cycling groups. TfGM's webpage for walking and cycling, https://activetravel.tfgm.com/ , will also be promoted, which provides links to local groups, local cycle maps and cycling confidence and maintenance courses.
Promote special travel events (ie. on the noticeboards)	Promote travel events such as cycle to work day. https://www.manchester.gov.uk/info/500356/cycling_and_walking/6852/bike-to-work_days https://www.awarenessdays.com/awareness-days-calendar/cycle-to-work-day-2023/
Organise a yearly cycle maintenance day	Organise a cycle maintenance day once a year for those wishing to participate etc.

Public Transport Services

- 6.19 It is considered that using initiatives to encourage bus, rail and Metrolink use could help replace some of the journeys made to the development site by private car. **Table F** summarises the proposed public transport use initiatives:



Table F: Initiatives to Encourage Public Transport Use

Initiative	Description
Liaison with Local Public Transport Providers	Public transport discounts for employees / site users to be agreed with local service providers where possible.
Promote public Transport Service Details	Up to date information provided on bus, tram and train services, including route information and service frequencies, available to employees and site users through links such as: https://my.tfgm.com/#/planner/ http://www.nationalrail.co.uk/
Promote Travel Discount offers	Promote Travel Discount offers and TravelCards such as 'Get me There'
Review local public transport services on a regular basis	The Travel Plan Co-ordinator to bring to the bus, tram and rail operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised.

Encouraging Car Sharing, Car clubs and the Use of Electric Vehicles

- 6.20 Car sharing would help to reduce the impact the development has on the environment, and potentially save site users money. **Table G** below summaries the proposed car sharing initiatives:

Table G: Initiatives to Encourage Car Sharing, Car Clubs and Electric Vehicle Use

Initiative	Description
Car Sharing Database and Promotion	Promote car sharing informally amongst staff and site users and raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising.
Liftshare	Promote Liftshare car travel sharing services.
EV Promotion	Promote the availability of Electric Vehicle Charging Points in the city and encourage users to shift from petrol/diesel to electric vehicles.
Promote Enterprise Car Club	The TPC will highlight the availability of Enterprise Car Club to site users and facilitate demonstrations if required.



7.0 Delivery of the Travel Plan

Plan Administration

- 7.1 The developer will be required to appoint a site wide Travel Plan Coordinator (TPC) to oversee the implementation of the TP and the measures discussed in **Chapter 6**. The TPC will also act as the point of contact for the development and outside organisations regarding all queries/issues related to the TP. The TPC will maintain an up-to-date file containing all correspondence and feedback relating to the Travel Plan.
- 7.2 The TPC for the Campfield development will be:
- Name: Building Community Manager – Abigail Gunning
- 7.3 Full contact details will be provided to the Council and TfGM when Abigail Gunning takes up the post, prior to occupation of the site.

TPC Role and Responsibilities

- 7.4 The TPC will be responsible for the Travel Plan following the redevelopment. In line with the overarching Travel Plan, duties of the TPC include:
- Looking after the day-to-day operation of the plan;
 - Keeping all relevant databases, information, and administration up to date;
 - Liaising with appropriate partners;
 - Leading on the delivery of the TP;
 - Representing the human face of the TP;
 - Promoting the TP by explaining its purpose and opportunities;
 - Promoting individual measures in the TP;
 - Monitoring the TP; and
 - Reviewing the TP using regular surveys.

Communications Strategy

- 7.5 The initiatives proposed in **Section 6** of this TP need to be communicated by a clear strategy to ensure maximum effectiveness and encourage large levels of uptake. The Communications Strategy is therefore considered to be a vital step in ensuring the success of any TP.
- 7.6 The benefits of this TP must be communicated correctly:



“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfH, 2009.

- 7.7 It is key to publicise the Travel Plan successes as People may be more likely to continue mode shift if commended as well as encouraging others.

Promotion of the Travel Plan

- 7.8 Promotion of the TP around the site will take the following forms:

- Produce TP information leaflet;
- Produce regular TP newsletters every six months / yearly;
- Publicise the TP with notice boards in communal areas; and
- Promote the TP on the travel webpages; and
- Provide information on the TP to all site users.

Resourcing

- 7.9 Prior to the implementation of the TP and the occupation of the site it is difficult to estimate what the resource requirement for the TPC will be and what proportion of their working time will be required for the management of the TP, as much of the input will be required on an intermittent basis.
- 7.10 Therefore, for the first year of the TP's operation it is proposed that the TPC will review and programme necessary work in conjunction with their other responsibilities on a monthly basis. The success of this approach will be evaluated as part of regular reviews of the TP.



8.0 Travel Plan Targets, Surveys & Review

Monitoring

- 8.1 To enable the continued success of the TP the TPC will be responsible for on-going monitoring and annual travel surveys.
- 8.2 DfT best practice guidelines state that the monitoring of the TP should normally take place on the following basis:
- Early on in the occupation period of the site to provide the information base for the review of the plan; and
 - Annually thereafter to provide on-going information on the impact of the plan. Monitoring should take place over a range of time periods to reflect the different pattern of journeys that can be generated by developments.

Baseline Travel Surveys

- 8.3 Within three months following first occupation of the site a staff travel survey will be undertaken to establish an accurate baseline modal share.
- 8.4 The survey will be distributed electronically using tools such as SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection.
- 8.5 It is considered from previous experience that a survey response rate of at least 60% is required to be representative. If the response rate to the travel survey is low, paper copies will be distributed to those who have not completed the online questionnaire within the first two weeks. If after another two weeks the answer rate is still not above the aforementioned threshold, incentives such as drawing a voucher among respondents (e.g. to be redeem at a local cycle business or at an online shop) will be undertaken.
- 8.6 Surveys could also be taken of site users, for example visitors to provide a wide picture of existing travel patterns to and from the site.
- 8.7 Therefore, the information obtained will be used to undertake travel performance indicator and modal split analysis.
- 8.8 There is a full commitment to undertake these travel surveys and the baseline travel surveys will be undertaken by the TPC / the building management team, and they will update the Council and TfGM of the survey results.

Annual Surveys

- 8.9 Following on from the baseline travel survey subsequent surveys will be undertaken on an annual basis for at least 5 years, in order to effectively monitor the evolution of the modal split figures and therefore the effectiveness of the initiatives within the TP. The surveys will also provide an appropriate evidence base for changes to those initiatives if it is felt that alternative measures may be more effective.



Survey Design

- 8.10 The survey will be in line with current local and national TP guidance and questions will be designed to provide an indication of travel habits.
- 8.11 An example of the travel survey is shown in **Appendix B** of this document.

Targets

- 8.12 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful. They should be **‘SMART’** Targets – Specific, Measurable, Achievable, Realistic and Timed.
- 8.13 No definitive targets can be defined until the baseline survey is completed across the site. Instead, **Table H** contains indicative targets.
- 8.14 At this time, the baseline data for these targets is based on AM peak data from the SRAD Report Transport Statistics Manchester; Key Centre Car & Non Car Trips (Table 23). The baseline data applied is from 2019, with this data used because no post covid up-to-date data is currently available.

Table H: Modal Split Targets

Travel Mode	Baseline Travel Mode Split	Cumulative Long Term Target Modal Shift Change (5 year target from initial occupation)
Car	21%	16%
Bus	21%	22%
Rail	26%	28%
Metro	17%	17%
Cycle	2%	3%
Walk	13%	14%
Total	100%	100%

- 8.15 As it can be observed from the indicative targets in **Table H**, there will be an overall aim to reduce the number of car trips to / from the site by 5%, whilst increasing travel by sustainable modes; bus, rail, cycle and walking. This target has been set, but the development hopes to beat this target over the 5-year period, reducing car travel even further.
- 8.16 These preliminary targets are a good basis to inform the travel mode split targets, however these targets will subsequently be updated once the baseline surveys are complete (within three months of occupation).

Annual Review

- 8.17 In order to record and communicate the progression of the TP, the TPC should produce an annual review report, which should, as a minimum, include the following:



- Reporting of progress against the targets set once the Travel Survey is completed;
- Provision of information relating to new initiatives introduced;
- Provision of information on proposed initiatives due for implementation; and
- Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).



9.0 Travel Plan Administration & Monitoring

Management & Coordination

- 9.1 As discussed, the TP will be implemented under the control of a TPC who will drive the work forward, promote the measures and be a key contact point for occupiers of the development.
- 9.2 The TPC will also liaise with the MCC on a regular basis to:
- Allow a flow of ideas from the TP officers, which could then be incorporated into the site TP;
 - Review annual survey findings and to discuss and set mutually acceptable targets for the site;
 - To ensure coordination with other TP initiatives in the area.

Management & Coordination

- 9.3 The success of the TP measures outlined in this document will be monitored on a regular basis by the TPC.
- 9.4 The monitoring measures outlined below incorporate both the collection of 'hard' analytical survey data and 'soft' data in the form of general feedback and correspondence following the opening of the development. Suggested monitoring actions are:
- Monitor demand of on-site cycle parking;
 - Monitor the participation in car sharing schemes;
 - Record comments and feedback relating to the operation and implications of the plan so that improvements/alterations can be made should this be deemed necessary;
 - The collection and analysis of annual travel surveys.
- 9.5 Although highly important, awareness is less easy to monitor, although one indicator will be the general response to the introduction of the plan, measured by the volume and type of feedback, both at the outset and as the strategy evolves. Annual surveys will also ask questions about awareness as part of the monitoring process.
- 9.6 Consideration will be given to implementing and monitoring this Travel Plan through the Travel Plan Toolkit <https://travelplantookit.tfgm.com/>.



10.0 Action Plan

Action Plan Table

- 10.1 **Table I** summarises the key actions from the document by providing an Action Plan for the TP process. It should be recognised that as the plan is delivered, reviewed and evaluated it is likely more actions will be added.
- 10.2 A Travel Plan budget of £5,000 is proposed for the first year and then £3,500p.a. up to the fifth year.

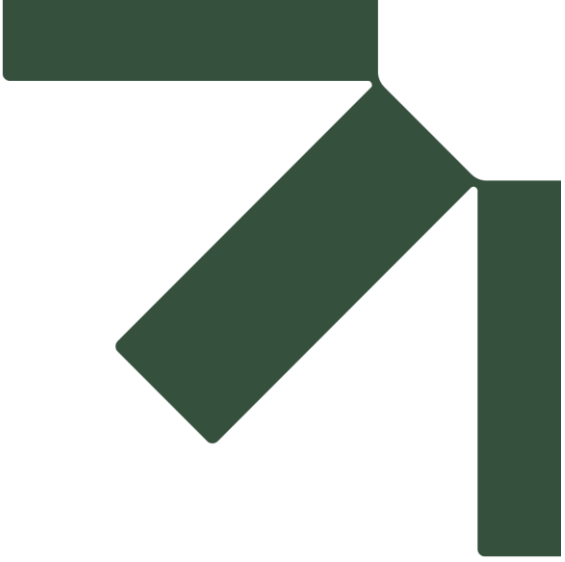
Table I: Action Plan

Action	Responsibility	Deadline
Appoint TPC	Developer	Already appointed / specific details to be provided prior to first occupation
Update the Enterprise City / Campfield Development website to contain travel webpages with sustainable travel information and links	Developer/TPC	Prior to first occupation of the site
Provide communal noticeboards promoting and locating sustainable transport hubs/modes, bike shops, travel events, websites and apps etc.	Developer	Prior to first occupation of the site
Provide on-site cycle parking facilities	Developer	During construction
Provide all new staff with a travel information pack / email	TPC	Prior to first occupation of the site and distributed as required
Provision of umbrellas in reception areas	TPC	Prior to first occupation of the site
Promote local walking routes in the area	TPC	Prior to first occupation of the site
Review the local pedestrian facilities and local street furniture on a regular basis	TPC	At least annually
TPC liaison with the Highway Authority to ensure walking routes are maintained	TPC	At least annually
Promotion of Cycle to Works Scheme	TPC	Prior to first occupation of the site
Liaison with Local Shops	TPC	At least annually
Provide advice on cycle maintenance and safety information	TPC	Prior to first occupation of the site
The set-up of Cycling and Walking User Groups - subject to sufficient interest	TPC	If demand dictates
Cycling Training	TPC	Prior to first occupation of the site
Promote Cycle Planning Tool	TPC	Prior to first occupation of the site
Promote special travel events (ie. on the noticeboards)	TPC	Prior to first occupation of the site
Organise a yearly cycle maintenance day	TPC	Annually
Liaison with Local Public Transport Providers	TPC	Prior to the first occupation and at least annually
Promote public Transport Service Details	TPC	Prior to first occupation



Promote Travel Discount offers	TPC	If appropriate
Review local public transport services on a regular basis	TPC	Annually
Car Sharing Database and Promotion	TPC	Prior to occupation
Promote Liftshare	TPC	Prior to occupation
EV Promotion	TPC	Prior to occupation
Promote Enterprise Car Club	TPC	Prior to occupation
Check all information/maps detailing pedestrian, cycle and public transport modes is up-to-date ie. timetable information, sustainable travel events	TPC	Continuous / Ongoing
Personal Travel Planning and promotion of Travel Plan tools	TPC	Continuous / Ongoing
Action any feedback received	TCP	Continuous / Ongoing
Carry out baseline travel survey	TPC	Within 3 months of first occupation
Establish modal user groups and refine targets	TPC	After baseline travel survey has been undertaken so withing 3 - 6 months of first occupation
Submit formal TP documents to TfGM/SCC	TPC	Within 6 months after initial occupation and after baseline survey is complete
Undertake annual travel surveys	TPC	Annually
Submit Travel Plan Progress Report to TfGM/MCC	TPC	Annually
Review TP and measures	TPC	Annually
Undertake snapshot surveys of cycle parking and car share take up	TPC	Regularly / Quarterly
On-going monitoring	TPC	Lifetime of the development





Plans

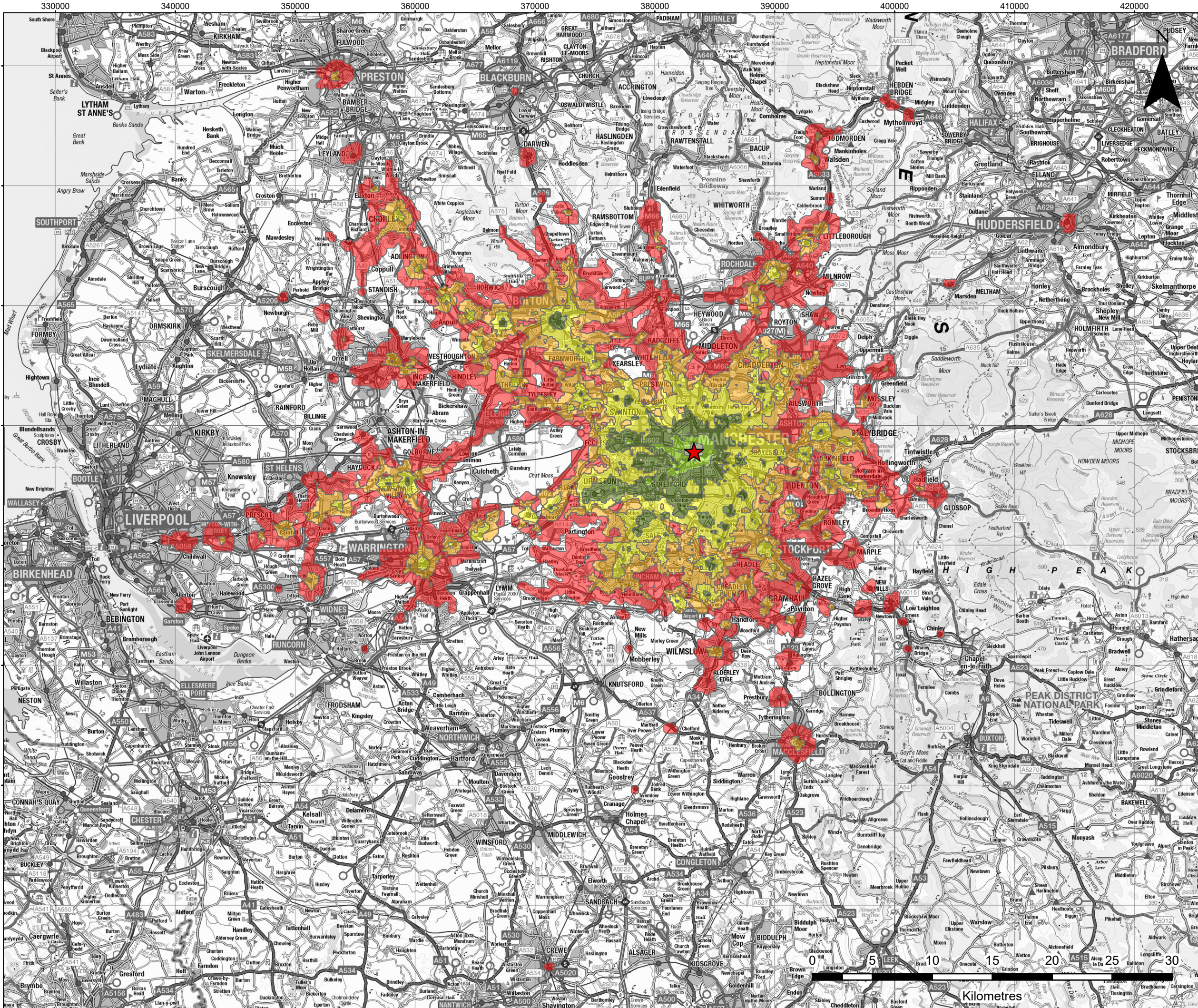
Full Travel Plan

Campfield Development, Enterprise City

Allied London Campfield Developments Limited

SLR Project No.: 415.064618.00001

31 May 2024



LEGEND

★ Site Location

AM PT Combined (Bus, Rail and Tram) Travel Catchment:

(7:00am to 10:00am)

- 0 - 10 minutes
- 10 - 20 minutes
- 20 - 30 minutes
- 30 - 40 minutes
- 40 - 50 minutes
- 50 - 60 minutes

**4TH FLOOR OXFORD PLACE
61 OXFORD STREET
MANCHESTER
M1 6EQ**

**T: +44 (0)131 335 6830
www.sirconsulting.com**

**UPPER & LOWER CAMPFIELD
TRANSPORT ASSESSMENT
AM PT COMBINED TRAVEL CATCHMENT**

Plan 1

Scale **1:300,000 @ A3**

Date **SEPTEMBER 2023**