

Proposed Employment Development

Bromley Street | Manchester

MEANWHILE CREATIVE

Transport Statement & Framework Travel Plan

June 2023



REPORT

Document: Transport Statement and Framework Travel Plan

Project:	Proposed Employment Development, Bromley Street, Manchester
Client:	Meanwhile Creative
Job Number:	3983
File Origin:	Z:\projects\3983 Bromley Street, Manchester\Docs\Reports\3983TSTP.1.docx

Document Checking:

Primary Author	MR	Initialled:
Contributor	GW	Initialled:
Review By	PW	Initialled:

Issue	Date	Status	Checked for Issue
1	16/06/2023	Final	
2			
3			
4			

Contents

1	INTRODUCTION	1
1.1	Preamble	1
1.2	Scope of Report	1
1.3	Structure of Report	2
2	EXISTING CONDITIONS	5
2.1	Site Location.....	5
2.2	Existing Site.....	6
2.3	Local Highway Network.....	6
3	DEVELOPMENT PROPOSALS	9
3.1	Introduction.....	9
3.2	Proposed Development and Site Layout.....	9
3.3	Car and Cycle Parking	10
3.4	Servicing, Waste Collection and Emergency Access.....	10
4	ACCESSIBILITY BY NON CAR MODES.....	11
4.1	Introduction.....	11
4.2	Accessibility on Foot.....	11
4.3	Accessibility by Cycle.....	15
4.4	Accessibility by Bus	16
4.5	Accessibility by Rail	18
4.6	Accessibility by Tram.....	19
4.7	Summary	19
5	TRAVEL PLAN GUIDANCE.....	21
6	THE TRAVEL PLAN	23
6.1	Introduction.....	23
6.2	Travel Plan Aims	23



6.3	Travel Plan Objectives	24
7	TRAVEL PLAN ADMINISTRATION	25
8	MANAGEMENT MEASURES	26
8.1	Introduction.....	26
8.2	Travel Plan Co-ordinator.....	26
8.3	Travel Awareness	26
8.4	Travel Database	27
8.5	Travel Information	27
8.6	Cycle User Group.....	28
8.7	Occupier 'Travel Pack'	28
9	PROMOTING SUSTAINABLE TRAVEL.....	30
9.1	Introduction.....	30
9.2	Walking	30
9.3	Cycling	31
9.4	Public Transport – Bus Services	31
9.5	Public Transport – Trains and Trams	32
10	TARGET SETTING	33
10.1	Introduction.....	33
10.2	Potential Targets	33
10.3	Plan Monitoring and Assessment	34
11	TRAFFIC IMPACT ANALYSIS	36
11.1	Introduction.....	36
11.2	Proposed Development	36
11.3	Capacity Assessments Summary	37
12	CONCLUSIONS.....	38



Contents

PLANS

Plan 1	Site Location
Plan 2	Proposed Site Layout
Plan 3	800m & 2km Pedestrian Catchment

APPENDICES

Appendix 1	Typical Container
------------	-------------------



1 INTRODUCTION

1.1 Preamble

- 1.1.1 Eddisons have been instructed by Meanwhile Creative to advise on the traffic and transportation issues relating to a proposed employment development on land at Bromley Street, Manchester.
- 1.1.2 The report will form supplementary information to assist in the determination of a forthcoming planning application on the site for temporary Co-Working office space, with associated car parking.
- 1.1.3 The document incorporates a Framework Travel Plan to allow the use of non-car modes to and from the site to be encouraged and ensure the proposals deliver a highly sustainable development.

1.2 Scope of Report

- 1.2.1 This Transport Statement (TS) has been prepared as an initial report to consider the development in transport and highways terms in order to provide the necessary reassurance that the proposals can be accommodated by the local transport network.
- 1.2.2 The scope of this Transport Assessment conforms to the guidance provided in the Department for Levelling Up, Housing & Communities Planning Practice Guidance 'Transport Evidence Bases in Plan Making and Decision Taking'.
- 1.2.3 The guidance covers the following issues;



- Reducing the need to travel, especially by car – ensure at the outset that thought is given to reducing the need to travel; consider the types of uses (or mix of uses) and the scale of development in order to promote multipurpose or linked trips;
- Sustainable accessibility – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour;
- Dealing with residual trips – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that suitable measures are proposed to manage these impacts; and
- Mitigation measures – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions.

1.2.4 As a Travel Plan has been prepared, reference has also been made to guidance presented in the DfT documents entitled 'Making Residential Travel Plans Work' published in June 2007 and 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' published in August 2009.

1.3 Structure of Report

1.3.1 Following this introduction, Section 2 of the Report will detail the existing site conditions and briefly describe the adjacent highway, while Section 3 will set out the development proposals. Section 4 will consider the accessibility of the site by non-car modes, including walking, cycling and public transport.



- 1.3.2 Sections 5 to 10 will set out the parameters for the Travel Plan Framework document, including Travel Plan guidance, the administration of the document and measures to promote sustainable travel.



- 1.3.3 Section 11 will consider the potential trip generation onto the local highway network, while Section 12 will draw together the Report's findings and conclusions.

2 EXISTING CONDITIONS

2.1 Site Location

- 2.1.1 This section will detail the existing site and surroundings and provide details about the existing highway network.
- 2.1.2 The site is located on the northern side of the A664 Rochdale Road, approximately 1.5 kilometres to the north-east of Manchester city centre, as shown in **Plan 1**. The approximate red line boundary for the site is shown in **Figure 2.1** below.

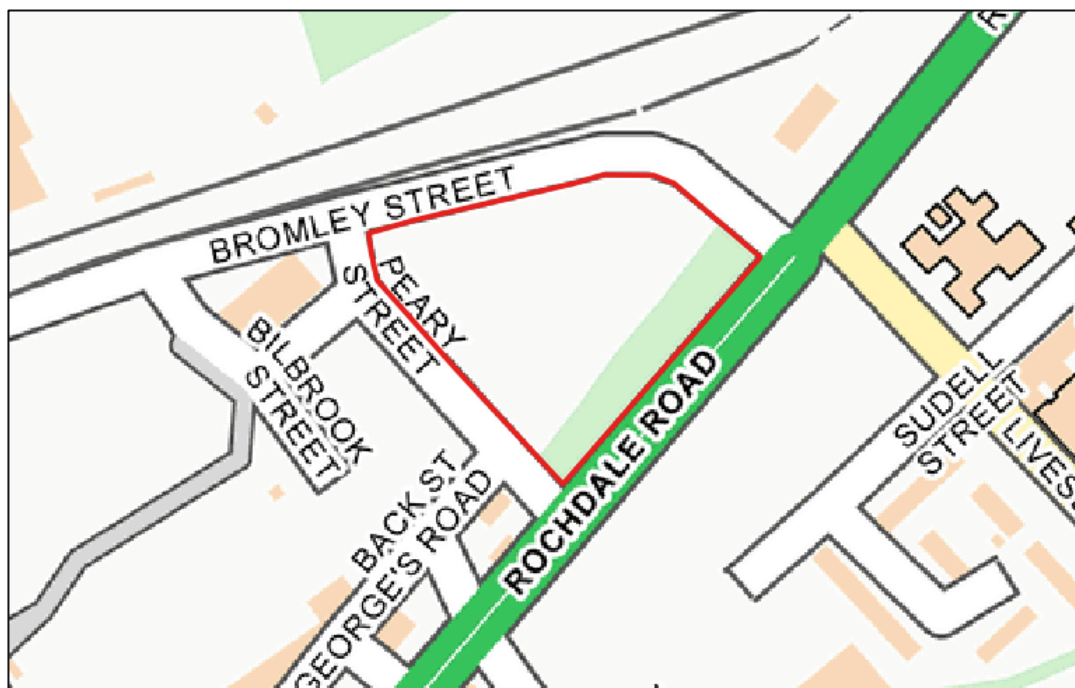


Figure 2.1 – Approximate Red Line Boundary



- 2.1.3 The site is bound by the A664 Rochdale Road to the south, Peary Street to the west, while Bromley Street forms the sites northern and north-eastern boundary.

2.2 Existing Site

- 2.2.1 The development site is broadly triangular in shape and is currently operating as a public car park.
- 2.2.2 The wider area surrounding the site is traditionally industrial and includes a mixture of uses, including commercial, car parking, educational institutes, warehousing and industrial units. Manchester Victoria and the AO Arena are located within a kilometre of the site to the west.
- 2.2.3 Vehicular access is currently provided off Peary Street.

2.3 Local Highway Network

- 2.3.1 To the west and south west of the site, Peary Street has a carriageway width of approximately 6 metres, with good stand footways of around 2.5 metres on both sides. It benefits from street lighting and is subject to a 30mph speed limit. Both sides of the road are mostly subject to Traffic Regulation Orders (TRO's) in the form of double yellow lines, which prevents vehicles waiting at any time. There are two formal parking bays that run along Peary Street, fronting the site which are designated for use by police vehicles only.
- 2.3.2 The view along Peary Street (looking to the north west towards Bromley Street), showing the TRO's and dedicated police parking bays is shown in **Figure 2.2** below.



Figure 2.2 – Peary Street (looking east)

- 2.3.3 At the north-western corner of the site, Peary Street forms a priority-controlled junction with Bromley Street. Bromley Street runs along the north of the site and has a carriageway width of approximately 7 metres, it is also lit with good standard footways on both sides.
- 2.3.4 Peary Street forms a priority-controlled junction with A664 Rochdale Road to the southwest of the site.
- 2.3.5 Bromley Street forms a staggered signalised junction with A664 Rochdale Road/Livesey Street to the east of the site. The junction provides puffin crossing facilities and advanced stoplines for cyclists, thus ensuring the safe movement of pedestrians and cyclists in the vicinity of the site.



- 2.3.6 At the south-eastern frontage of the site, A664 Rochdale Road has a carriageway width of approximately 15 metres, with good standard footways of around 3 metres on the northern side and around 4.5 metres on the southern side.
- 2.3.7 It has a dedicated bus lane and which forms the main public transport corridor in the area. To the northeast, the A664 Rochdale Road extends for approximately 5.2 kilometres, connecting the site to M60 Manchester Outer Ring Road at Junction 20, thus providing access to the local motorway network.
- 2.3.8 To the southwest, the A664 Rochdale Road extends for approximately 650 metres, connecting the site to Ring Road, part of the Manchester Inner Ring Road.
- 2.3.9 The above demonstrates that the site is well connected to both the local and wider road networks, as well as being ideally located to promote sustainable travel.

3 DEVELOPMENT PROPOSALS

3.1 Introduction

- 3.1.1 The following paragraphs will describe the development proposals and report on proposed car parking provision.

3.2 Proposed Development and Site Layout

- 3.2.1 The applicant is seeking planning consent to develop the site to provide a total of 263 converted 20ft long containers to be let out as workspaces. It is intended that the development will operate on a temporary basis for at least the next 5 years.
- 3.2.2 The proposed site layout is presented in **Plan 2**.
- 3.2.3 The containers will all be single storey and have been positioned on site to allow for appropriate access and servicing. A typical container is shown in **Appendix 1**.
- 3.2.4 Toilet facilities for use by tenants will also be provided on site.
- 3.2.5 The site perimeter boundary will be made secure, to match existing boundary treatments and CCTV will be installed to overlook the entrance to the site for security purposes. Each of the containers has one point of access and can be locked securely from the outside when not in use.
- 3.2.6 Vehicular access will be achieved via a new access off Bromley Street, with a dedicated pedestrian access proposed off Peary Street.
- 3.2.7 It is considered that the above strategy will provide a safe and efficient means of access for all site users.

3.3 Car and Cycle Parking

- 3.3.1 It is proposed to provide 63 car parking spaces to cater for the needs of the tenants on site, including 5 designated parking spaces for the 'Dark Kitchen' tenants, as they will be providing a delivery food service.
- 3.3.2 Rather than provide a separate area for cycle parking, it is envisaged that the tenants who cycle will simply use their own container spaces to store their cycles securely.
- 3.3.3 A total of 5 Sheffield stands, which will accommodate up to 10 cycles will also be provided to cater for visitors.

3.4 Servicing, Waste Collection and Emergency Access

- 3.4.1 It is proposed to provide communal recycling and refuse bins adjacent Bromley Street, to provide easy access from the roadside for waste collection vehicles.
- 3.4.2 The internal layout of the site provides ample room to allow any deliveries being made the site.
- 3.4.3 The above serving strategy will ensure there is no detrimental impact to the operation and function of Bromley Street and therefore would not give rise to any road safety issues.
- 3.4.4 Fire appliances would also be able to access the site via the access gates on Bromley Street, in the event of an emergency situation.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

4.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus;
- accessibility by rail,
- accessibility by tram.

4.2 Accessibility on Foot

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

- 4.2.2 Existing footways are provided along the A664 Rochdale Road, Peary Street, and Bromley Street. These link to the wider pedestrian network.
- 4.2.3 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.

The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.4 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that '*Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.*'
- 4.2.5 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.*

However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.

4.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

4.2.7 **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.8 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'.

4.2.9 This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Personal business – 1,600 metres.

- 4.2.10 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				
All Journeys	Commuting	Shopping	Personal	Overall Recommended Preferred Max
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

- 4.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.
- 4.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'*
- 4.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.14 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all available pedestrian routes, has been provided in **Plan 3** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

- 4.2.15 As can be seen, the 800-metre catchment includes the existing residential areas in the vicinity of the development site, whilst the 2-kilometre catchment encompasses the majority of Collyhurst and the Green Quarter, showing that the proposed development is within walking distance of a large catchment of residential properties.

4.3 Accessibility by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Collyhurst, Ancoats, Castlefield, Cheetham Hill, Charlestown, New Islington, Spinningfields, Smedley and Manchester city centre.
- 4.3.3 National Cycle Network (NCN) route 66 is located approximately 1 kilometre, a 5-minute cycle, from the centre of the site. This cycle route runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston Upon Hull.
- 4.3.4 NCN route 60 is also located approximately 1.7km, a 7-minute cycle, from the centre of the site. Route 60 of the NCN runs between North and East Manchester, with its furthest south segment forming part of the Fallowfield Loopline.
- 4.3.5 NCN 6 is located also located approximately 2.7km, a 12-minute cycle, from the centre of the site. This cycle route passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston and Lancaster.
- 4.3.6 The site can, therefore, be considered as being accessible by cycle.

4.4 Accessibility by Bus

- 4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 4.4.2 The nearest bus stop to the site is located along Rochdale Road within a dedicated bus lane, immediately to the southeast of the development site, and is approximately 140 metres from the centre of the site. This stop consist of a bus stop pole, shelter, timetable and carriageway markings indicating the bus stop within the bus lane. Additional bus stops are located along the Rochdale Road, a short distance westwards and eastwards. All the nearest bus stops to the site are shown on Plan 3.
- 4.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.4** below.

Service No	Route	Monday – Friday Frequency per hour			Saturday Frequency per hour			Sun
		Pre 08:00	08:00- 17:00	Post 17:00	Pre 08:00	08:00- 17:00	Post 17:00	
17 / 17A	Manchester Shudehill Interchange - Rochdale Interchange	3 - 6 services	6 services	3 - 6 services	2 - 4 services	4 - 5 services	3 - 4 services	2 - 4 services
18	Manchester Royal Infirmary - Langley	1 - 6 services	6 services	2 - 6 services	1 - 4 services	5 services	2 - 5 services	1 - 4 services
056 / 156	Manchester - Middleton	1 - 4 services	3 - 4 services	1 - 4 services	1 service	1 - 4 services	1 - 2 services	1 - 2 services
81	Oldham - Moston - Manchester	1 - 2 services	2 services	1 - 2 services	1 service	1 service	1 service	1 service
112/117/ 118/119	Manchester - Middleton	1 - 8 services	11 - 13 services	6 - 12 services	1 - 8 services	6 - 12 services	5 - 11 services	1 - 6 services
163	Manchester Piccadilly - Bury Interchange	2 - 4 services	4 services	2 - 4 services	2 services	3 - 4 services	2 - 4 services	1 - 2 services

Table 4.4 Existing Bus Services Operating in the Vicinity of the Site

- 4.4.4 As can be seen from Table 4.4, the nearest bus stops to the site provides various services throughout the day to destinations such as Manchester city centre, Langley, Rochdale, Middleton, Oldham, Moston and Bury.
- 4.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 00.04am to around 23:55pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.5** below.

Destination	Duration
Manchester city centre	11 mins
Middleton	23 mins
Oldham	49 mins
Bury	1 hour and 6 mins

Table 4.5 Example Bus Journey Times from the Site

4.4.7 The above table demonstrates that Manchester city centre is just a 11-minute bus journey from the site, Middleton is just a 23-minute bus journey, Oldham is just a 49-minute bus journey and Bury is just a 1-hour and 6-minute bus journey.

4.4.8 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Accessibility by Rail

4.5.1 The nearest train station located to the site is Manchester Victoria, which is located 1.1 kilometres away to the south-west. This train station can be accessed by a 13-minute walk, or a 7-minute bus journey on services 81/112/118/119/163, or a 5-minute cycle.

4.5.2 This train station is managed by Northern Trains and has 6 platforms, offering 19 services per hour to destinations such as Liverpool, Wigan, Leeds, Saltburn, Chester, Blackburn, Rochdale, Clitheroe, Stalybridge, Southport, Hull, and Newcastle to name a few. The station has capacity for 38 bicycles to be parked on stands near the lifts on Platform 3.



- 4.5.3 Manchester Piccadilly train station is located just under 2km to the south of the site. This train station can be accessed by a 25-minute walk, or a 17-minute bus journey on services 112/118/119/163, or an 8-minute cycle.
- 4.5.4 This train station is managed by Northern Trains and has 14 platforms, offering 36 services per hour to destinations such as Liverpool, London, Blackpool, Crewe, Stoke-on-Trent, Sheffield, Buxton, Llandudno, Norwich, Edinburgh, Oxford, Cardiff, and Newcastle to name a few. The station has capacity for 43 bicycles to be parked on stands near the stations front entrance, along Fairfield Street, and Ducie Street.
- 4.5.5 This provides opportunities for commuting to and from the site via rail.

4.6 Accessibility by Tram

- 4.6.1 The nearest Metrolink tram stop to the site is the Shudehill tram stop which is located approximately 900 metres from the centre of the site. The Shudehill tram stop operates on a 12-minute frequency providing services to destinations such as Manchester Piccadilly, Manchester Airport, Altrincham, Sale, Trafford, Prestwich and Bury.
- 4.6.2 Within the nearby vicinity of the site is also the Victoria Metrolink tram stop which is around 1.1 kilometres away via a 13-minute walk and Exchange Square Metrolink tram stop which is approximately 1.2 kilometres away via a 15-minute walk.
- 4.6.3 This provides opportunities for commuting/leisure opportunities from the site via tram.

4.7 Summary

- 4.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

4.7.2 The following conclusions can be drawn from this section of the report:

- The site is accessible by foot. The existing infrastructure will provide excellent pedestrian linkages with the surrounding areas located nearby within Collyhurst, Green Quarter, Northern Quarter and Ancoats.
- It has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site.
- The site is highly accessible by bus with up to 34 bus services an hour operating from the bus stops on Rochdale Road, via a dedicated bus lane.
- The site is accessible via rail with both the Manchester Victoria train station and Manchester Piccadilly train station in the vicinity of the site, with frequent train services travelling to numerous destinations.
- The site is accessible via tram with several Metrolink tram stops in the nearby with trams running every 12-minutes providing services to destinations across Greater Manchester.

4.7.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors.

4.7.4 As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 TRAVEL PLAN GUIDANCE

- 5.1.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.
- 5.1.2 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans.
- 5.1.3 The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in August 2009.
- 5.1.4 The guidance explains how *"we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment"* and identifies that *"The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO₂ emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life"*.
- 5.1.5 The document sets out an overview of the process and delivery of Travel Plans and states that *"a travel plan is 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."*
- 5.1.6 The Guidance states that *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..."* and;



"A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review".

- 5.1.7 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan it advises *"needs to address all the journeys that may be made to and from a site"*.
- 5.1.8 The guidance also specifies that *"It is important to note that Travel Planning should be developed as one of the means of delivering an area's sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks"*.
- 5.1.9 Travel Planning is one of a range of measures known as 'smarter choices' which have been found to be effective in reducing traffic and improving accessibility in a particular area.
- 5.1.10 This document will set out the principle strategies of the Travel Plan which will evolve into a formally agreed document once the development is open and tenants are occupying the containers.

6 THE TRAVEL PLAN

6.1 Introduction

6.1.1 The Travel Plan is a long-term strategy for reducing the dependence of tenants on travel by private car.

6.2 Travel Plan Aims

6.2.1 The aims of the strategy are:

- To encourage tenants and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

6.2.2 The Travel Plan will form part of the terms of the lease of the individual units and as such any future occupier will be aware in advance of what is required of them within the Travel Plan framework.

6.2.3 In addition, the management of travel represents an important element in pursuing the overall aims of the latest national guidance included within the DfT's Best Practice Guide; guidance is also contained within the former PPG13.

6.3 Travel Plan Objectives

6.3.1 The sustainable transport objectives are summarised in paragraph 88 of the former PPG 13, which include:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.

6.3.2 This document provides a framework for the preparation of a Travel Plan, which will be submitted by the Travel Plan Co-ordinator of the development within 6 months of occupation to Manchester City Council. The Travel Plan will demonstrate the strategy that the developer is taking to assist the wider aims of sustainable transport.

6.3.3 A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to tenants.

7 TRAVEL PLAN ADMINISTRATION

- 7.1.1 The administration of the Travel Plan will be the responsibility of the developer, or in this case Meanwhile Creative.
- 7.1.2 The developer will be required to designate a Travel Plan Co-ordinator for the development. Essentially this co-ordinator (likely to be one of the tenants on the site) will provide a liaison in implementing the plan with the local authority.
- 7.1.3 Details of the nominated Travel Plan Co-ordinator will be submitted to MCC and the appropriate local bus companies. Similarly, the Co-ordinator will be advised of appropriate contact personnel at the development.
- 7.1.4 The Travel Plan Co-ordinator will be the first point of contact for tenants and other outside organisations in all matters regarding travel.
- 7.1.5 The post of the Travel Plan co-ordinator will continue for the life of the building and will be overseen by the management company or the developer.
- 7.1.6 Prospective tenants will be made aware of the Travel Plan and its aims when viewing the units. For example, each tenant will be given a 'Travel Pack' on moving into a container on the site.
- 7.1.7 The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site.
- 7.1.8 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to MCC.

8 MANAGEMENT MEASURES

8.1 Introduction

8.1.1 The following measures will be delivered through the plan by the Travel Plan co-ordinator:

- (i) Appointment of a Travel Plan Co-ordinator.
- (ii) Travel awareness.
- (iii) Travel information.
- (iv) Cycle User Group.
- (v) Travel Packs.

8.2 Travel Plan Co-ordinator

8.2.1 Once the development has been occupied, a formal Travel Plan Co-ordinator will be appointed and this is most likely to be one of the tenants working at the site.

8.2.2 The Travel Plan Co-ordinator will agree to provide a Travel Plan service and issue Travel Packs to all new tenants on moving into the development.

8.3 Travel Awareness

8.3.1 Tenants working at the site will be made aware of the existence of the Travel Plan and a copy of the Plan will be held by the Travel Plan Co-ordinator and a copy will be available to other tenants on request.

- 8.3.2 Travel Packs will be distributed to new tenants when they occupy one of the containers on the site and prospective tenants will be made aware of the Travel Plan when viewing the units.

8.4 Travel Database

- 8.4.1 In order to establish the existing travel patterns of the tenants, a travel survey will be carried out and will form the basis of the Final Travel Plan.
- 8.4.2 The availability of this data will assist in more accurately defining travel requirements and the specific measures to be implemented to maximise the success of the plan.

8.5 Travel Information

- 8.5.1 Travel Information will be provided for in numerous ways, such as websites, cycle and walking maps for the surrounding areas.
- 8.5.2 As part of the Travel Information, tenants will also be provided with personalised journey planners.
- 8.5.3 Some helpful websites to aid tenants in planning their travel by public transport are:
- www.travelline.org.uk;
 - www.nationalrail.co.uk ; and
 - www.tfgm.com/public-transport/tram .
- 8.5.4 In addition, information on existing key local services and publicity material from the Council's website and Traveline will be included.

- 8.5.5 The above list is a guideline as to the kind of information available but clearly the Travel Co-ordinator will be able to investigate other useful sources of travel information and this may also be included in the Travel Packs.

8.6 Cycle User Group

- 8.6.1 The Travel Plan Co-ordinator could establish contact with the cycling officers at MCC to ensure input to the further development of the Council's cycling strategy.

8.7 Occupier 'Travel Pack'

- 8.7.1 It is an important and emerging principle in any type of employment developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.
- 8.7.2 The proposed development is very well placed for encouraging access on foot, by bus or by cycle to a wide range of facilities and amenities. To facilitate further trips by public transport, the site is also in very close proximity to the existing bus, tram and train network.
- 8.7.3 In order to build on these excellent locational advantages, it is recommended that a Travel Pack is provided for the occupants of each container unit.
- 8.7.4 As the container units are occupied a 'Travel Pack' will be provided to tenants. The pack will include information contained within the Accessibility section of this Travel Plan.
- 8.7.5 The 'Travel Pack' will also include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contacts for the Travel Plan co-ordinator.



- 8.7.6 The contents of such a Travel Pack would include the provision of up to date bus, tram and rail time-table information in addition to an identification of the location of nearby amenity facilities as part of the information supplied to prospective tenants.
- 8.7.7 The packs will also include current information on walking and cycling routes in the area. In addition, tenants will be offered personalised journey planners, which will be renewable with new tenants.
- 8.7.8 Information regarding any changes to the bus services in the area will be distributed by leaflet drops to the tenants or put on an appropriate website.
- 8.7.9 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation.

9 PROMOTING SUSTAINABLE TRAVEL

9.1 Introduction

9.1.1 This section of the Plan outlines the specific physical and management measures to be undertaken as part of the Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision as set out earlier, is the core of the Plan. Measures are grouped together broadly under 'alternative mode of transport' headings.

9.1.2 As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the **Travel Co-ordinator** will be free to investigate other potential initiatives.

9.1.3 The results of the Travel Questionnaire once undertaken will be used to assist in identifying the package of measures most likely to prove successful in reducing overall car travel. The list of measures will be reviewed on an annual basis in order to accord with the findings of the travel survey when this is repeated.

9.1.4 The following sections will review the possible package of measures.

9.2 Walking

- The **Travel Co-ordinator** will report the results of the Travel Questionnaire to the relevant MCC Officer and will liaise with them to establish the potential for improvements to existing off-site facilities;
- The **Travel Co-ordinator** will liaise with MCC to ensure that pedestrian routes are appropriately maintained, including routes from bus stops;

- Tenants will be provided with information and advice concerning safe pedestrian routes to the site; and
- Tenants will also be encouraged to walk by promoting the benefits, which include health, reduction in stress, cost and environmental friendliness.

9.3 Cycling

- The **Travel Co-ordinator** will report the results of the Travel Questionnaire to the Cycling Officer at MCC and will liaise with the Officer to establish the potential for improvements to existing off-site facilities;
- The **Travel Co-ordinator** will liaise with MCC to ensure that cycle routes are appropriately maintained; and
- Tenants will be provided with information and advice concerning safe cycle routes to the site.

9.4 Public Transport – Bus Services

- The **Travel Co-ordinator** will provide the bus operators with relevant information arising from the Travel Questionnaire and liaise with the operator to investigate the potential to improve services.
- Up-to-date details of bus services, including route information, stop locations and service frequencies, will be permanently on display for the information of tenants. The **Travel Co-ordinator** will liaise regularly with bus operators to ensure that information remains valid; and
- The **Travel Co-ordinator** will liaise with operators to ensure that issues raised periodically by tenants are considered, in order to ensure that use of bus services to the site by tenants is maximised.



9.5 Public Transport – Trains and Trams

- The ***Travel Co-ordinator*** will provide the train operators with relevant information arising from the Travel Questionnaire and liaise with the operator to investigate the potential to improve services;
- Up-to-date details of services, including routes and service frequencies, will be permanently on display for the information of tenants;
- The ***Travel Co-ordinator*** will liaise regularly with operators to ensure that information remains valid; and
- The ***Travel Co-ordinator*** will liaise with operators to ensure that issues raised periodically by tenants are considered, in order to ensure that use of train services to the site by tenants is maximised.

10 TARGET SETTING

10.1 Introduction

- 10.1.1 This section of the Framework Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.
- 10.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescales.
- 10.1.3 In order to set the targets further information will have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of workers who travel to their workplace or by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.
- 10.1.4 The main source of baseline information would however come from the tenant's travel survey.
- 10.1.5 Suitable targets for reducing the need to travel by private car will be included within the submitted final Travel Plan.

10.2 Potential Targets

- 10.2.1 Targets which according to the DfT may potentially be incorporated in the Travel Plan include the following:

- **Uptake of alternatives** - Targets for bus patronage, membership and use of car clubs, registration and participation in car share scheme, cycle counts and pedestrian counts.
- **Travel Plan awareness targets** - for example, a target can be established to ensure a significant percentage of tenants are aware of the travel plan and its purpose.

10.3 Plan Monitoring and Assessment

10.3.1 To enable the success of the Travel Plan to be established, the Travel Plan Co-ordinator will be responsible for ongoing monitoring and regular travel surveys to an agreed timetable.

10.3.2 The timescales for Travel Plan reviews and repeat travel surveys will be included within the Final Travel Plan.

10.3.3 DfT best practice guidelines state that monitoring of the travel plan should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 50% occupancy to provide the information base for the review of the plan;
- Annually or at least every two years thereafter to provide ongoing information on the impact of the plan. Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by commercial development.



- 10.3.4 Information gathered as part of the continuous monitoring process will be made available to MCC to assist the assessment of ongoing modal split.
- 10.3.5 Future strategies for further delivering plan objectives can be considered in partnership between occupiers and MCC.
- 10.3.6 The monitoring and assessment of the plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets general effectiveness and current initiatives.
- 10.3.7 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at MCC.

11 TRAFFIC IMPACT ANALYSIS

11.1 Introduction

11.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

11.2 Proposed Development

11.2.1 As previously stated, it is proposed to develop the site for 263 temporary work space containers, with 63 car parking spaces.

11.2.2 Given the bespoke nature of the proposals, it is not considered appropriate to simply utilise data within the TRICS database as would usually be the case for more traditional land uses. The TRICS database is a widely acknowledged tool used for predicting the likely levels of traffic associated with various types of developments.

11.2.3 However, it is considered more appropriate to base this section of the Transport Statement on the proposed parking provision at the site along with information provided by the operator of other similar developments.

11.2.4 As there are 63 car parking spaces proposed, it is considered reasonable to assume that the maximum number of vehicles arriving on site would be 63, which of course means the same number of vehicles will be leaving the site at some point in the day.

11.2.5 It should be noted however, that there is likely to be an element of flexibility in the times that people arrive and depart from the site, which in turn means the impact during the traditional morning and evening peak may be much less than this.

- 11.2.6 On this basis, the proposals would result in an increase in traffic of around one additional vehicle every minute even during the busiest peak hour periods, which is unlikely to have a material impact on the local highway network.
- 11.2.7 Given the minimal increase in traffic as a result of the development, no further consideration of the operation of the local highway network has been undertaken.

11.3 Capacity Assessments Summary

- 11.3.1 This section of the Report has considered the impact of the proposals in transport terms.
- 11.3.2 The above assessment has demonstrated that the impact of the proposals will be minimal and the predicted level of traffic can be accommodated onto the local highway network.
- 11.3.3 On that basis, it can be concluded that the proposed development would not give rise to any highways or transport issues.

12 CONCLUSIONS

12.1.1 Eddisons have been instructed to advise on the traffic and transport aspects of a proposed employment development at Bromley Street in Manchester.

12.1.2 The following conclusions can be drawn with regard to the proposed development:

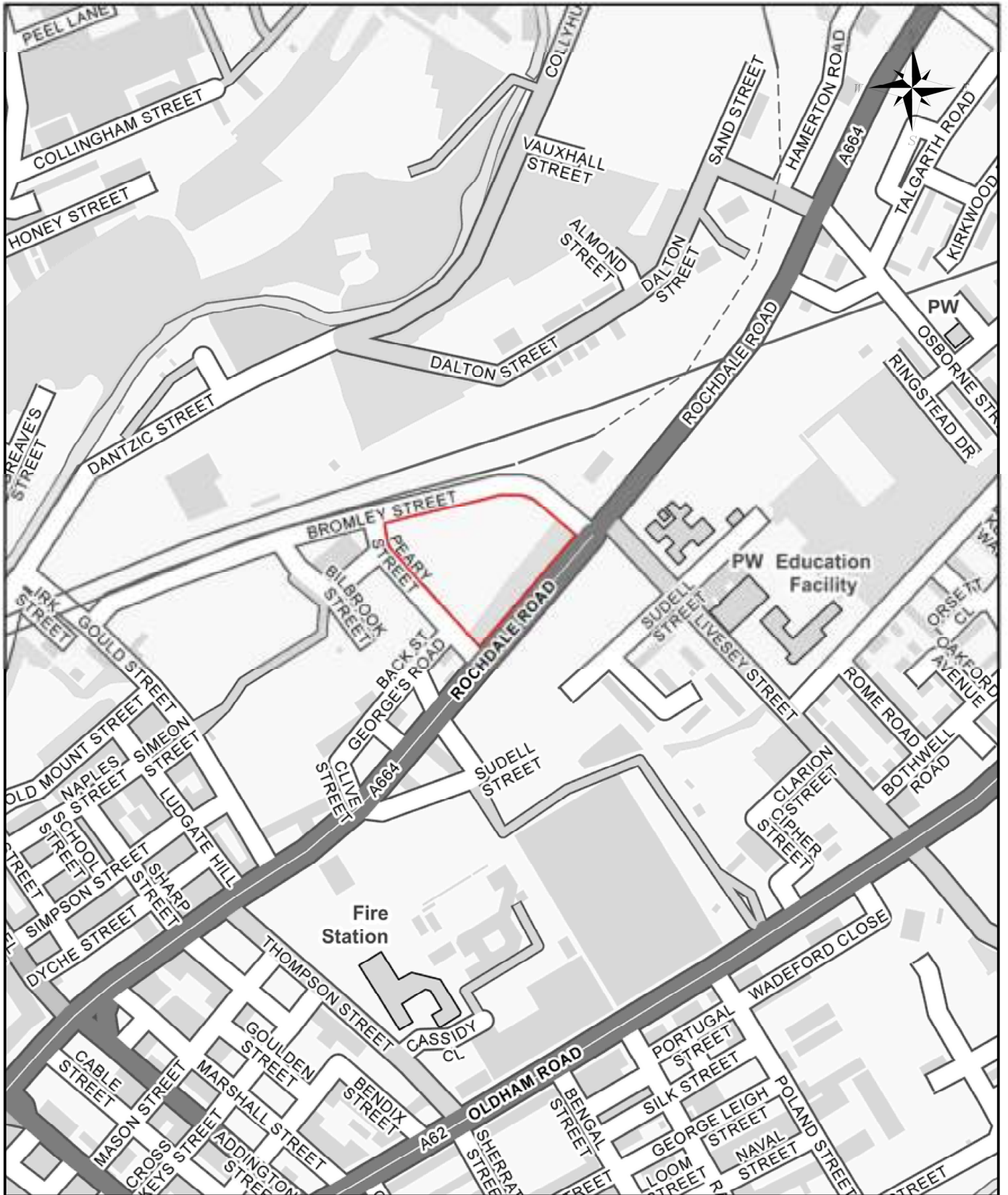
- The application site is highly accessible by sustainable modes and the existing pedestrian infrastructure is of high standard, thus facilitating trips on foot.
- The area surrounding the site is relatively flat making it highly conducive to cycling and cycling will be promoted and encouraged through the Travel Plan that will be implemented on site, as well as the provision of ample secure cycle parking.
- The site is also accessible by public transport with bus stops on Rochdale Road, which are just a short walk away from the site and provides a wide range of services and destinations.
- The traffic impact of the proposals has been assessed based on information provided by the applicant and the number of car parking spaces, which can be considered to be robust, given that many tenants at other facilities like these travel in a sustainable manner. The assessment has therefore shown that the proposals will not have a material impact or give rise to any highways related issues.
- It can therefore be concluded that the proposed development would be able to be accommodated onto the local and wider highway networks.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.



- The provision of a Travel Plan for the site will assist in reducing impact and help to create a wider choice of travel to tenants and visitors.
- The site has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

12.1.3 In conclusion, the proposals will provide a sustainable development in transport terms and planning permission should be granted in accordance with the National Planning Policy Framework.

PLANS



CLIENT:

MEANTIME CREATIVE

DRAWING TITLE:

SITE LOCATION

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

3983-01

REVISION:

-

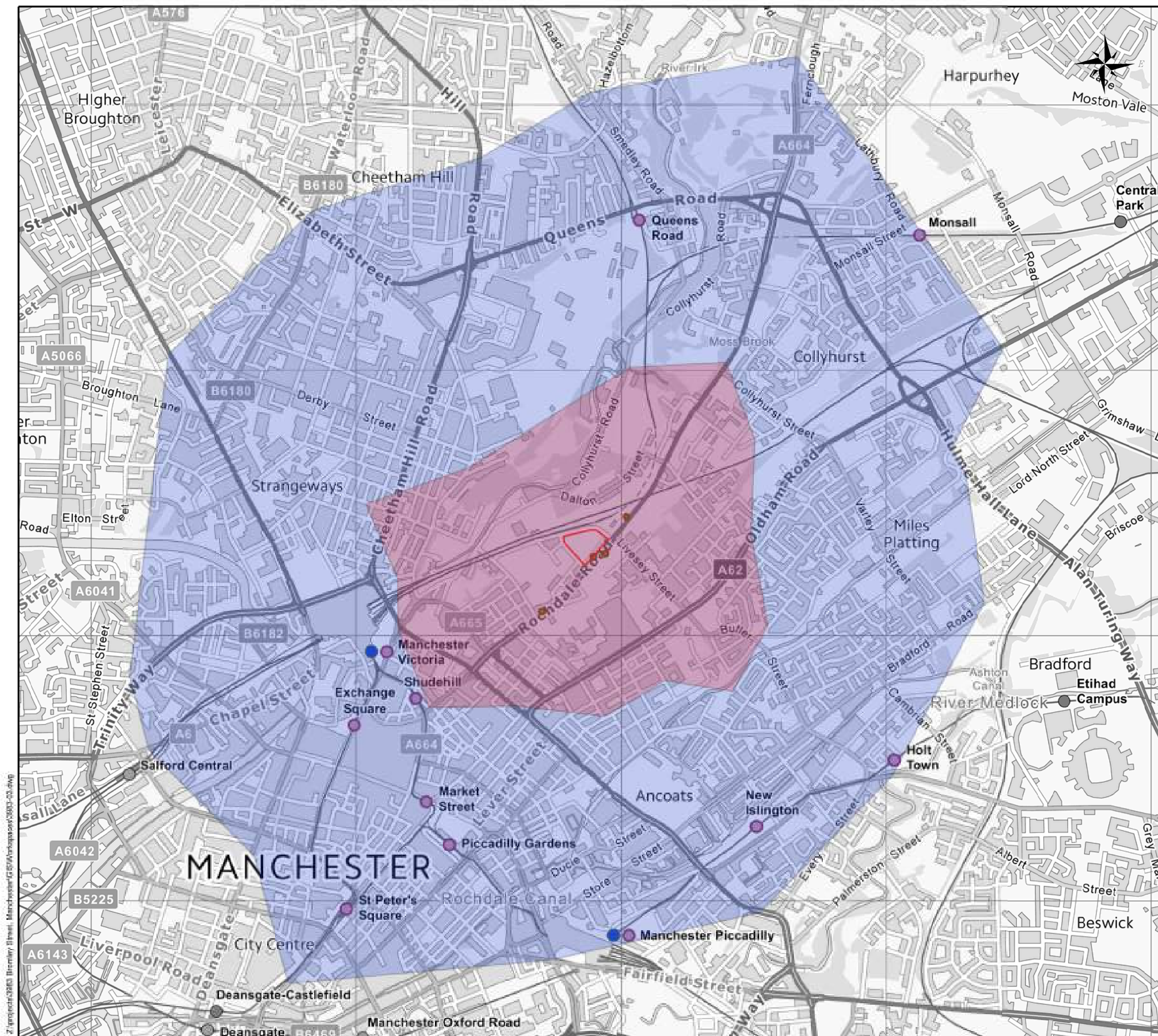
DRAWN	DATE	CHECKED	DATE	SCALE
GW	28.04.23	MR	28.04.23	NTS @ A4

Eddisons



1. 285 Containers (inc. 261No. 20ft containers & 24No. 40ft containers)
2. 63 Car parking spaces (inc. 5 Dark Kitchen parking)
3. Main Pedestrian access
4. Main Vehicular access
5. Parade of retail units
6. Entrance arcade
7. Central Yard
8. Urban Park
9. WCs
10. Bins/servicing
11. Dark Kitchen (8No. Containers)
12. 5 Dark Kitchen Parking
13. 5 Sheffield Stands (10No. spaces)

SKETCH LAYOUT



NOTES

-  Site Location
-  800m Pedestrian Catchment
-  2km Pedestrian Catchment
-  Nearest Train Stations
-  Nearest Tram Stops
-  Nearest Bus Stops

REV	DETAILS	DRAWN	CHECKED	DATE
-----	---------	-------	---------	------

CLIENT

MEANTIME CREATIVE

1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 26

BROMLEY STREET,
MANCHESTER

DRAWING TITLE

800M & 2KM PEDESTRIAN CATCHMENT WITH TRANSPORT

SCALES

NTS @ A3

DRAWN: GW	CHECKED: MR	DATE: 03.05.23
-----------	-------------	----------------

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.edisons.com/services/transport-planning

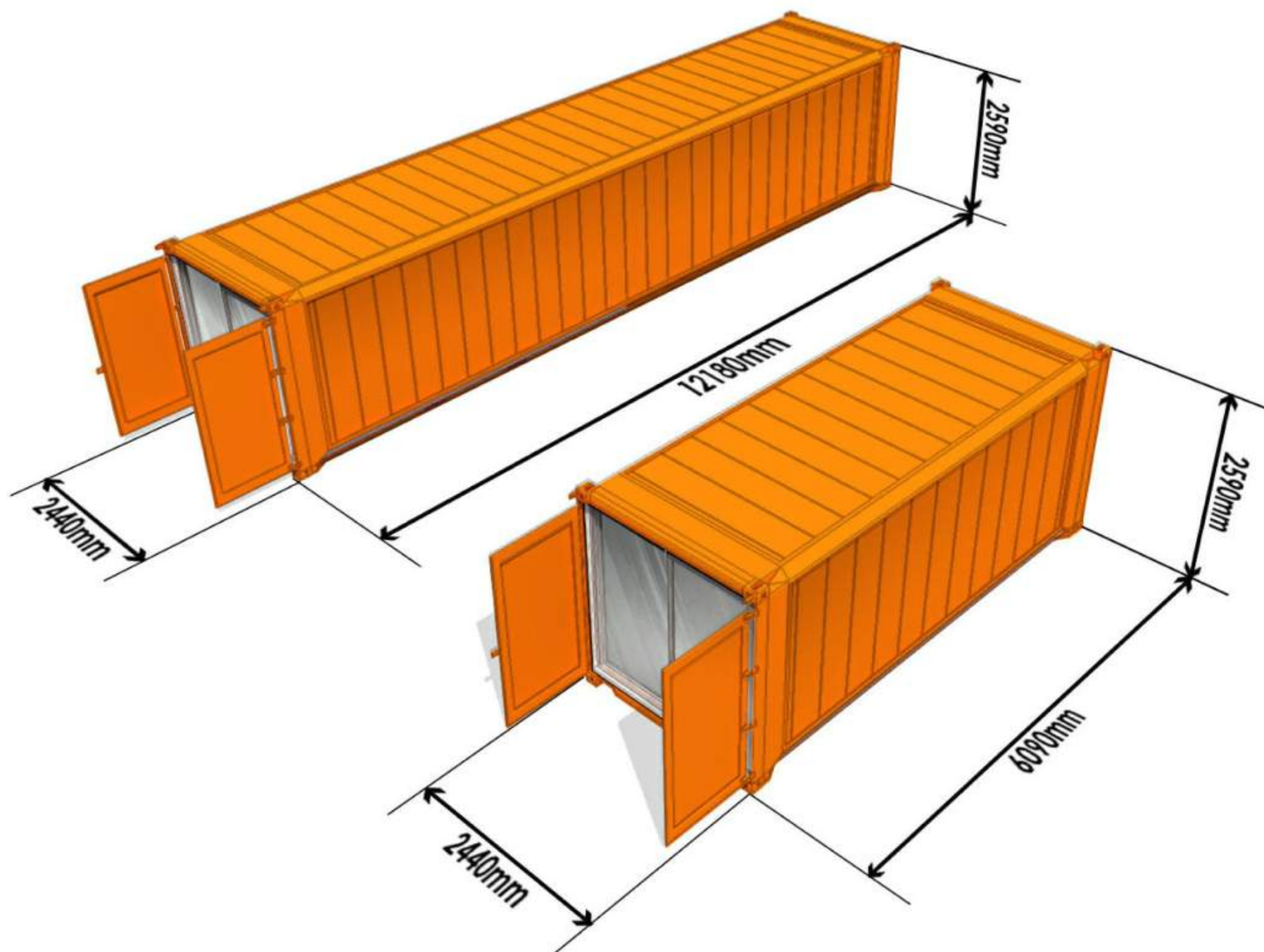
DRAWING NUMBER:	3983-03	REVISION:	-
-----------------	---------	-----------	---

Eddisons

APPENIDCES

APPENDIX 1

Typical Container



Double glazed frontage



Converted interior



Example converted container

status **DRAFT**

notes
The copyright of this drawing belongs to Marrons Planning and should not be copied or reproduced without written consent. This drawing is for planning purposes only and is not to be used as a basis for construction. Do not scale from this drawing - use figured dimensions only.

project title **BROMLEY YARD MANCHESTER**

client **MEANWHILE CREATIVE**

drawing title **TYPICAL CONTAINER**

drawing no. **SK-002**

scale **N/A**

date **13.02.23**

drawn by **WT**

checked by **TM**

revision **B**

Marrons

No 6 Queens Square, Bristol, BS1 4JE
t: 0330 912 2670 | w: www.marrons.co.uk
e: info@marrons.co.uk



Croft Transport Planning & Design

340 Deansgate

Manchester

M3 4LY

0161 837 7380

croftts.co.uk

Offices across the UK

