



Framework Travel Plan

Upper and Lower Campfield, Enterprise City

Allied London Campfield Developments Limited

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Revision Record

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Basis of Report

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1.0 Introduction

Background

- 1.1 SLR has been appointed by Allied London Campfield Developments Limited to prepare this Framework Travel Plan report as part of a Full Planning Application for the development of a defined cluster for media, digital and creative industries to generate new employment in these areas. The site is located in two of the existing Campfield market halls; Upper and Lower Campfield.
- 1.2 The development lies within the wider Enterprise City proposals which involves the creation of a new tech, media and creative cluster in the Manchester City Centre. Figure A below outlines these wider Enterprise City proposals.
- 1.3 The proposed application site is located in Manchester City Centre, neighbouring the district of Springfields and Deansgate.
- 1.4 The existing buildings currently consist of the Grade II-listed Upper Campfield Market and Lower Campfield Market buildings. Both buildings are listed as in need of renovation and refurbishment by Manchester City Council.
- 1.5 The Upper Campfield Market building is currently vacant and the Lower Campfield Market is was until more recently used as the Air and Space Hall by the Science and Industry Museum (MOSI). This building is now also vacant.
- 1.6 The planning application for development is also supported by a Transport Statement (TS) prepared by SLR and this should be read in conjunction with this report.

Purpose of the Report

- 1.7 This Travel Plan has been prepared to demonstrate a commitment to sustainable travel initiatives and a framework for Travel Planning matters that can be agreed with Planning Officers at Manchester City Council (MCC).
- 1.8 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.

What is a Travel Plan?

- 1.9 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.



- 1.10 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.

Structure of this report

- 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** – discusses the existing site and the local highway network (including pictures and measurements obtained in a site visit) and reviews the available accident data in the vicinity of the site;
 - **Section 4: Accessibility by Sustainable Modes of Transport** – assessment of the accessibility of the site by the aforementioned means of transport;
 - **Section 5 and 6: Development Proposals** – sets out the development proposals;
 - **Section 7: Travel Plan Initiatives** – provides a clear description of the measures which could be implemented to encourage sustainable travel to and from the site;
 - **Section 8: Travel Plan Management and Communications** – sets out the strategy for implementing the TP, discusses the roles and responsibilities of the TPC and identifies a strategy for communicating the TP to all.
 - **Section 9: Monitoring and Review** – details the methodology for monitoring and reviewing the TP, including how often the monitoring will take place and who will be involved in the process; and
 - **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 Baseline 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 (Upper and Lower Campfield)



- 3.2 The neighbouring buildings include a wide range of uses including office, retail, hotels, public houses and a range of residential developments.

Existing Development

- 3.3 The existing buildings currently consist of the Grade II-listed Upper Campfield Market and Lower Campfield Market buildings. Both buildings are listed as in need of renovation and refurbishment by Manchester City Council (MCC).
- 3.4 The Upper Campfield Market building is currently vacant, and the Lower Campfield Market was until more recently used as the Air and Space Hall by the Science and Industry Museum (MOSI). This building is now vacant. Both buildings are currently served by multiple entrances from road level on all street facades.
- 3.5 The layout of the existing building is shown in **Appendix A** attached to the rear of this report.



Surrounding Highway Network

Liverpool Road

- 3.6 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.
- 3.7 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.
- 3.8 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

- 3.9 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.
- 3.10 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

- 3.11 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

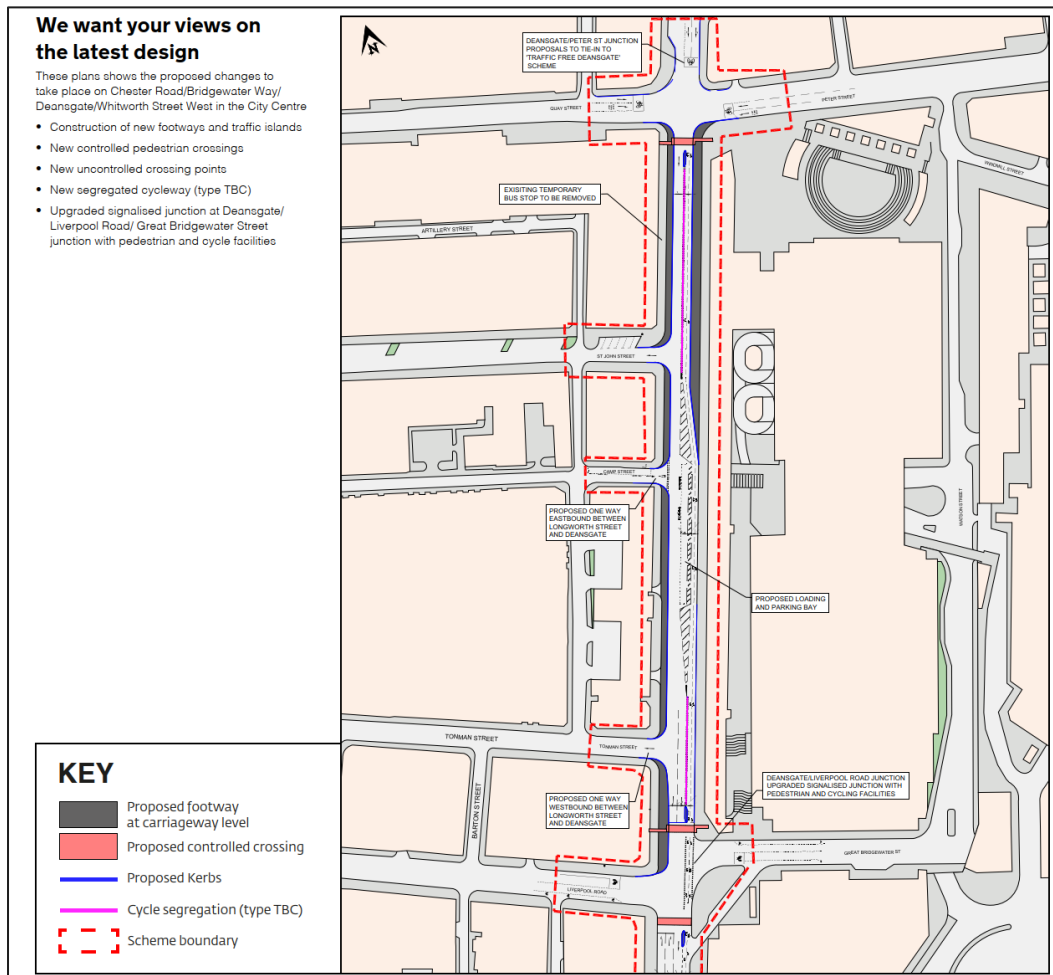
- 3.12 Barton Street forms the western frontage of Upper Campfield and is a cobbled two-way working link from Tonman Street to Liverpool Road. The street is circa. 3.7m in width and has double yellow lines and single yellow lines on either side. It is understood that this was previously used as a servicing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



Tonman Street

- 3.13 Tonman Street runs along the northern boundary of Upper Campfield and provides a link to Deansgate and Byrom Street.
- 3.14 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.
- 3.15 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

- 3.16 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.
- 3.17 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.
- 3.18 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. The proposals are detailed in **Figure C**.

Public Car Parking

- 3.19 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.
- 3.20 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

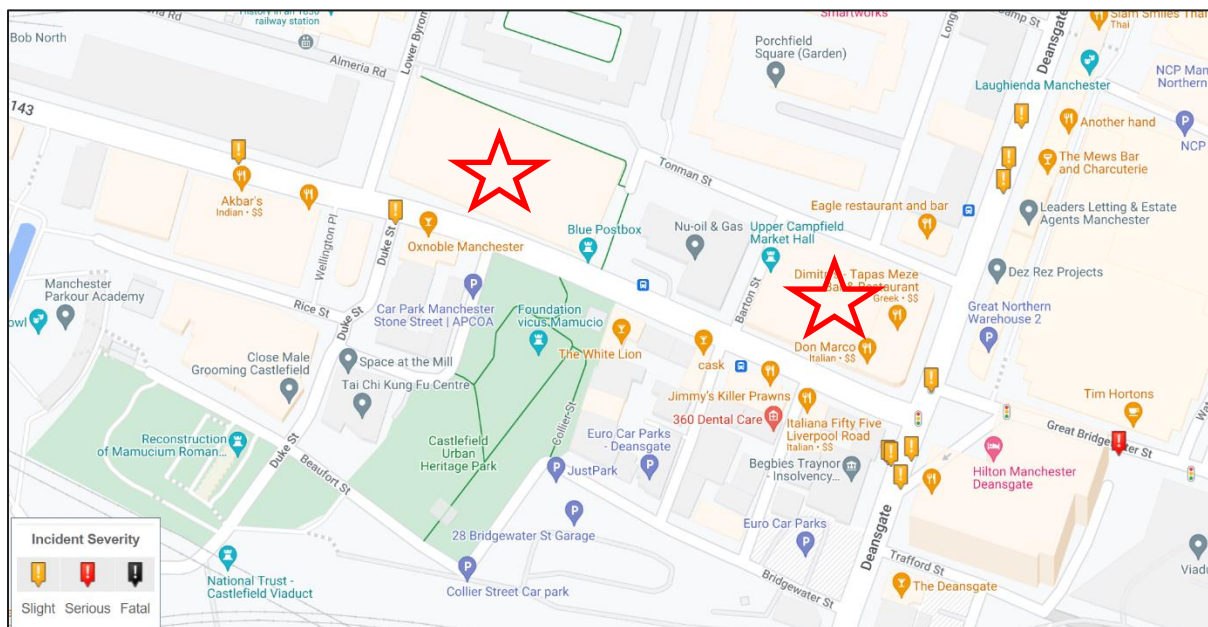
Car Parking Spaces within a 10 Minute Walk of the Site	
Great Northern 1&2 NCP	1200
Spinningfields NCP	680
New Bailey, Salford NCP	605
Deansgate Euro Car Parks	40
Stone Street	12
Bridgewater Street	70
Manchester Central NCP	700
Total	3307
5000+ Additional Car Parking Spaces within a 15 Minute Walk of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



Collision Record

- 3.21 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.22 The CrashMap analysis has been undertaken for the most recent five-year period, between 2017 and 2021. A total of 11 collisions have been recorded in the area immediately surrounding the development site as shown in **Figure C** below.

Figure C: Collision Search Area (Source: CrashMap)



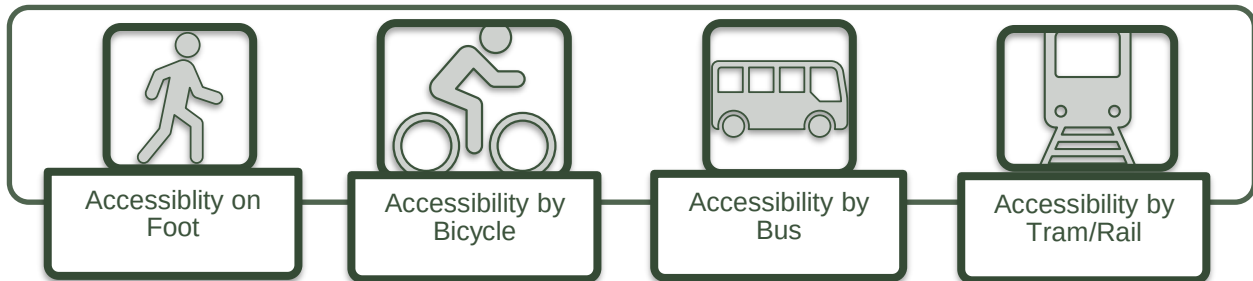
- 3.23 Out of the 11 collisions that have occurred within the vicinity of the site, six involved a cycle casualty and two involved a pedestrian casualty.
- 3.24 In summary, it is considered that this level of accidents in a busy urban environment with a high pedestrian and vehicular footfall is notable, but not sufficient to represent a collision blackspot.
- 3.25 This analysis therefore confirms that Liverpool Road and all the surrounding roads likely to be used by development multi-modal trips represent a safe arrangement for all users. It can be seen from the review of the personal injury collisions that there are no identifiable trends which would give rise to any highway safety concerns.



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.

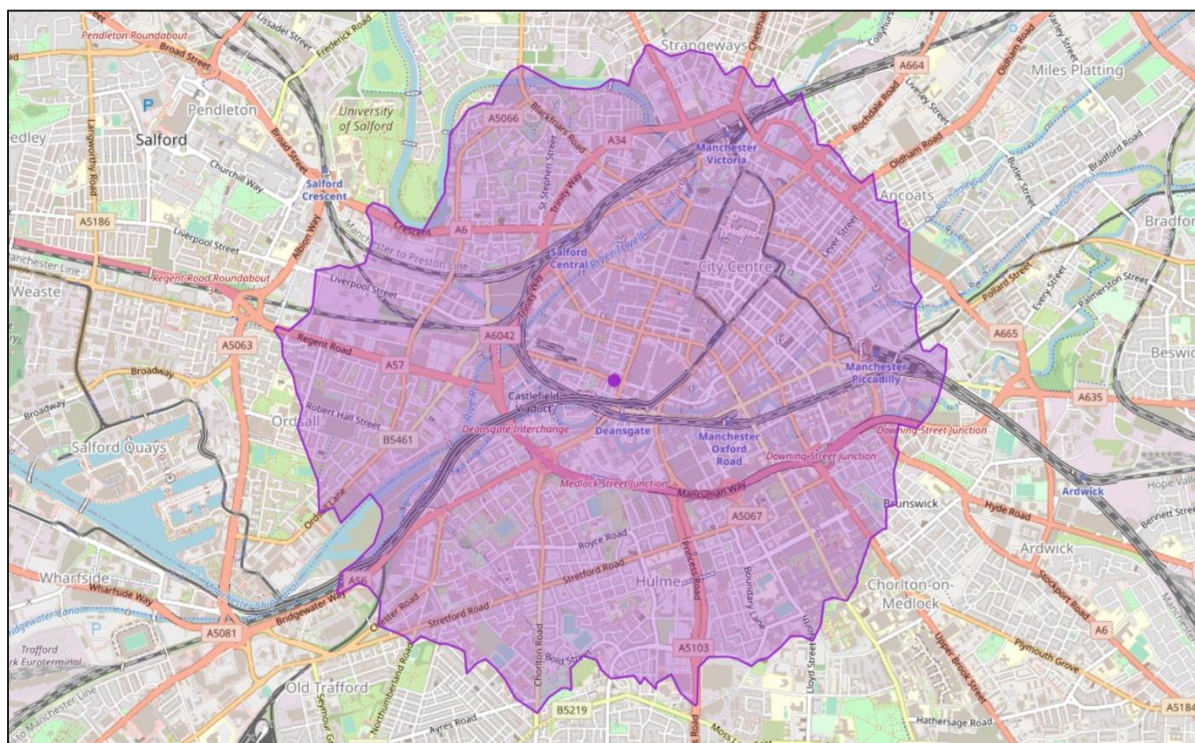


Pedestrian Accessibility

- 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 E**.



Figure E – 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)

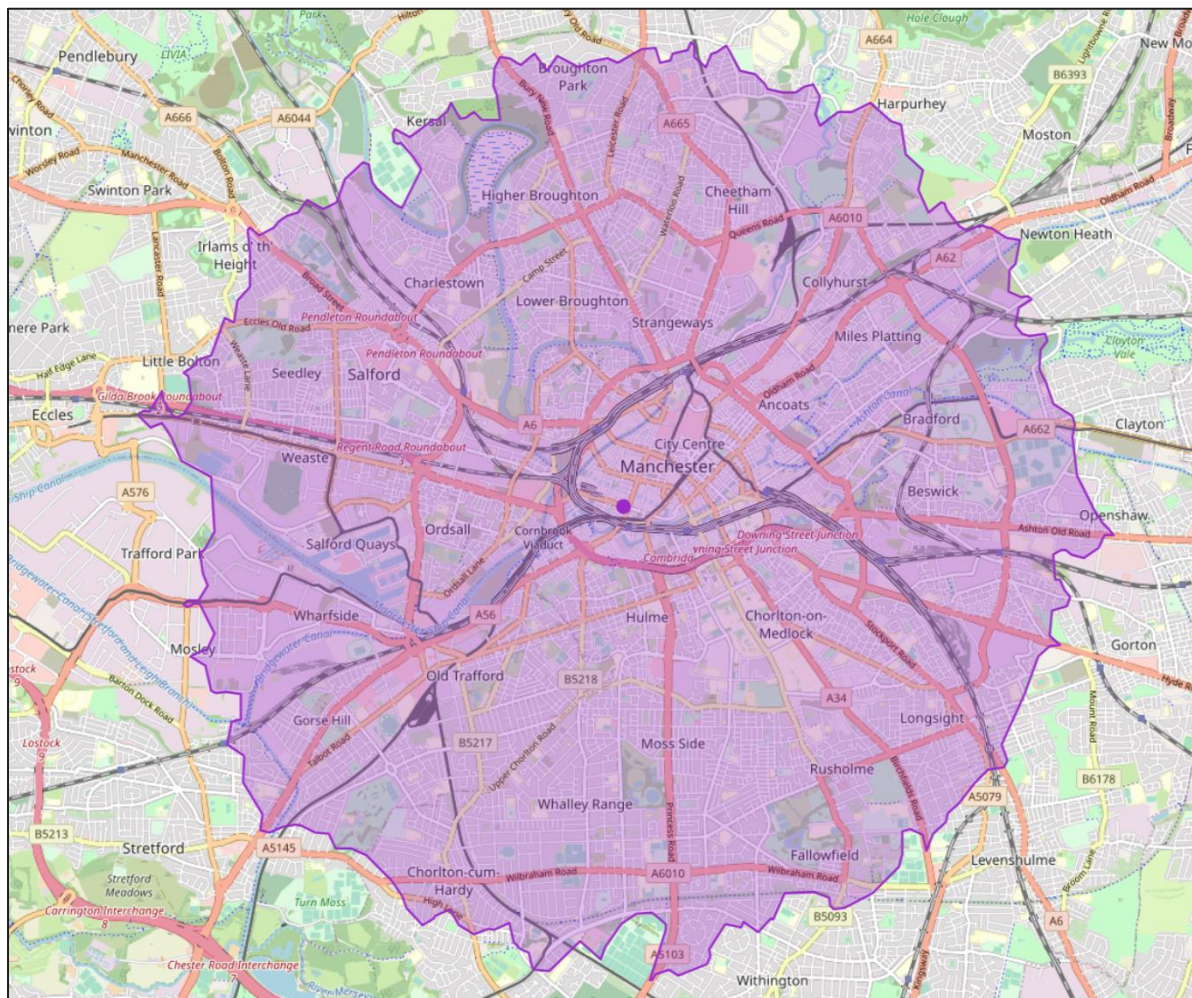


- 4.7 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of and everyday services and amenities.

Cycle Accessibility

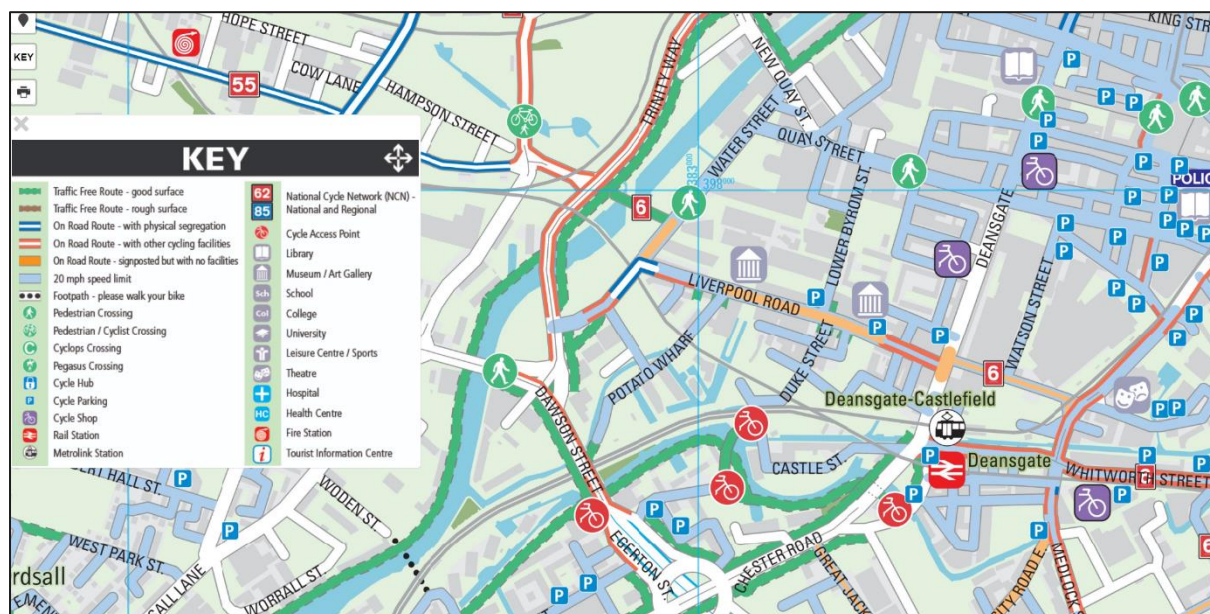
- 4.8 Cycling is a popular mode of transport and is an effective mode for short trips.
- 4.9 The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 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 F** 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 F – Indicative 5km Cycle Catchment



- 4.11 **Figure G** 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 G: Local Cycle Facilities



- 4.12 **Figure G** 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**.

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

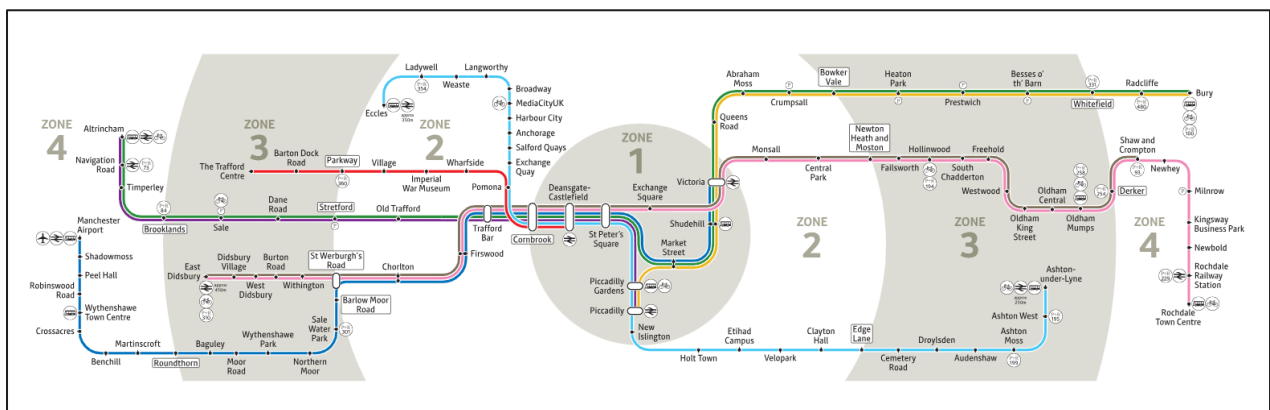


- 4.20 In addition to the above, Manchester Piccadilly Bus Station and Shudehill Interchange are located within 2km of the application site (an appropriate walk distance).
- 4.21 Manchester Piccadilly Bus Station is located 1.2km to the northeast and comprises of a large number of bus stops and services. 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, a 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 H**.

Figure H: Manchester Metrolink Network



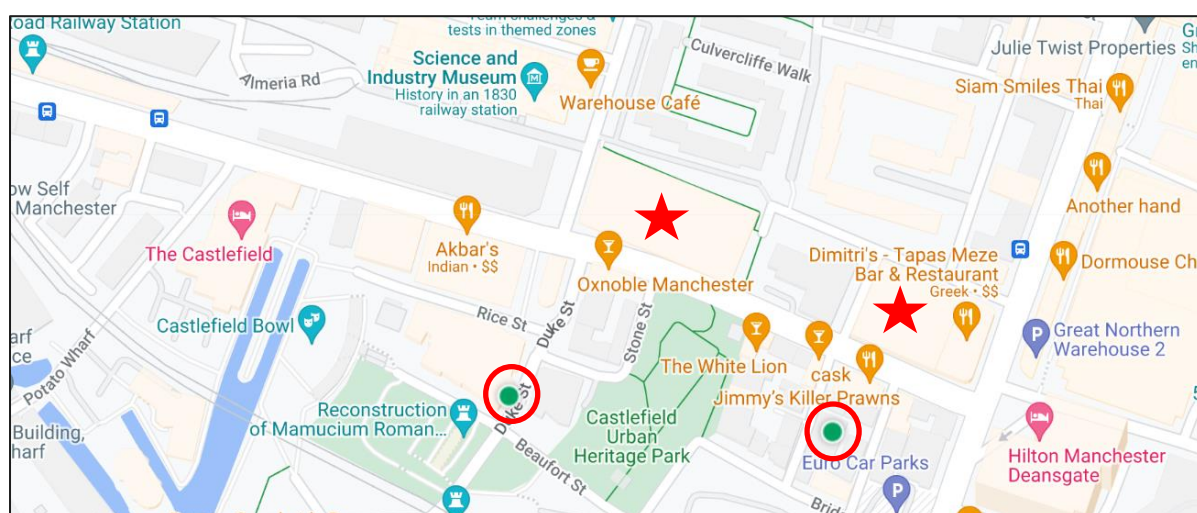
Accessibility by Public Transport – Rail

- 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 Steet (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 I**.

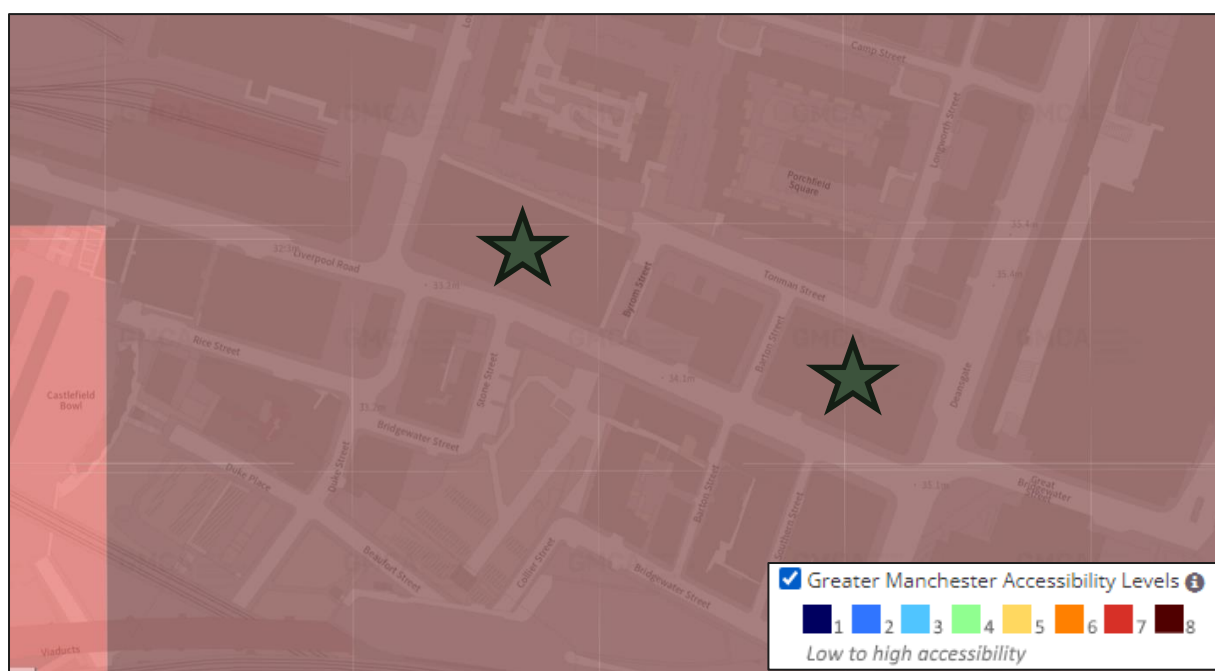
Figure I: Local Car Club Spaces



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 J** 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 J: GMAL Map



- 4.34 **Figure J** 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 – Lower Campfield

Existing Use

- 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

- 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 full description of the development proposals for Lower Campfield are detailed below:
- A total of two floors which total circa. 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, this is a worst-case and average daily occupancy is anticipated to be less than this figure.
- 5.6 The development proposal floor layouts for Lower Campfield are given in **Appendix A**.

Parking

- 5.7 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

- 5.8 Lower Campfield will be provided with 27 secure cycle parking spaces in the adjacent Castlefield House.
- 5.9 The site will also be provided with lockers, changing rooms and shower facilities within the curtilage of the site (ground floor).



Footway Improvements

- 5.10 As part of the proposed development, we propose to make good the footway surfacing around the site and provide new or replacement dropped crossing / tactile paving where required. Any improvements will be consistent with the standard palette of materials provided in the vicinity and to the approval of Manchester CC Highways. Consideration would be given to the carbon footprint of these materials including the recycling of materials to meet MCCs targets. We expect that these works would be subject to a Section 278 / 184 agreement.



6.0 Development Proposals – Upper Campfield

Existing Use

- 6.1 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

- 6.2 Upper Campfield will be refurbished and converted into a modern studio and workstation area 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
- Loading Bay off Barton Street.

Mezzanine Floor

- 3 x creative workspaces (total 517sqm).

- 6.3 The expected / maximum occupancy for Upper Campfield will be 241. However, this is a worst-case and average daily occupancy is anticipated to be less than this figure.
- 6.4 The development proposal floor layouts for Upper Campfield are given in **Appendix A**.

Parking

- 6.5 Upper 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

- 6.6 Upper Campfield will provide seven secure cycle parking spaces in the adjacent Castlefield House.
- 6.7 The site will also be provided with lockers, changing rooms and shower facilities within the curtilage of the site (ground floor).



Footway Improvements

- 6.8 As part of the proposed development, we propose to make good the footway surfacing around the site and provide new or replacement dropped crossing / tactile paving where required. Any improvements will be consistent with the standard palette of materials provided in the vicinity and to the approval of Manchester CC Highways. Consideration would be given to the carbon footprint of these materials including the recycling of materials to meet MCCs targets. We expect that these works would be subject to a Section 278 / 184 agreement.



7.0 Travel Plan Initiatives

Introduction

- 7.1 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 Pack';
 - Travel Information Boards;
 - Travel Webpages;
 - Encouraging walking;
 - Encouraging cycling;
 - Encouraging public transport use; and
 - Encouraging car sharing and car club.
- 7.2 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.
- 7.3 However, it must be noted that this Travel Plan is a working document and is the first stage of the Travel Plan process.

New Staff 'Welcome Pack'

- 7.4 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.
- 7.5 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the Travel Plan Co-ordinator. The packs will include current information on sustainable modes of transport such as:
- Health and financial benefits associated with use of sustainable forms of transport;
 - Walking and cycling routes in the area;
 - Site-specific information on public transport (e.g. location of nearby bus stops / railway stations and which services are available from them);
 - Travel Plan Coordinator contact details, links to useful website with appropriate public transport information, car share schemes, etc.



- 7.6 As an on-going part of the monitoring process, the 'Welcome Pack' 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

- 7.7 On the main Enterprise City website, a number of webpages will be provided that provide information on the accessibility of the site and how both Upper and Lower Campfield can be accessed via sustainable modes of travel, without the need for a private car.

Travel Information Boards

- 7.8 Travel Information Board(s) will be provided and regularly updated by the Travel Plan Coordinator during the Travel Plan period. The location of the Travel Information Board(s) will be determined at a later stage; however, they will be situated in prominent positions for all users of the site. Information displayed on the boards will relate to sustainable transport and will include material found in the 'Welcome Pack'.
- 7.9 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

- 7.10 An increase in staff and site users walking to the development site can contribute towards a healthier population.
- 7.11 **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

- 7.12 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. https://www.sustrans.org.uk/
Promote special travel events	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

- 7.13 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

- 7.14 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.



8.0 Travel Plan Management and Communication

Management Strategy

- 8.1 DfT Good Practice Guidelines outline six key messages regarding implementation and management:
- “Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.”*
 - At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
 - The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
 - Local authorities need to establish robust databases of all travel plans in their areas.*
 - Post-implementation management arrangements must be identified and included in the travel plan.*
 - Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

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

- 8.2 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

Travel Plan Coordinator

- 8.3 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the ‘Travel Plan Coordinator’ (TPC). The site management will appoint the TPC before any occupation of the site.
- 8.4 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.



- 8.5 The TPC for the development will be confirmed before the first occupation of both Upper and Lower Campfield.

Communications Strategy

- 8.6 The initiatives proposed in **Section 7** 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.

- 8.7 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.

- 8.8 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

- 8.9 Promotion of the TP around the site should take the following forms:

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



9.0 Monitoring and Review

Introduction

- 9.1 Monitoring and review is of central importance to the progression of the TP. Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT, 2009) state that:

“Monitoring and review are essential to ensure Travel Plan objectives are being achieved.”

- 9.2 However, too much monitoring and review of TPs is thought to be damaging to the overall effectiveness and impact of the document. It is important to find the right balance of monitoring.
- 9.3 As stated earlier in this TP, there is a clear commitment to liaise with MCC and to use these links to monitor the effectiveness of the Travel Plan and their monitoring systems.

Travel Surveys

- 9.4 The monitoring of travel behaviour is essential to measure progress towards the objectives and targets outlined on the next subsection.
- 9.5 In order to fully understand travel and transportation issues at the site, it is considered necessary to undertake at a minimum Staff Travel Surveys. Staff are not yet known and therefore the surveys will be completed within six months following first occupation of the development. Surveys could also be taken of site users to provide a wide picture of existing travel patterns to and from the site.
- 9.6 Therefore, the information obtained will be used to undertake travel performance indicator and modal split analysis.
- 9.7 As part of the ongoing development of the Travel Plan there will be a commitment to undertake surveys annually.

Survey Design and Distribution

- 9.8 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.
- 9.9 The surveys would extract the following key information:
- Location of study place;
 - Usual mode of travel and reason for modal choice;
 - Journey time and length;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage site users to travel more sustainably.



- 9.10 Following on from the baseline travel survey (taken within 6 months of occupation), 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.

Targets

- 9.11 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.
- 9.12 No definitive targets can be defined until the baseline survey is completed across the site. Instead, **Table H** contains indicative targets which will subsequently be updated once the baseline surveys are complete.

Table H: Indicative Modal Split Targets

Travel Mode	Short Term Target Modal Shift Change	Cumulative Medium Term Target Modal Shift Change	Cumulative Long Term Target Modal Shift Change
Car Driver (single occupancy)	-2%	-6%	-10%

- 9.13 As it can be observed from the indicative targets in **Table H**, there will be an overall aim to reduce the number of single occupancy car trips to / from the site, whilst increasing travel by more sustainable modes.

Annual Review

- 9.14 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).



10.0 Action Plan

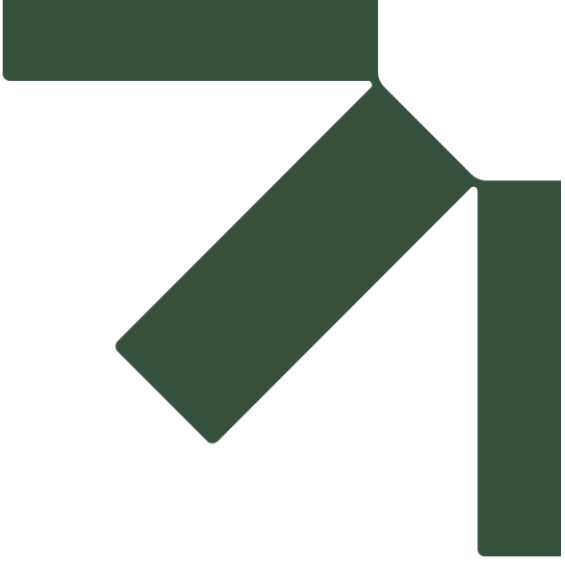
Action Plan Table

- 10.1 **Table I** summarises the key actions from the document by providing an Action Plan for the TP process. This will subsequently be updated to provide a full action plan as part of the Full Travel Plan process.

Table I: Action Plan

Action	Indicator	Target Date	Responsibility
Appoint TPC	Production of the Travel Plan	Before first occupation of the site	Site Management
Produce Welcome Pack / Travel Webpages / Noticeboards	TPC appointed	Before first occupation of the site	TPC
Undertake Initial Travel Surveys	Full occupation of the site	After six months of full occupation	TPC
Decide Targets and Agree Them with MCC	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with MCC
Present Annual Monitoring Report	Within two months of agreeing modal splits with MCC	Annually for at least five years following the agreement of targets with MCC	TPC





Plans

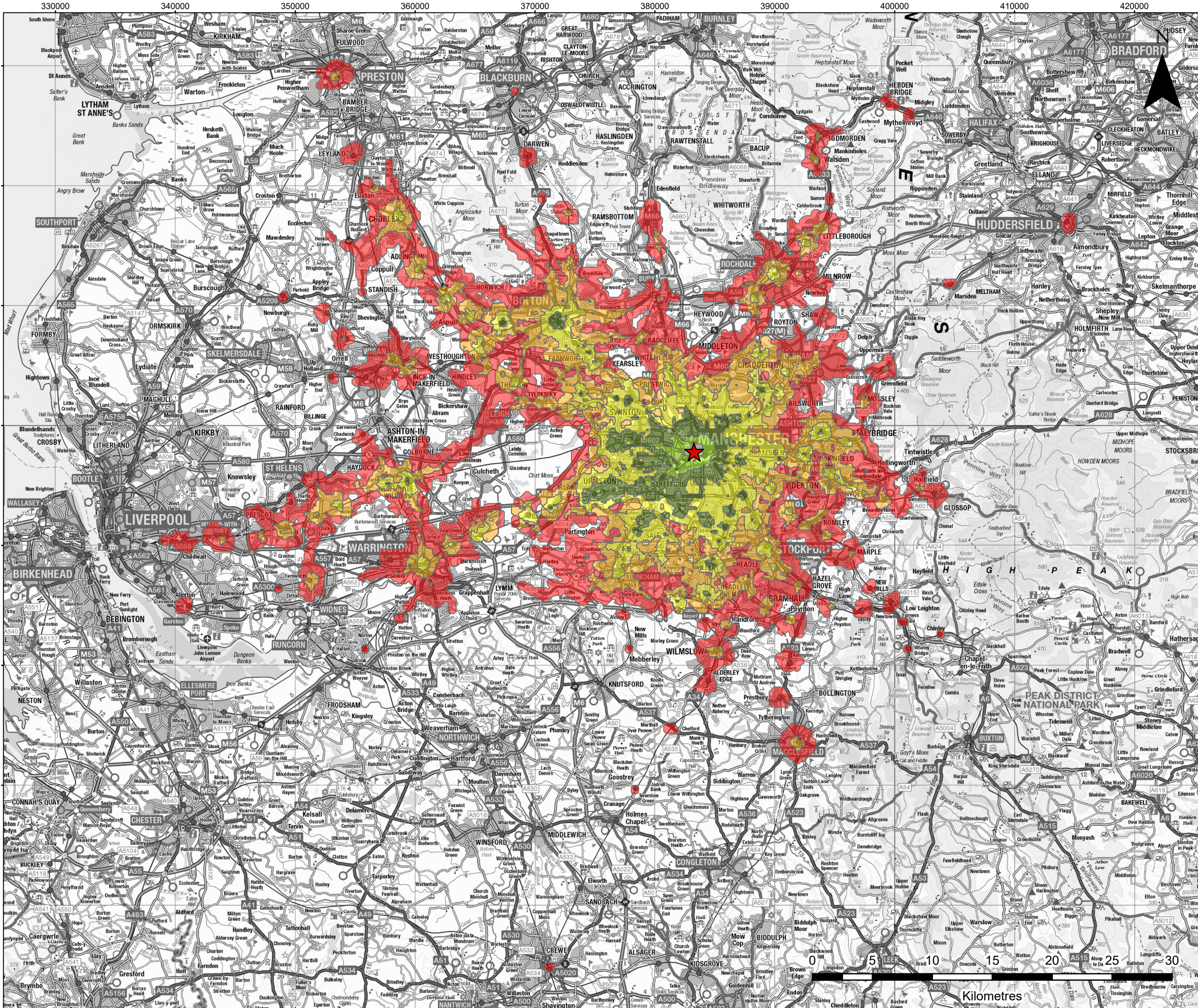
Framework Travel Plan

Upper and Lower Campfield, Enterprise City

Allied London Campfield Developments Limited

SLR Project No.: VN232776

15 September 2023



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

SLR

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

Plan 1

Scale 1:300,000 @ A3 Date SEPTEMBER 2023