

Chaos Karts, Manchester

Transport Statement

Table of Contents

TABLE OF CONTENTS	2
INTRODUCTION	3
SITE LOCATION & SURROUNDING AREA	3
ACCESS TO PUBLIC TRANSPORT	4
GAML.....	4
ON-SITE VEHICLE PARKING POLICY	4
SERVICE VEHICLES.....	5
MERCHANDISE AND F&B STOCK DELIVERY	5
EXPECTED TRIP GENERATION.....	5
CUSTOMER-FACING MESSAGING	6
EXPECTED IMPACT ON PARKING.....	6
WHEELCHAIR ACCESS AND BLUE-BADGE HOLDERS	6
CONCLUSION	7
APPENDIX A – CENTRAL MANCHESTER TRAM MAP.....	8
APPENDIX B – CENTRAL MANCHESTER BUS & MAINLINE TRAIN MAP	9

Introduction

This Transport Statement has been prepared by The Ents Inc Ltd. It deals with matters of transport and highways as far as they relate to the proposal for the leisure activity located at Old Granada Studios within the area of Manchester City Council.

This statement may be used to understand the likely impacts from the development on the area, and any increase in traffic, public transport use and local parking availability.

As part of the application process, the proposed operation of the building, layout and the scope of this statement have been discussed with the Council through a pre-application process and the Greater Manchester Transport Strategy and legislation have been considered at all times.

Site Location & Surrounding Area

The application site comprises the Studio 1 building within the Old Granada Studios estate, with a proposed entrance half way down Lower Byrom Street, at the original entrance on the North East corner of the building.

The Deansgate Rail station is the nearest rail station and is located approximately 420 metres to the South East of the site.

The St Peter's Square Tram Stop is approximately 650 meters to the East.

The Science Museum Bus Stop is directly next door on Lower Byrom Street and serviced by the Number 1 bus route. The Barton Street Bus Stop is 200 meters away, just round the corner on Liverpool Road and is serviced by the Number 3 & 33 bus routes.

The intentions for the building are to run the leisure activity for the duration of the three year tenancy by accommodating an indoor entertainment/sporting activity along the theme of self-driven electric vehicles in a fantasy setting reminiscent of a computer/video game. The concept is intended to be attractive for age groups of 8 years or more, in a family-oriented setting.

The resulting transport impacts that are anticipated to arise are accordingly in the main through the attendance and departure of participants, the provision of supplies to and waste disposal from the site.

Given that we are part of the Old Granada Studios estate, we will have the very same use/access for service vehicle access.

In accordance with Greater Manchester Transport Strategy for 2040, that the target is for 50% of all journeys to be made by walking, cycling & public transport we will be actively encouraging the first two and will be providing Cycle Parking Bay to be installed for a

minimum of 20 bicycles. This will be within a monitored area and located as indicated on the application plans.

Access to Public Transport

Tram stops are located within the vicinity of the site have shelter, seating and timetable information. The relevant Tram route map is shown at Appendix A.

Bus stops located within the vicinity of the site have shelter, seating and timetable information.

The relevant Bus route map is shown at Appendix B.

Given this provision, it is considered that the availability of access to transport by bus and Transport is suitable for the development.

The development will also see a Cycle Parking Bay being installed on site for a minimum of 20 bicycles. This will be within a monitored area and located as indicated on the application plans. This level of provision exceeds the Parking Standards for a D2 use as set out in the Core Strategy.

GAML

Greater Manchester Accessibility Levels (GAMLs) provide a guide to the relative accessibility of an area, measuring walking time to the public transport access points, the number of services (bus, Metrolink and Rail) available within the catchment, the level of service at the public transport access points and the operating areas of Local Link (flexible transport) services.

The assessment for the postcode of the site reveals the following data;

Bus Score	: 21.61
Rail Score	: 12.04
Metro Score	: 8.11
GMAL Score	: 41.27
GMAL level	: 8

The GAML levels span 1-8, with 8 being the highest level of accessibility. The site falls within the highest level and is therefore acceptable in terms of access to public transport.

On-site vehicle parking policy

Due to excellent local public transport accessibility the site will not provide any general on-site car parking provision, either for customers or staff.

Through the experience of venues operated elsewhere by the group in metropolitan areas, it is known that this approach is one that can be successful in view of the excellent public transport accessibility that exists.

For guests who have to arrive by car they will be directed ahead of time through customer facing messaging on the website and by the guest services team to the many local pay for car parks such as the NCP Spinningfields, RCP Water Street & NCP Great Northern Powerhouse.

Service Vehicles

Given that the model of operation is the provision of a self-contained service/attraction, very little is required in terms of servicing, other than the very occasional delivery of items for the retail area and the disposal of items from the refreshment area. It is anticipated that this will give rise to no more than 1 vehicle movements per week, except during the get-out period or for unforeseen and/or exceptional circumstances.

All large vehicle servicing deliveries will take place when there are no visitors on site.

All other Service Vehicles and Waste Removal will be as per logistics for the overall Old Granada Studios site

Merchandise and F&B Stock delivery

It is anticipated that the demand for retail counter merchandise and snacks will require a once-a-week delivery of stock. This will be scheduled during a week day between 9am and 5pm. The vehicle will be a 3.5T van that will be on site for 30 mins. The vehicle can drive direct on to site, and will be guided to the private car park behind Studio 1.

Expected Trip Generation

The consumer operating model is based on discrete groups of up to 8 customers arriving to use the leisure facilities every hour during core trading hours. In reality it is expected to achieve 60% of this maximum capacity in a typical week.

The corporate booking model allows for corporate teambuilding events to be made from Monday to Friday from 9am to 2pm. Corporate bookings can be up to a maximum of 64 guests. It is anticipated that there would be on average 1 corporate bookings a week.

Based on our market research, experience at other venues, the anticipated commercial model - including staffing - equates to less than 2000 persons a week to and from the site. The majority of these will be undertaken via Public Transport and then walking to the

location, or via bicycle. With the aim of achieving employment for local workers, it is considered that this is a reasonable assessment.

Customer-facing Messaging

All customers will be directed to the website for information on location and transport. From our experience, the majority of customers will book through the website and will therefore be aware of the information that is published.

A dedicated 'PLAN YOUR VISIT' page will include the following information ;

- Opening Dates and Times
- How to Find Us, including the full address and a Google maps
- Transport Information

"There are many stations to choose from when travelling to us: Deansgate, St Peter's Square & Manchester Oxford Road are all a 5/10 minute walk away]

We are also have multiple cycle racks on site for your use.

Please do not try to drive to Chaos Karts: There is no vehicle parking on site and the local streets have very limited public parking options"

Expected Impact on Parking

Due to the strong customer messaging and our in-house staff transport policy, it is expected that this temporary development to have no impact on Parking in the local area. However, assessments of parking in the area will be made whilst the scheme is operational and if stronger messages or directions are required, then these will be implemented.

Wheelchair access and Blue-badge holders

All customers with mobility problems contact the Guest Services team in advance of arrival. Arrangements will be made for additional resources to be deployed to assist them during their visit.

The proposed customer entrance will be on the North East corner of the Studio 1 building on a small road off Lower Byrom Street. The entrance way will be wide enough to permit wheelchair access.

Blue-badge holders will be the exception for the no parking on site rule. There will be 1 space available per session which will need to be pre-booked. Their vehicles will be directed

to the vehicle gates on the South East corner of Studio 1 where there are currently electronic bollards.

The on-site Operations Team will then let them in and direct them to park safely in private parking area behind Studio 1 and in front of the Bonded Warehouse, or in the parking space that is provided immediately opposite the entrance to the building. There is sufficient space in this area to accommodate at least one vehicle, which is in excess of the numbers that would reasonably be expected to arrive, given the capacity of the venue, the throughput and the nature of the activity.

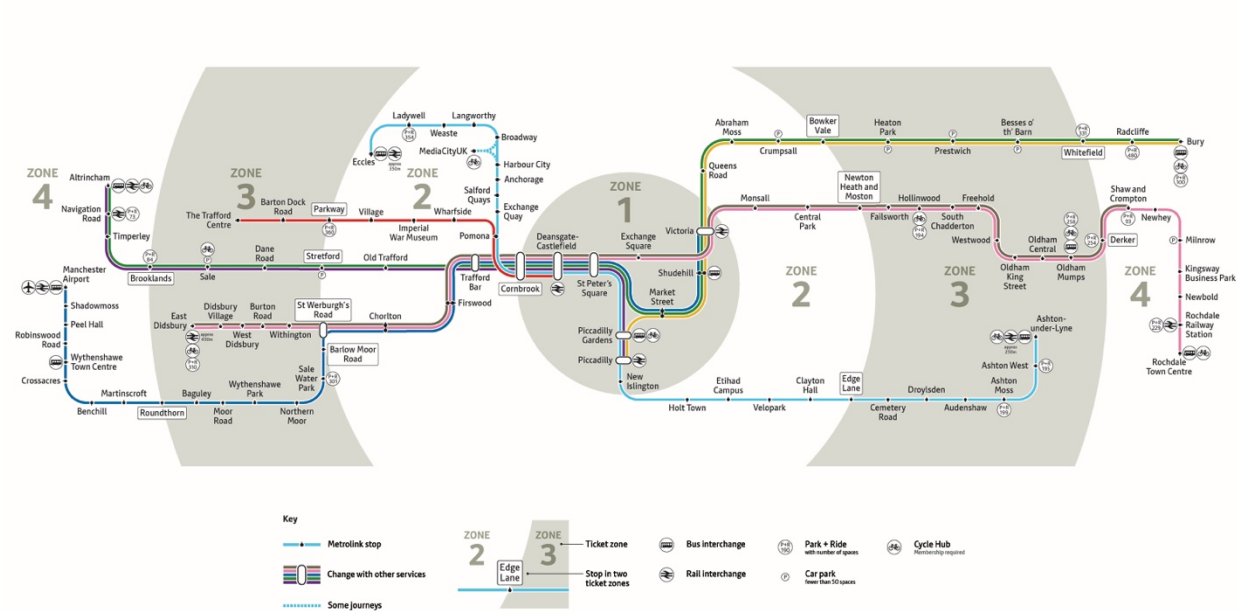
Conclusion

In view of the excellent public transport facilities that exist within a reasonable distance of the site and bearing in mind the limited need for servicing, it is considered that the impacts from traffic will be minimal and are unlikely to be noticed as significantly different from that which is believed to have existed when the previous authorised use was being conducted, albeit that the profile is slightly different.

The provision of cycle parking and the ready access to good foot networks facilitates access to the site and is in keeping with the aims of reducing traffic generation.

It is therefore considered that the transport arrangements for this development are entirely suitable, given the size and scale of it and bearing in mind the benefits that will be brought to enhancing the existing footpath and cycle network.

Appendix A – Central Manchester Tram Map



Appendix B – Central Manchester Bus & Mainline Train Map

