
Job Title

Mayfield Site Compound

Report Type

Transport Statement

Prepared for

Mayfield Development Partnership
Ltd

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Appendix B – Swept Path Analysis

Appendix C – Hoyle Street Proposed Layout

Transport Statement

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Civic Job No. 1076-10

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1. Introduction

1.1 Commission

Civic Engineers have been commissioned by Mayfield Development Partnership Limited to produce this Transport Statement (TS) to accompany a planning application for the erection of a temporary construction compound and logistical hub (Sui Generis) to facilitate the construction of Mayfield Phase 1 (124972/FO/2019 and 125248/FO/2019) and neighbouring infrastructure developments including Platforms 15 and 16 of Manchester Piccadilly Station and associated works. The site is referred to as the 'proposed development' throughout this document.

1.2 Development Proposals

The compound will act as a strategic hub for core project management activities (i.e. engineering, planning and construction delivery) and for office-based construction personnel for the projects. It will include offices, storage for materials (such as aggregates and building materials) and laydown areas, and maintenance and parking facilities (for site plant, lorries and staff cars), together with the main welfare facilities for construction personnel. The application is for a temporary period of up to 10 years, and it is anticipated that it will subsequently be permanently redeveloped as part of the Mayfield Strategic Regeneration Framework (2018).

1.3 Planning Context

The Site forms part of the Mayfield SRF area, which was most recently endorsed by Manchester City Council's Executive Committee in May 2018. The SRF sets out a comprehensive strategy that will guide the future reconfiguration and redevelopment of five distinct neighbourhoods: Wyre Street, Baring Street Campus, Hoyle Street West, Hoyle Street East and the Mayfield Depot in order to develop their own sense of place and character.

There are a number of development plots on the site and the immediate area that form part of the overall Mayfield SRF, which would be brought forward through appropriate phasing. Phase 1 of development was approved in February 2020 (124972/FO/2019 and 125248/FO/2019). It comprises part of the Baring Street Campus and the Mayfield Park.

Mayfield features heavily within the Manchester Piccadilly (HS2) Strategic Regeneration Framework (2018). The SRF provides guidance for development proposals around Manchester Piccadilly Station and seeks to maximise the "regenerative and growth potential" around a new multi-modal transport interchange. Manchester Piccadilly represents one of the biggest, commercially-led, mixed-use development opportunities in the UK, and has the potential to make a significant impact on the national economy.

The introduction of HS2 and Northern Powerhouse Rail services, combined with the proposals in the Mayfield SRF, will make Manchester Piccadilly one of the best connected and thus most productive locations in the North of England, providing major opportunities for economic and jobs growth, and the potential for large strategic investment opportunities.

The Mayfield Area is described in the Manchester City Centre Strategic Plan (2016) as a new urban quarter that will define a key gateway into Manchester and will become a prominent city centre neighbourhood with a unique sense of place.

This compound is of strategic importance to the city, as it is proposed as an alternative compound for major infrastructure projects that originally intended to use the site of the Mayfield Depot, following demolition, for the same purpose. This is set out in the Transport and Works Act Order proposed by Network Rail for the delivery of Platform 15 and 16.

The most recent Mayfield SRF, to be delivered by the Mayfield Partnership, seeks to instead re-use the Depot and bring forward a significant amount of employment-led uses in this space subject to occupier demand. By relocating the compound to Hoyle Street, rather than the Depot, this allows the

redevelopment of this key part of the Mayfield Strategic Regeneration Framework to come forward at any time.

1.4 Scope and Purpose of Report

This report considers transport issues relating to the proposed development and identifies if any measures are required to accommodate the anticipated impacts of the development on the local transport network. The TS considers the sustainability of the site, reviewing the provision for, and quality of, facilities and connections to and from the surrounding areas. The intention of the report is to provide the necessary information to assist Manchester City Council (MCC) as the Local Planning Authority, in determining the application. The scope of this report has been agreed through pre-application discussions with MCC.

1.5 Report Content

This report includes a review of the existing transport networks around the site and a summary of the national and local transport planning policy. It goes on to describe the development in detail, including site operation and the construction management plan. The report provides an assessment of the impact of the proposed development on walking, cycling and public transport networks and the local highway network.

2. Existing Site and Transport Context

2.1 Introduction

This section describes the site and considers the existing conditions on the surrounding highway network for a range of transport modes. It includes a review of collision data.

2.2 Site Location

The site is located in the southeast of Manchester city centre. It is bound by the Mayfield development area to the west and elsewhere by Mancunian Way (Manchester ring road) and Temperance Street. It is situated just to the southeast of Manchester Piccadilly Station.

The surrounding area is largely industrial or brownfield with some residential uses nearby. See Figure 1 for the site location within Manchester and the indicative red line boundary of the site. The red and blue line boundaries for the site are shown in Appendix A.

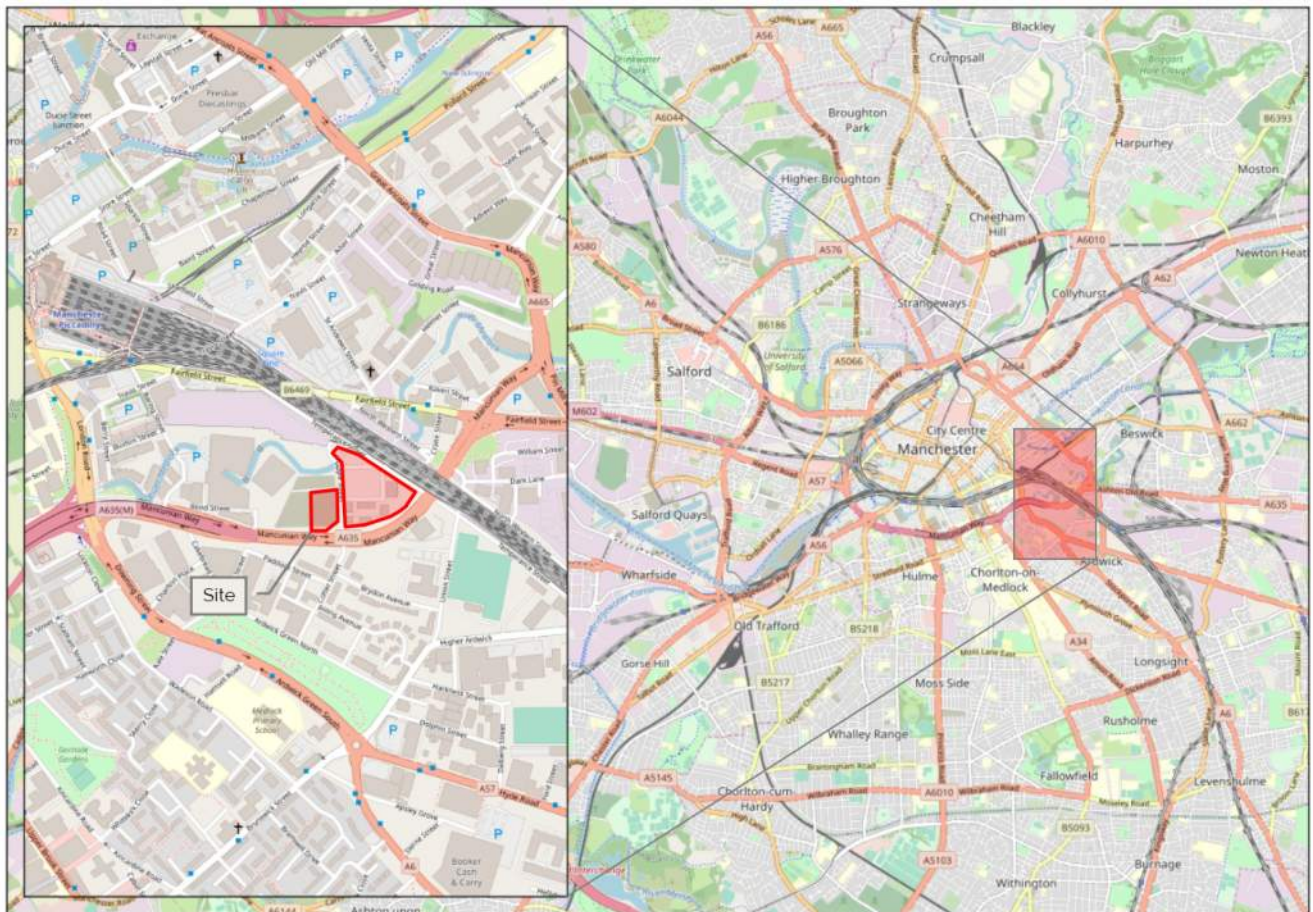


Figure 1: Site Location

2.3 Existing Land Use

The site is currently occupied by some industrial units and brownfield land.

2.4 Pedestrian Access

The site is in Manchester City Centre, close to important strategic transport connections.

There are footways to either side of Mancunian Way that are approximately 3.5m wide, however there are no pedestrian crossings over Mancunian Way in the immediate vicinity of the site. The closest crossing to the Hoyle Street junction is around 320m to the east along Mancunian way where there is a signal-controlled crossing at the junction with Fairfield Street. To the west there is a signal-controlled crossing around 430m from Hoyle Street at the junction between Mancunian Way and the A6.

To the north of the site there are a network of footways, all around 1.8m wide, however these are currently in a poor condition and subject to frequent incidences of pavement parking. The pedestrian link to Manchester Piccadilly is along Temperance Street and Fairfield Street. Fairfield Street benefits from footways that are around 3m wide and most road crossings are uncontrolled with dropped kerbs and tactile paving. Some junctions have wide crossings. The junction of Fairfield Street and Travis Street has one arm where the pedestrian crossing is roughly 25m, here the crossing facilities are inadequate.

Public realm improvements are proposed in association with the development of Mayfield. This will result in a significant change to pedestrian facilities in the area, including at junctions.

The desirable, acceptable and preferred maximum walking distances for commuting are 500m, 1km and 2km, respectively. Figure 2 shows these isodistances.

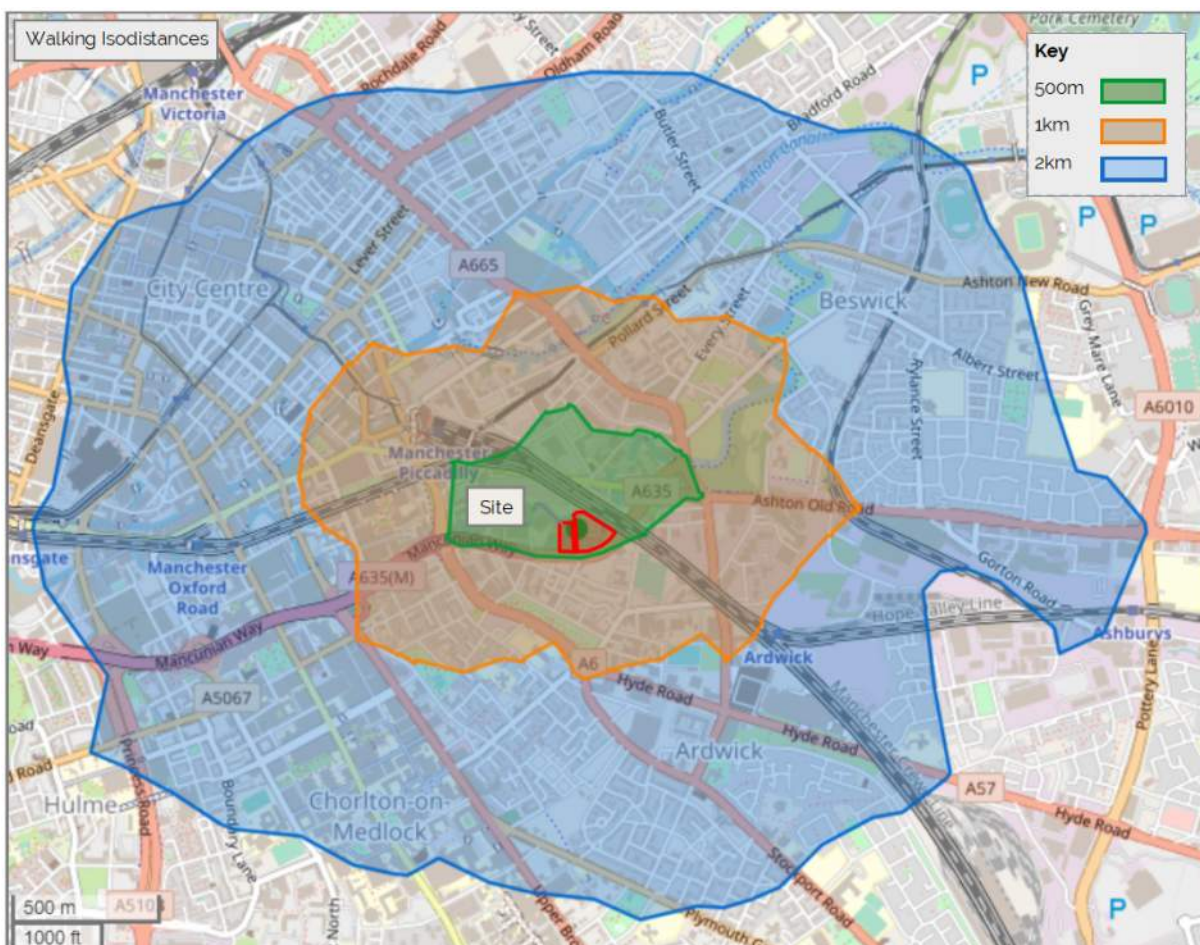


Figure 2: Walking Isodistances

Most of the city centre can be reached within a 2km walk of the site, including Manchester Piccadilly which is about 600m (8-min walk) from the site.

2.5 Cycle Access

There are no cycle facilities in the immediate vicinity of the site, but several routes are accessible a short distance away.

- National Cycle Route (NCR) 66 can be followed from Manchester Piccadilly north past Rochdale, from here it continues east through Leeds towards Hull.
- To the west, the on-road cycle lanes on Grosvenor Street connect with the segregated cycle route that runs along Oxford Road.
- To the east, there is a route along the Ashton Canal or local route 86 which follows the River Medlock river valley. Both of these routes connect to NCR 60.

Figure 3 shows the site in the context of the local cycle network. The site is reasonably located for access by bicycle, a provision that may improve with the public realm enhancements associated with the Mayfield development and with the introduction of TfGM's Bee Network.

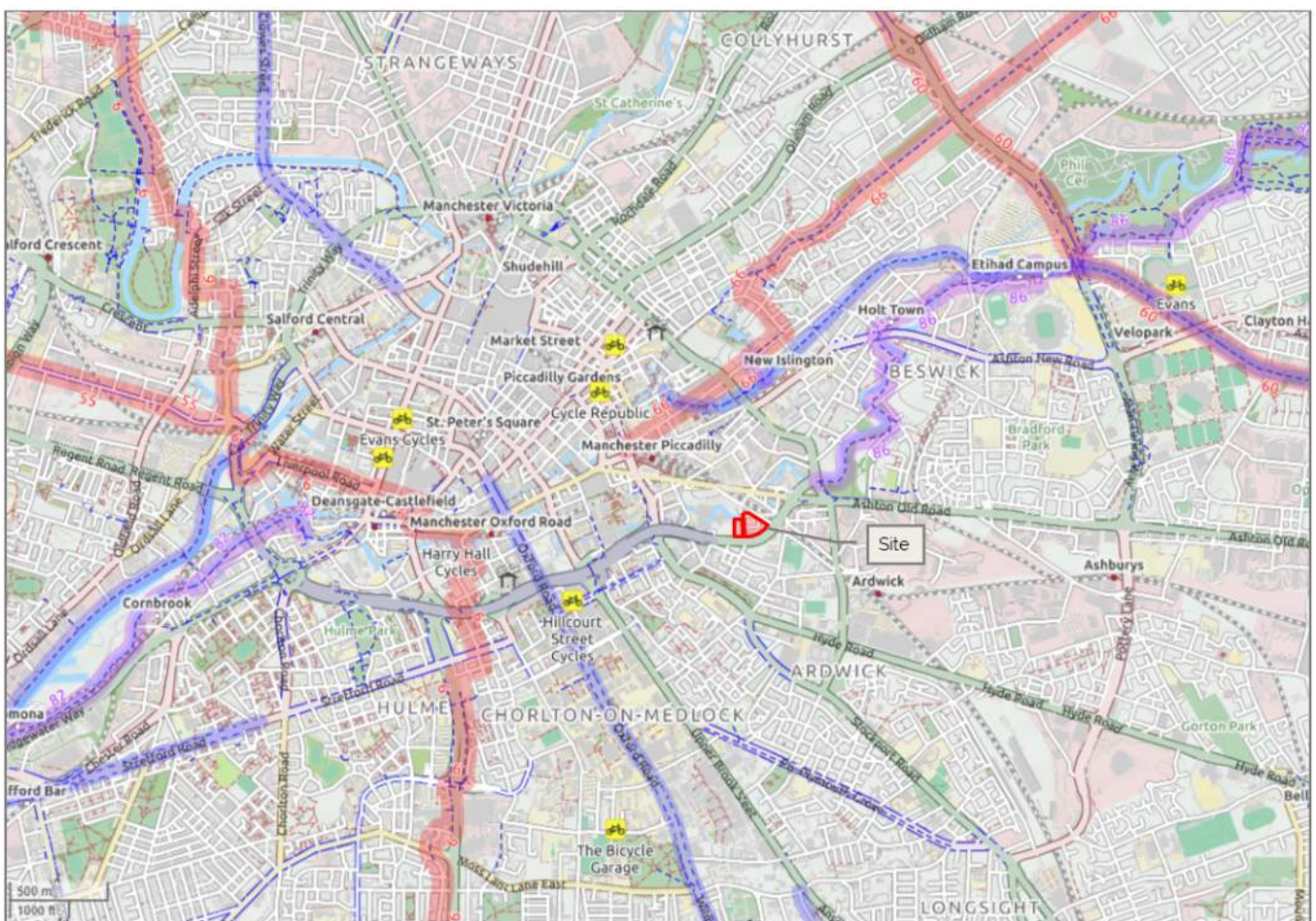


Figure 3: Extract from Openstreetmap.org Cycle Map

8km is considered to be a reasonable distance for someone to commute by bicycle. Figure 4 illustrates an 8km (35-minute) cycle isochrone around the site. This covers all of Manchester City Centre, and includes Salford, Old Trafford, West Didsbury, Cheetham Hill, and Droylsden. The site is therefore very accessible to staff wishing to commute by bicycle for many parts of the greater Manchester area.

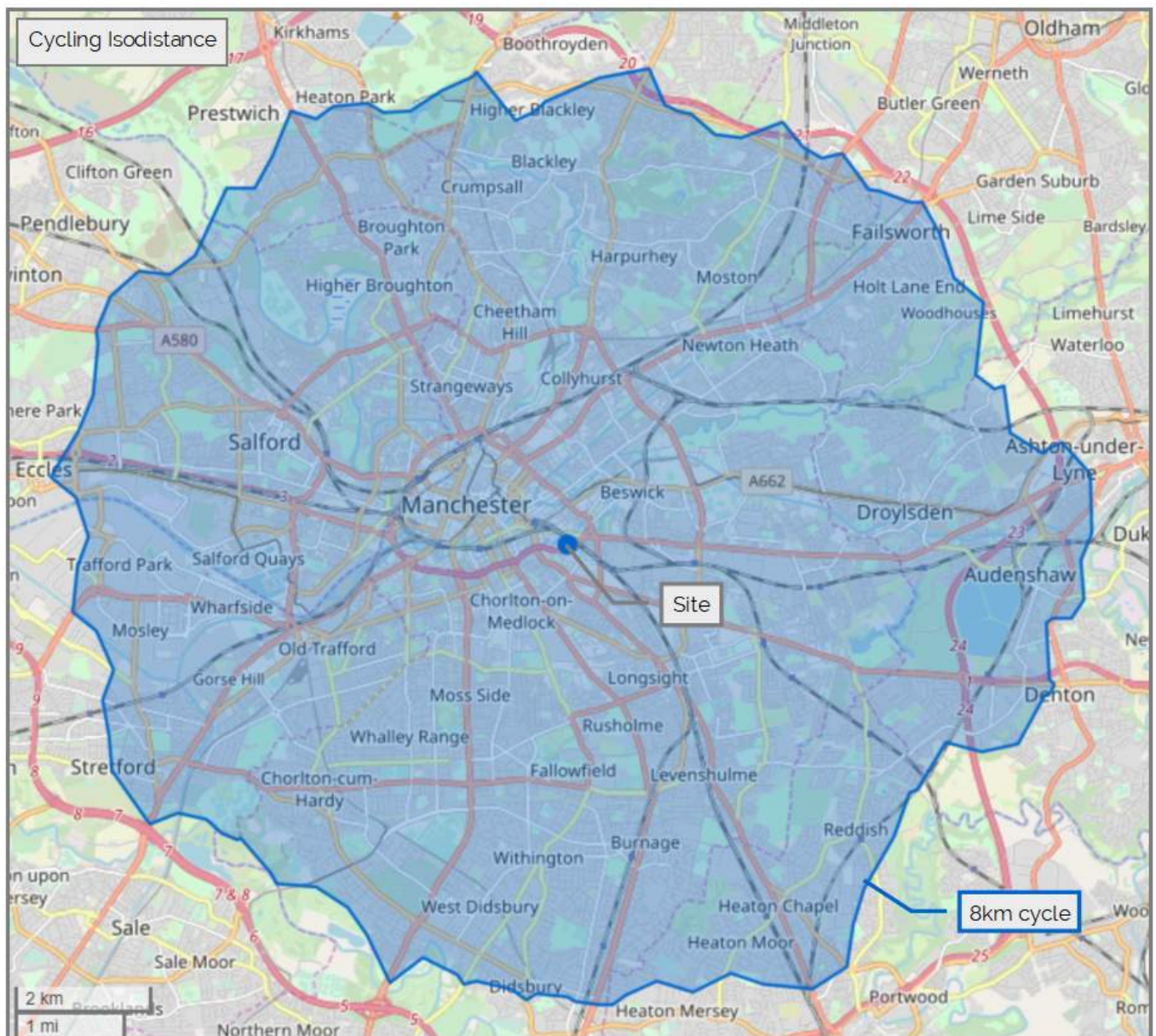


Figure 4: Cycling Isodistance

2.6 Bus Access

Figure 5 shows the locations of public transport options within a 5-minute walk (400m) of the site, including bus stops. The closest stops to the site are on Fairfield Street around 250m to the north of the site. This pair of stops are used by the number 219 bus. The 220 and 221 also use these stops but between them only operate just eight services a day, only on weekdays. There are also bus stops on London Road that are served by several other bus routes, but these are a little further away.

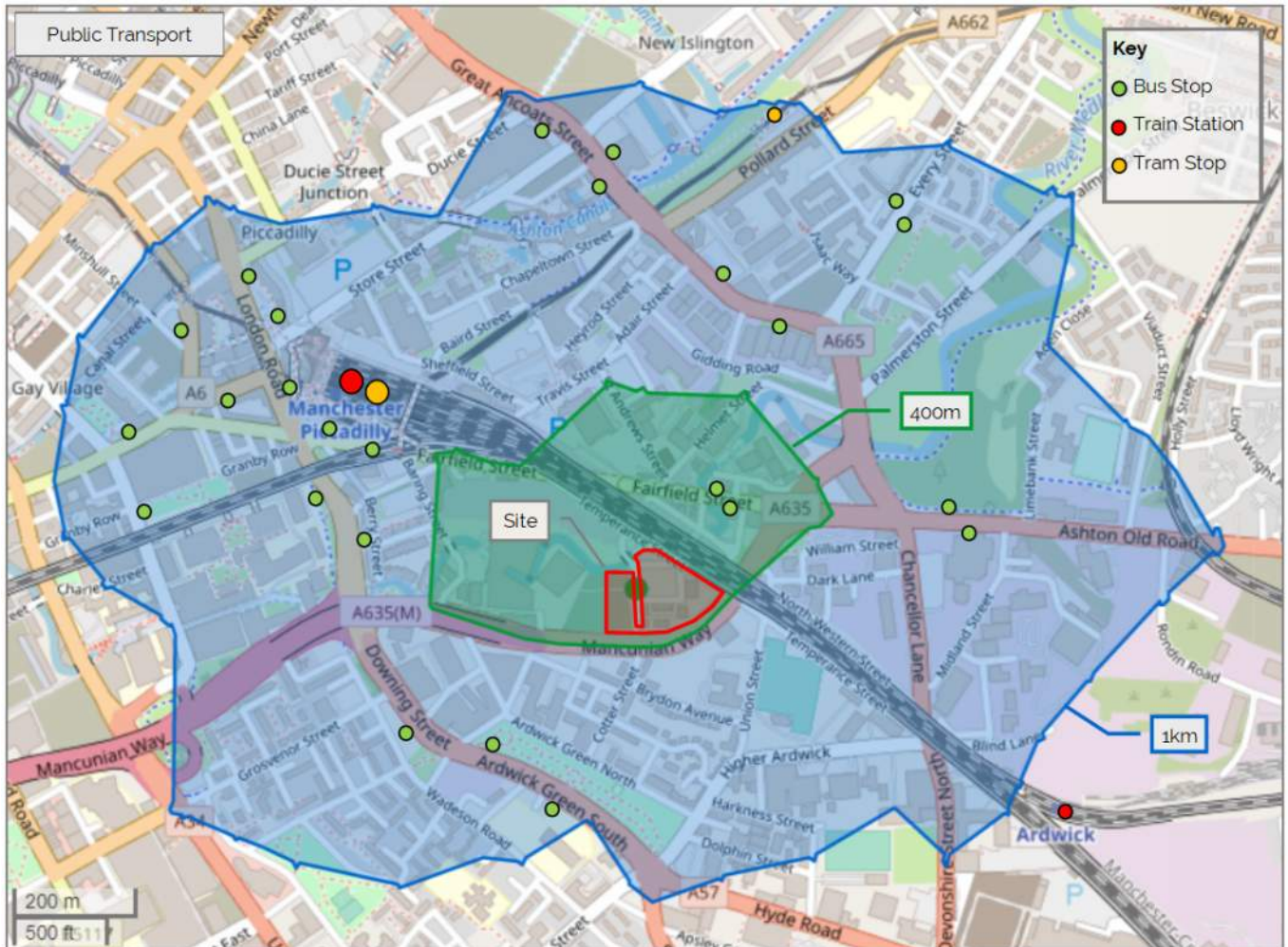


Figure 5: Public Transport Locations

The 219 operates a service between Manchester and Ashton-under-Lyne and Stalybridge, it runs at frequent intervals of not more than 10 minutes during peak hours. During the week, services start at 0425 from Ashton and 0500 from Manchester. Monday to Thursday, the last services depart at 2333 and 2350 from Ashton and Manchester respectively, on a Friday night there are also departures at 0120 and 0240 from Manchester. Saturday services start before 0600 and finish at the same time as the Friday night service, peak frequencies on Saturday are at intervals of not more than 10 minutes. Sunday services start before 0700, finishing at the same time as weekday services, peak frequencies are also at intervals of not more than 10 minutes.

Although there is only one frequent bus service within 400m of the site, this service provides at least six buses an hour in each direction and can be used to connect with a range of other bus services and the Metrolink network at Piccadilly Gardens.

The site is therefore reasonably located for access by bus.

2.7 Tram Access

The nearest tram stop is at Manchester Piccadilly, and 600m (8-min walk) from the site. Services to Ashton-under-Lyne, Bury, Eccles, and Altrincham all depart from here. All services operate a peak service of 12-minute frequency, except for the Ashton line which runs every 6-minutes.

2.8 Train Access

The nearest train station to the proposed development is Manchester Piccadilly station around 600m (8-minute walk) to the west of the site, shown on Figure 5. This is the busiest station in Manchester with an estimated 30.3M entries and exits in the financial year 2018-19.

Manchester Piccadilly has frequent commuter rail services throughout northwest England. It is open and staffed 24 hours a day, seven days a week. The station also provides direct national services to London, Birmingham, Glasgow, Edinburgh, Liverpool, and Leeds.

There are cycle stands and compound at the station that accommodate up to 43 bicycles.

2.9 Local Highway Network

The site is bounded by the Manchester ring road (Mancunian Way) to the south with access via Hoyle Street. The Hoyle Street/Mancunian Way junction is left-in/-out only so only accessible to traffic travelling anti-clockwise on the ring road.

The ring road provides connections to all the radial routes into and out of Manchester which in turn connect to the strategic motorway network in the north of England.

The site is therefore very well located for access to the strategic highway network allowing for connections around the north of England and nationwide.

2.10 Car Parking

The site currently has around 26 car parking spaces associated with the existing industrial units; this is gated. There are frequent incidences of street parking surrounding the site as there are no TRO's on Hoyle Street, Rachel Street, Chapelfield Road, and Temperance Street.

There are eight pay and display carpark within 1km of the site, the locations of this parking can be seen in Figure 6.

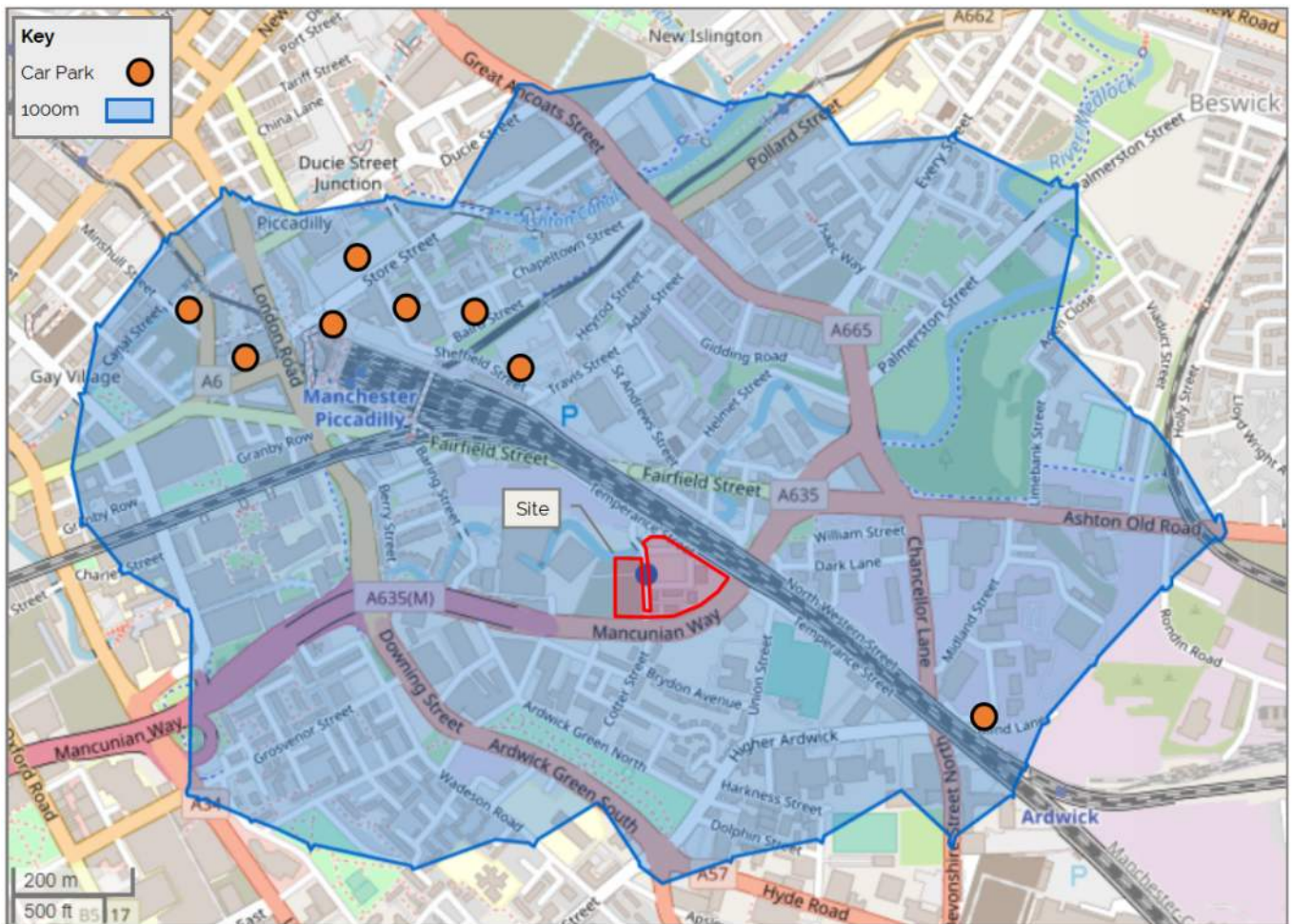


Figure 6: Car Parks within 1km

Car parks that are within 1km of the site are shown in Table 1.

Table 1: Car Park Summary (source: www.parkopedia.co.uk)

Car Park	Spaces	Operator	Opening Hours	Charge
Store Street	406	NCP	24 Hours	12 Hour - £5.50 24 Hours - £7.50
Aytoun Street	54	Euro Car Parks Ltd	24 Hours	12 Hour - £9.80 24 Hours - £12.80
Gateway House	140	RCP Parking Ltd.	Mon-Sun 0600-2200	Mon-Fri - £9.00 (flat rate) Sat-Sun - £3.20 (flat rate)
Piccadilly Station	711	APCOA	24 Hours	10 Hours - £15.00 24 Hours - £21.00
Sheffield Street	160	NCP	24 Hours	24 Hours - £3.50
Baird Street	100	RCP	24 Hours	Mon-Sun - £5.50 (flat rate) Quarter - £285.00
Piccadilly Place	583	Q-Park	24 Hours	24 Hours - £20.00 (Mon-Fri) 24 Hours - £7.50 (Sat-Sun)
Higher Ardwick	180	-	24 Hours	Mon-Sun - £3.00 (flat rate)
Total	2,334			

In addition to the car parks listed above, a new 581-space multi-storey car park (MSCP) has been consented as part of the Mayfield development.

Disabled car parking spaces are available in most of the car parks listed above, charges may apply. According to MCC, Blue badge holders are also entitled to:

- Park for up to three hours on a single or double yellow line as long as there are no loading restrictions;
- Park without time limit at a pay and display parking bay (free of charge) and, without time limit on a designated on-street accessible bay; and,
- Park on resident parking permit bays without a time limit.

2.11 Car Club

Enterprise operate a car club in Manchester. There is one location within 1km of the site as indicated in Figure 6:

- Whitworth Street, Q-park – 2 cars.

There are additional cars in Manchester city centre, the locations of these cars can be found at <https://www.enterprisecarclub.co.uk/>.

2.12 Road Safety

An analysis of collision data using the website www.crashmap.com has been carried out. Data was examined for road traffic collisions in the vicinity of the site that took place in the 5-year period to 2018, shown in Figure 7. Collisions in the area are generally clustered at junctions, with the highest concentration occurring at the junction of Mancunian Way and Fairfield Street.

Table 2 provides a list of the collisions shown in Figure 7, where collisions occurred at junction these have been assigned to the larger street.

Table 2: Road traffic accidents on selected roads in the vicinity of site.

Location	Fatal	Serious	Slight	Pedestrian	Cycle	Motorcycle
Mancunian way	-	2	7	1 (serious)	-	-
Fairfield Street	-	1	4	-	4 (1 serious)	1
Temperance Street	-	-	4	-	-	-
Total	-	3	15	1	4	1

Of the five collisions on Fairfield Street one involved a motorcycle casualty and the other four cyclist casualties, including the one serious incident. The collision that occurred closest to the site was of serious severity and involved a pedestrian casualty, it took place on Mancunian Way where there are no pedestrian crossings. At this location there are extensive pedestrian guard rails and the carriageway has a crash barrier on the central reservation. There is a cluster of collisions near to the site at the junction of Temperance Street and Hoyle Street. These were all of slight severity and only involved motor vehicle casualties.

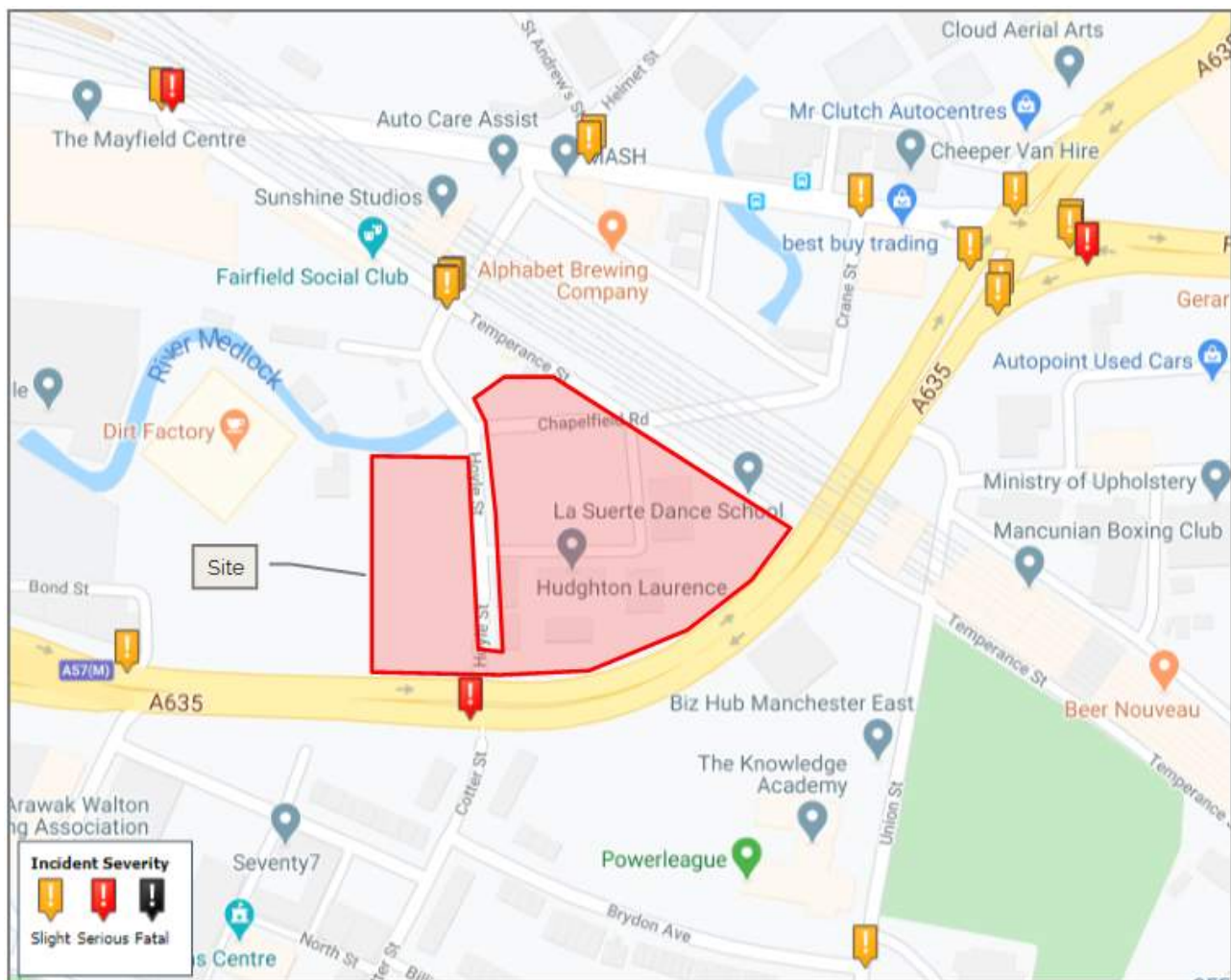


Figure 7: Accident Locations (Source www.crashmap.com)

3. Policy Context

3.1 Introduction

This section looks at local and national transport planning policies relevant to this development and considers how the development proposals respond to this.

3.2 National Planning Policy Framework

The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

This revised Framework replaces the previous National Planning Policy Framework published in July 2018.

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 102 of the NPPF states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

3.3 Greater Manchester Transport Strategy 2040

"The 2040 Vision for Transport, which was consulted on in 2015, will set the scene for the start of a radical, and ambitious, new approach to planning the transport system in support of long-term needs and aspirations. This Transport Strategy builds on the Vision, highlighting the priority interventions needed to achieve it and supported by a 5-year plan, which identifies the first steps towards its delivery.

Priority interventions build on the success of the existing transport investment programme, which is the largest outside London. This ranges from transformational investment in HS2 and new, fast east-west rail connections across the North, to establishing Greater Manchester as a modern, pedestrian and cycle-friendly city region. The local road system will be much more reliable and safe for all users, including freight and commercial traffic. And, crucially, the strategy will build on the success of the commuter revolution, which Metrolink and improved local rail services have brought over the past 20 years, with the delivery of new and enhanced rapid transit links and a transformed local bus network.

This Strategy focuses on tackling the critical long-term challenges we are facing in Greater Manchester, such as a rapidly growing and ageing population, climate change and the need to improve productivity and reduce social inequality in our city region. This is supported by a more holistic approach to the needs of passengers and freight, with a strong focus on integration; both in terms of transport and wider policy areas, such as spatial planning and health. Technology and innovation also have a key role to play. A consistent and long-term approach will be taken to tackling these major challenges but will also review the strategy on a regular basis to respond to changing trends and new opportunities and priorities."

3.4 Manchester City Centre Transport Strategy November 2010

"Manchester City Council and GMPTE, in consultation with Salford City Council, have developed a transport strategy for Manchester city centre; the Manchester City Centre Transport Strategy, published in November 2010. The Strategy sets out a transport masterplan to provide the city centre with a world class transport system, making it a better place to live, work, invest and relax. It sets out the following key objectives:

- Supporting the competitive advantage of current and future employers, by ensuring good access to the City Centre.
- Providing improved access for all users to the employment, cultural and leisure opportunities that a growing City Centre offers to Manchester's residents, workers and visitors.
- Tackling the issues of climate change and delivering a low-carbon economy in a manner that is both environmentally and economically sustainable.
- Improving both actual and perceived personal safety and security."

3.5 Manchester Core Strategy 2012

"Policy T 1 Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment. Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 1. Pedestrians and disabled people
 2. Cyclists, public transport,
 3. Commercial access,
 4. General off-peak traffic,

5. General peak time traffic.

Policy T 2 Accessible areas of opportunity and need

The Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.
- Particular priority will be given to providing all residents access to strategic employment sites including:
 - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
 - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
 - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
 - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
 - Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types: District Centres; and, Areas not within the City Centre or District Centres.
- The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.
- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy T 3 Strategic Integration

The Council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:

- Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.
- The Council also supports future aspirations to extend the network to Trafford Park and Stockport.
- A second Metrolink crossing in the City Centre.
- A Metrolink extension to Marple on the current heavy rail network.

- Improvements to the heavy rail infrastructure.
- The Cross-City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.

Any proposals which would prejudice the implementation of the strategic integration of projects will be refused."

3.6 Response to Policy

The proposed development satisfies local, regional, and national policy for sustainable development as it is well located to take advantage of the existing pedestrian and cycle facilities and existing local public transport networks. It is also close to connections with national transport networks, including national cycle routes. Additionally, the development will include facilities for cyclists, and the operational plan will promote the use of sustainable modes of transport to discourage the use of the single occupancy private car. The development will facilitate the construction of Platforms 15 & 16 at Manchester Piccadilly Station and is therefore in line with sustainable transport policy.

4. Proposed Development

4.1 Development Layout

The development layout is shown in Appendix A.

The compound will act as a strategic hub for core project management activities (i.e. engineering, planning and construction delivery) and for office-based construction personnel for the projects. It will include offices, storage for materials (such as aggregates and building materials) and laydown areas, and maintenance and parking facilities (for site plant, lorries and staff cars), together with the main welfare facilities for construction personnel. The application is for a temporary period of up to 10 years, and it is anticipated that it will subsequently be permanently redeveloped as part of the Mayfield Strategic Regeneration Framework (2018).

4.2 Pedestrian Access

Safe and secure pedestrian accesses into the site will be provided by the contractor. Lockers, showers and changing facilities will be provided for people who wish to use active transport modes. To improve pedestrian access, traffic regulation orders (TROs) are proposed on Hoyle Street to prevent inappropriate parking on the footway. This is discussed in more detail in section 7.

4.3 Cycle Access and Cycle Parking

Secure cycle parking will be provided by the contractor, along with lockers, showers and changing facilities for those who wish to cycle. It is likely that cycle routes immediately around the site will improve in future years as the Mayfield Strategic Framework is implemented.

4.4 Public Transport Access

Workers will be able to access the site using a range of public transport options. There are frequent buses a short walk from the site as well as Manchester Piccadilly Station which is around 600m (8-minutes' walk) from the site. Manchester Piccadilly has frequent commuter rail and tram services.

4.5 Vehicle Access and Parking

The proposed site has car parking for up to 100 vehicles, this will mainly be for contractors working in and visiting the office compound. There is also space within the compound for site and delivery vehicles. Safe access for large vehicles will be facilitated by the introduction of TROs on Hoyle Street. This is covered in more detail in Section 7.

5. Site Operation

5.1 Hours of Operation

It is likely that the site will be used by a number of different contractors over its operational period. Works associated with the construction of Mayfield are likely to take place during the day, with anticipated hours of 7am-6pm.

Works associated with Network Rail would generally take place within the following hours, as per the Transport and Works Act Order:

- Monday - Friday*: 7am - 6pm
- Saturday*: 7am to 1pm
- Sunday / Bank holidays: No work

*Workforce may arrive on site 30 minutes prior but no working outside these times.

The Site compound will also be available to support relevant developments that could require 24-hour working, 7 days a week:

- Midweek nights generally 22:00 to 04:00hrs.
- Saturday night midnight through to 04:00hrs Monday, including Sunday daytime
- Bank Holidays, Christmas and Easter typically 29hr, 54hr, or 120hrs and in exceptional circumstances 168hrs continuous durations (summer blockade).

Any out of hours work would be agreed with and approved by MCC.

5.2 Compound Activity

It has been agreed that a reasonable proxy for the most intense use of the construction compound will be when it is used by Network Rail for the construction of Platforms 15 & 16. Information on the estimated operation of the Network Rail compound is taken from The Network Rail (Manchester Piccadilly and Oxford Road Capacity Scheme) Order, Document 21.09 Transport Assessment, December 2014.

5.3 Construction Workers

Network Rail give a robust estimate of the staffing levels associated with the works at Piccadilly and Oxford Road. This is recreated in Table 3, below.

Table 3: Peak Construction Staff (Source: Table 5-1, The Network Rail (Manchester Piccadilly and Oxford Road Capacity Scheme) Order, Document 21.09 Transport Assessment, December 2014.)

Network Rail Construction Activity	Oxford Road Daily Construction Workers	Piccadilly Daily Construction Workers	Combined Construction Workers
Foundations	68	107	175
Piers	81	102	183
Highways	26	98	124
Platform Civils	66	146	212
Bridge	56	87	143
Possession Works	81	111	192

During the Network Rail works, both Oxford Road and Piccadilly workers would start and finish their shifts at the Hoyle Street compound.

5.4 HGV Movements

At the peak of construction, Network Rail have anticipated around 14 HGV deliveries per day (28 two-way trips) are expected at the Piccadilly Station site, with a further 14 at the Oxford Road site.

6. Construction Management Plan

6.1 Introduction

At this stage, no contractors have yet been appointed by Network Rail or by the developers of Mayfield. It is therefore not possible to provide a detailed Construction Management Plan (CMP). It was agreed with MCC that, for the purposes of this planning application an initial CMP should be included within this TS covering the main points relating to the operational safety of the local transport networks.

6.2 Vehicle Routing

Large vehicles will be instructed to use Fairfield Street and Hoyle Street as their main route into and out of the site, as shown in Figure 8. This allows vehicles to approach and leave the site from all directions using the Fairfield Street/ Mancunian Way all-movements signalised junction. Large vehicles will be instructed not to use Mancunian Way/Hoyle Street left-in/left-out junction.

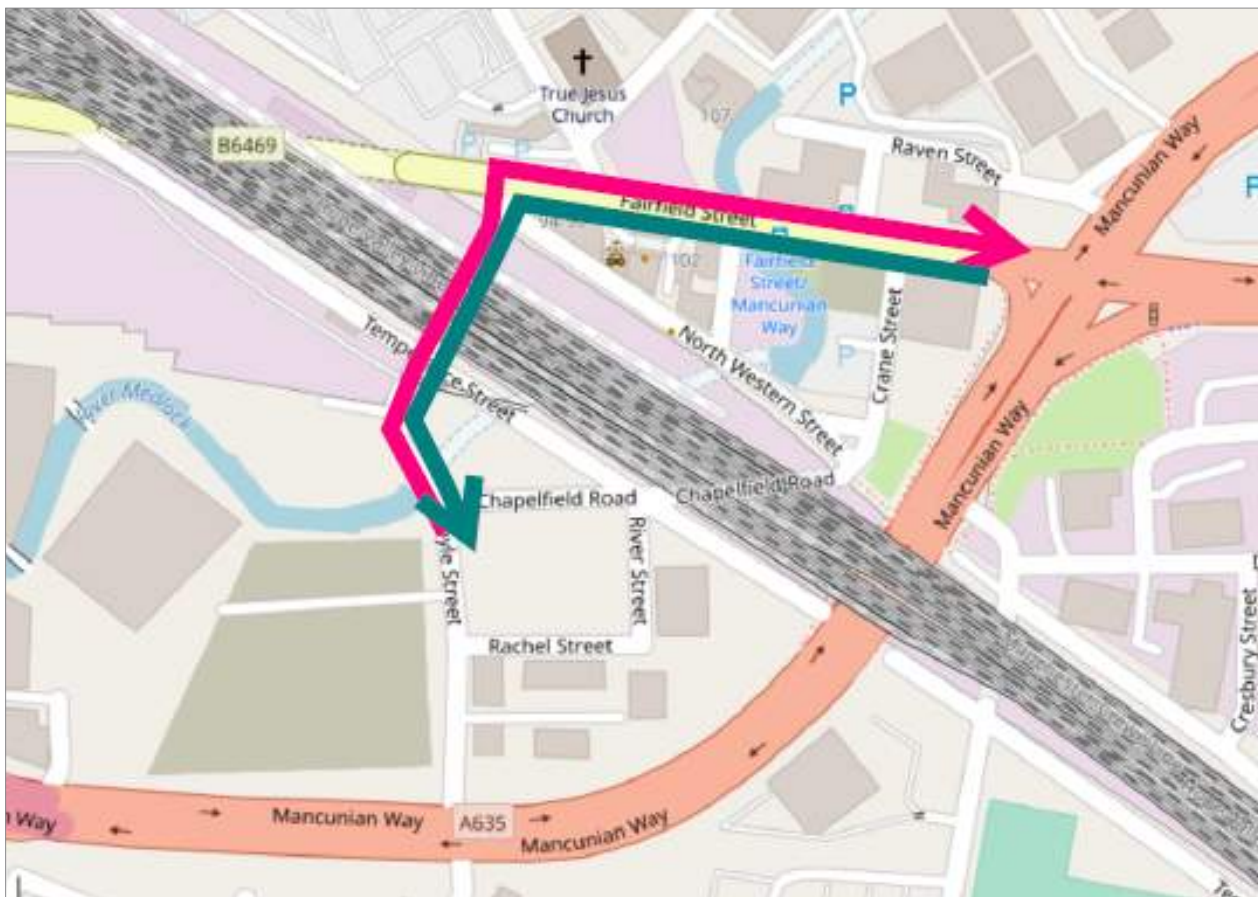


Figure 8: Proposed HGV Access Strategy

Appendix B contains a swept path assessment with a number of different vehicle types associated with construction sites. It shows that vehicles are easily able to negotiate the junction of Fairfield Street and Hoyle Street. It also shows that some larger vehicles would be unable to use the Mancunian Way/Hoyle Street junction without encroaching in the offside lane and/or slowing significantly to be able to turn. Access for large vehicles via Fairfield Street is therefore preferable in routing, safety and traffic impact terms.

Smaller vehicles, including cars, vans and concrete mixers, will be permitted to access the site using both the Mancunian Way/Hoyle Street left-in/-out junction and the Fairfield Street/Hoyle Street access.

During construction, each contractor using the compound will commit to the following within a detailed construction management plan:

- Deliveries to the site will be coordinated and, where possible, items will be delivered within site working hours.
- The preferred routes for heavy goods vehicles (HGVs) to and from the site and between associated sites are to be identified and agreed with MCC and TfGM prior to construction.
- Any abnormal loads will be scheduled and routed in consultation with MCC, TfGM and the police, and will be advertised well in advance to minimise possible disruption.
- Major HGV movements may be confined to a designated operational period within hours to be agreed with MCC and TfGM. This will depend on the anticipated site hours.

6.3 Mud on the Road

The contractor will provide wheel washing facilities for any mud generated on site and will also commit to cleaning mud and dust from streets around the site which has arisen as a result of site activities.

6.4 Supporting Active Travel

Secure cycle parking will be available on the site for site staff who wish to travel to work by bike. There will be lockers, changing and shower facilities on site, which will be available for use by cyclists and runners. Where appropriate, the Contractor will provide a Cycle to Work Scheme for staff, allowing employees to save on and spread the cost of bikes and equipment.

Temporary closures may be required for the surrounding streets during the construction of the compound. In this instance, alternate pedestrian, cycle and local access vehicle routes will be agreed with MCC and TfGM. The contractor will ensure the safety of pedestrians by means of barriers to segregate the site from pedestrian routes.

6.5 Supporting Public Transport Use

Site operatives will be advised upon employment of the bus, train and tram provision in the surrounding area and the different ways of accessing the site. Where appropriate, the Contractor will provide season ticket loans and/or information on discounted and season tickets.

7. Changes to the Highway Network

7.1 Stopping Up

The following roads would be permanently stopped up and become part of the compound:

- Chapelfield Road
- Rachel Street
- River Street

Figure 9 shows the extent of the proposed stopping up orders.

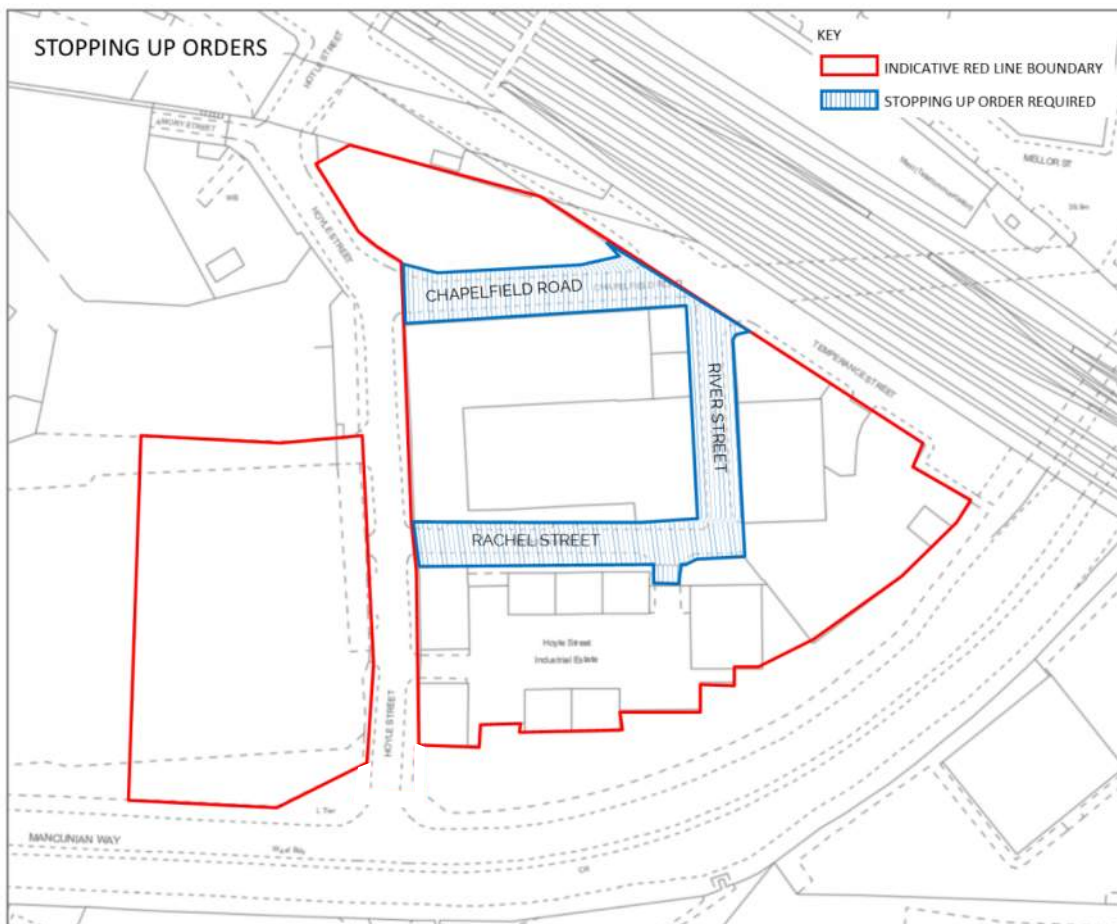


Figure 9: Streets to be Stopped Up

7.2 Traffic Regulation Orders

Hoyle Street has no parking restrictions and is a popular area for parking associated with commuter journeys to Manchester City Centre. Many cars park on the footway, blocking pedestrian movement. The parked cars may also interfere with large vehicle movements associated with the construction compound. It is therefore necessary to implement 'no parking' restrictions on Hoyle Street between Fairfield Street and Mancunian Way.

Appendix C contains a plan of the proposed TROs.

7.3 Hoyle Street/Temperance Street Junction

There are currently no road markings at the junction of Hoyle Street and Temperance Street. Section 2.12 noted that there had been a cluster of collisions at this location. It is therefore proposed that formal road markings are introduced as part of this scheme, including give way lines and double

yellow lines to prevent parking in visibility splays. Because Hoyle Street passes under the railway arch, it is preferable for vehicles on Hoyle Street to give way to those on Temperance Street. The proposed carriageway markings and junction visibility splays are shown in Appendix C.

8. Trip Generation and Transport Impact

8.1 Approach

According to Network Rail, trip generation during the construction period can be broken down into four components:

- Construction staff trips
- Development HGV trips
- Internal trips (trips between compounds)

Each of these elements was approved as part of the Transport and Works Act Order. This section looks at the likely trip generation and impact on the local highway network of the Hoyle Street compound under the operation of Network Rail, as a reasonable proxy for all construction work at the site.

8.2 Construction Staff Trips

Network Rail assumed that a number of construction staff will travel to site via public transport, on foot or by bike, or car share. On average, they estimated that on average, one third of the construction workers will be car drivers.

Therefore, at the peak of construction with 212 workers on site, there would be 71 car trips associated with commuting to site in a working day. These are unlikely to be during the AM or PM peak hours because construction sites typically start early (7am) and finish late (6pm) and railway working also can be undertaken in shifts or at night. There are 2 main access routes into the Hoyle St site for cars, one is the left-in, left-out from Hoyle Street and the other is from Fairfield Street. It is therefore unlikely that any of the junctions surrounding the site will experience an increase in traffic of more than 30 two-way trips in the network peak hours. Note also that this is a temporary construction site and the numbers of workers will change over time.

Network Rail will be closing Fairfield Street to allow construction of the new platform above. Because the changes in traffic resulting from the Hoyle Street compound are unlikely to be a significant increase, and the Fairfield Street/Mancunian Way junction is operated with Scoot (allowing flexibility within the signal timings), it has been agreed with TfGM that no junction modelling is required as part of this Transport Statement.

TfGM have agreed that on the basis of the likely predicted traffic flows the impact on the operation of the road network will not be noticeable. The day to day variation in traffic volumes will be larger than the anticipated trip generation and there is already CCTV in place to monitor the operation of the traffic signals at either end of Fairfield Street. It is therefore concluded that the Hoyle Street compound will not have any significant impact on the operation or safety of the local highway network.

8.3 Development HGV trips

Network Rail's 2014 TA for the Transport and Works Act Order anticipated that there will be up to 28 (two-way) large vehicle movements per day, accounting for deliveries to site. Spread across the day, this is unlikely to have a significant impact.

8.4 Internal trips

Network Rail estimated 2 light vehicle trips between the Oxford Street and Piccadilly Street in each of the Peak Hours. It is not anticipated that internal trips will be significant in the context of day-to-day variations in traffic.

8.5 Active Travel Modes

Walking

The walking routes to the site will benefit from the addition of TRO's on the surrounding streets as this will prevent the incidences of cars parking on the pavements making the routes from the station safer to walk. The streets to be stopped up do not provide significant pedestrian links to other streets in the immediate surrounding area and reasonable alternative routes are available.

Cycling

Secure cycle parking spaces will be provided within the site compound. Workers will be encouraged to cycle, which will have a positive impact on cycling in the area. Cycling trips generated by the proposed development are not expected to have a negative impact on the current cycle infrastructure in the area.

8.6 Public Transport

The increase in public transport use is expected to be minimal during peak hours, because the hours of site operation mean that any additional public transport users are unlikely to be using the network at these times. The wide range of public transport options also mean that there are many services that can be used.

8.7 Car Parking

The site will be capable of accommodating up to 100 cars. Construction workers will be encouraged to car share or use sustainable modes of transport. It is likely that the site will be able to accommodate all vehicles associated with workers. The introduction of TROs to Hoyle Street will prevent inappropriate car parking in the vicinity of the site and allow large vehicles to safely travel to and from the site. The loss of on-street parking will have an impact on those people who currently park on Hoyle Street, but this is compatible with the wider context of the regeneration proposed for the area, including the provision of off-street parking and public realm improvements.

9. Conclusion

This TS has examined the transport impacts of the proposed temporary construction compound at Hoyle Street in Manchester.

The proposed development is well located for access to the existing public transport network in Manchester as well as the National Cycle Route network and pedestrian facilities in the city centre, making it well suited for access by sustainable transport modes.

The proposed development follows guidance in local, regional, and national transport policies.

An appraisal of site operation and an initial Construction Management Plan has been included to explain how movements to and from the site will be managed by the contractor, including routing for large vehicles and encouraging the use sustainable transport among employees.

Changes to the local highway network are proposed, including the stopping up of 3 streets within the site compound and the introduction of TROs on Hoyle Street and Temperance Street. These are to safely facilitate large vehicle movements and improve walking routes. The loss of on-street parking will have an impact on those people who currently park on Hoyle Street, but this is compatible with the wider context of the regeneration proposed for the area, including the provision of off-street parking and public realm improvements.

A trip generation exercise has been undertaken using information from Network Rail's Transport and Works Act Order Transport Assessment. The numbers of site operatives and vehicle movements have been assessed and it is concluded that the proposed development is not expected to have a significant adverse impact on the operation or safety of the local transport or highway networks.

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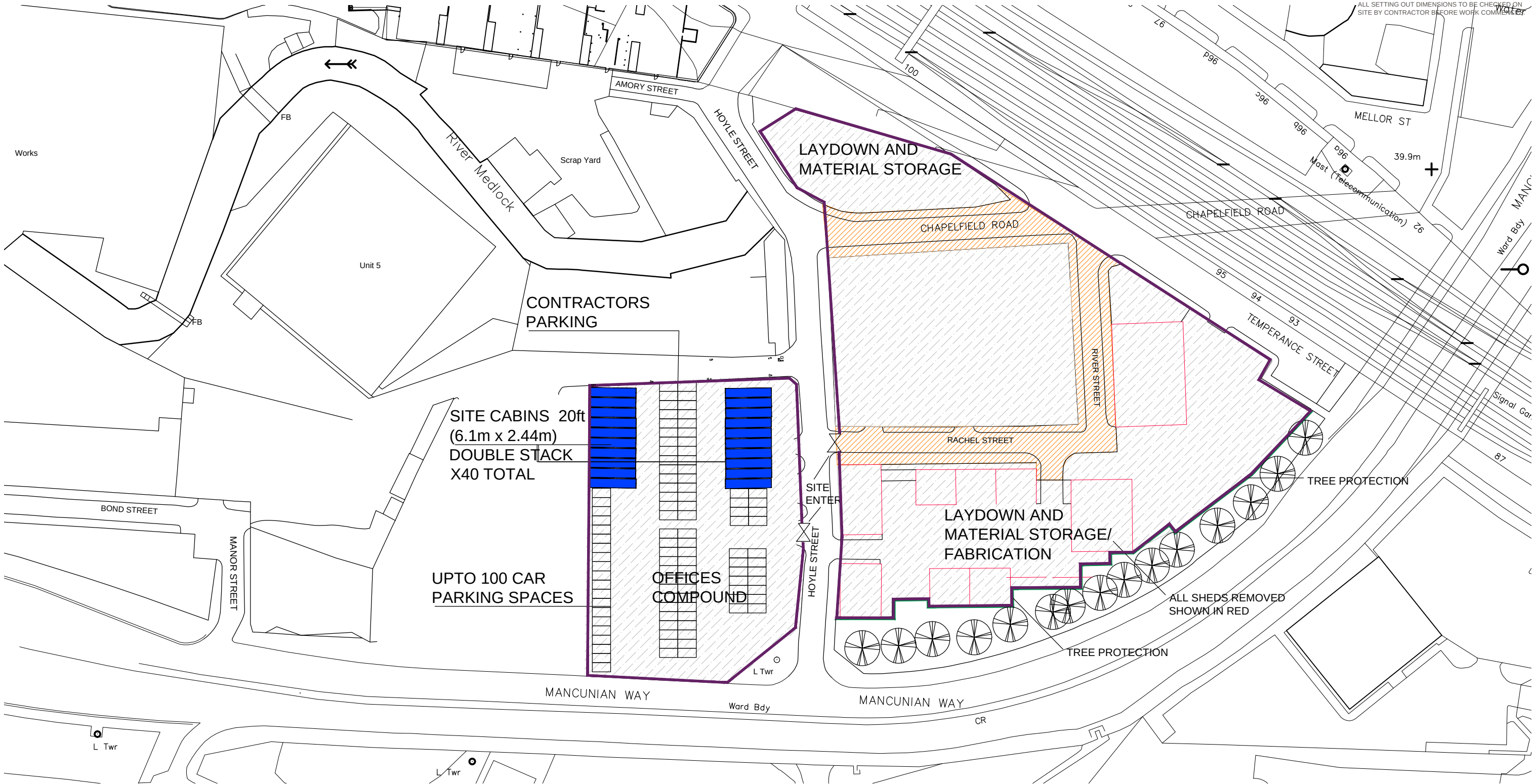
Glasgow

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Appendix A

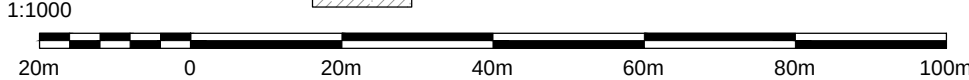
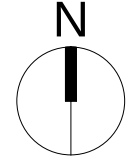
Development Layout

- notes:
- DO NOT SCALE FROM THIS DRAWING - USE FIGURED DIMENSIONS ONLY.
 - TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS / SPECIALISTS DRAWINGS. REPORT ANY DISCREPANCIES BEFORE AFFECTED WORK COMMENCES.
 - ALL SETTING OUT DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR BEFORE WORK COMMENCES.



KEY

- LINE OF SOLID HOARDING (GREY PAINTED)
- TREE PROTECTION
- ROAD TRAFFIC REGULATION ORDER
- TEMPORARY SURFACING



REVISIONS | D ACCESS ROAD RETAINED 26.3.20 SK

DATE; DRAWN; CHECK

CLIENT	U+i
PROJECT	MAYFIELD SITE COMPOUND
TITLE	PROPOSED SITE PLAN
NUMBER	20352 SK32
REVISION	D
STATUS	PLANNING
SCALE	1:1000 @A3
DATE	16.01.20
DRAWN BY	SK
CHECKED BY	SG

seven.
SEVENARCHITECTURE.CO.UK

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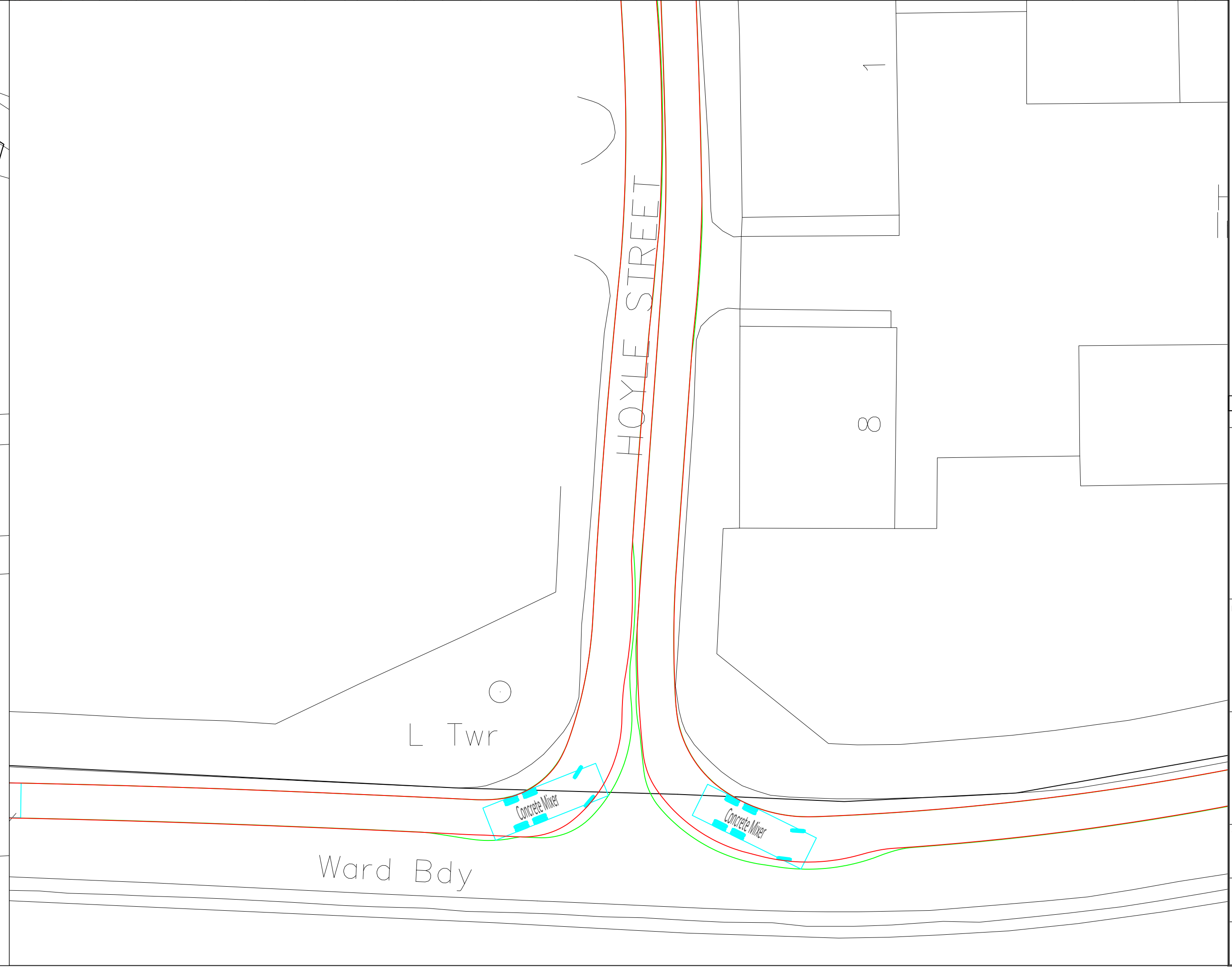
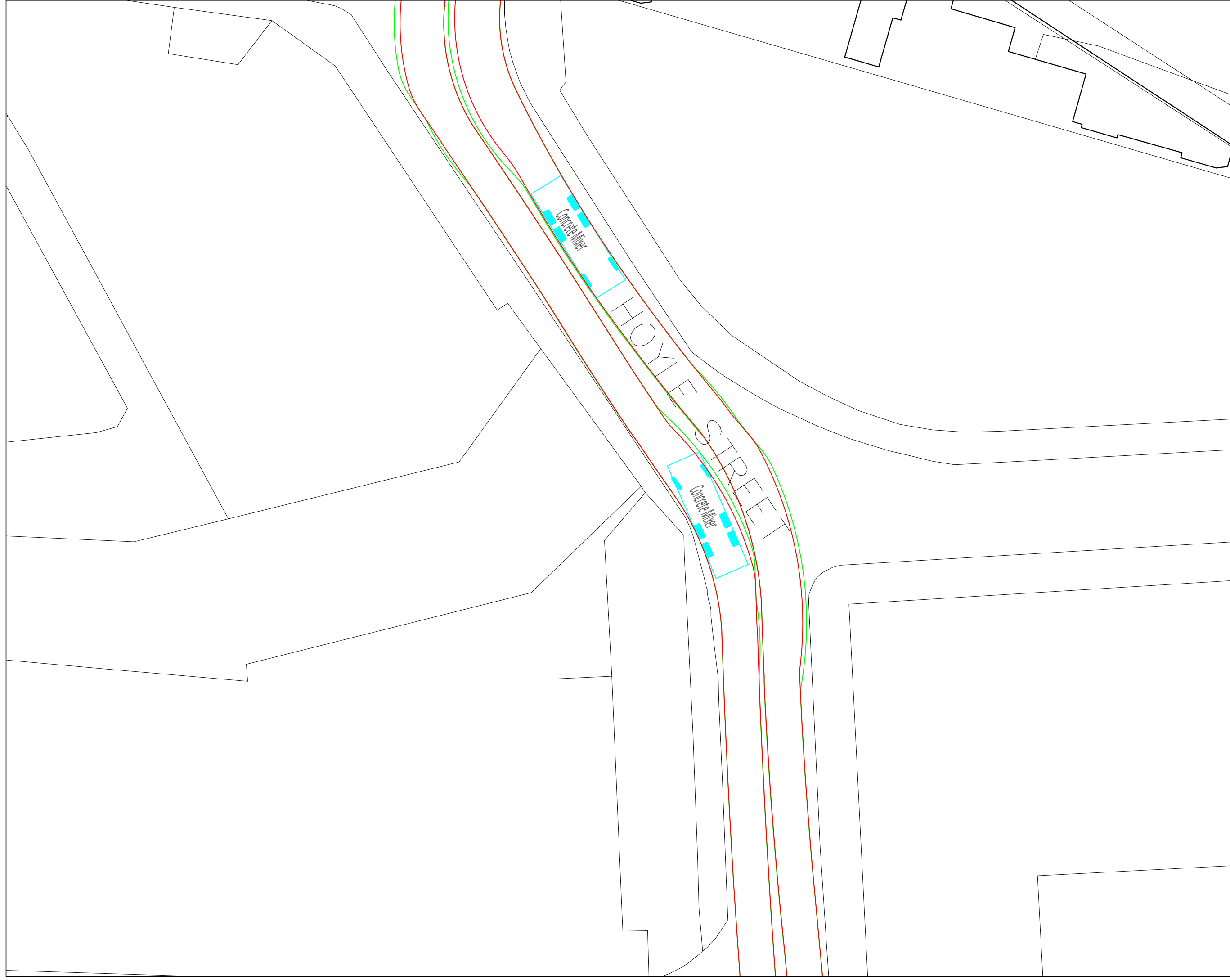
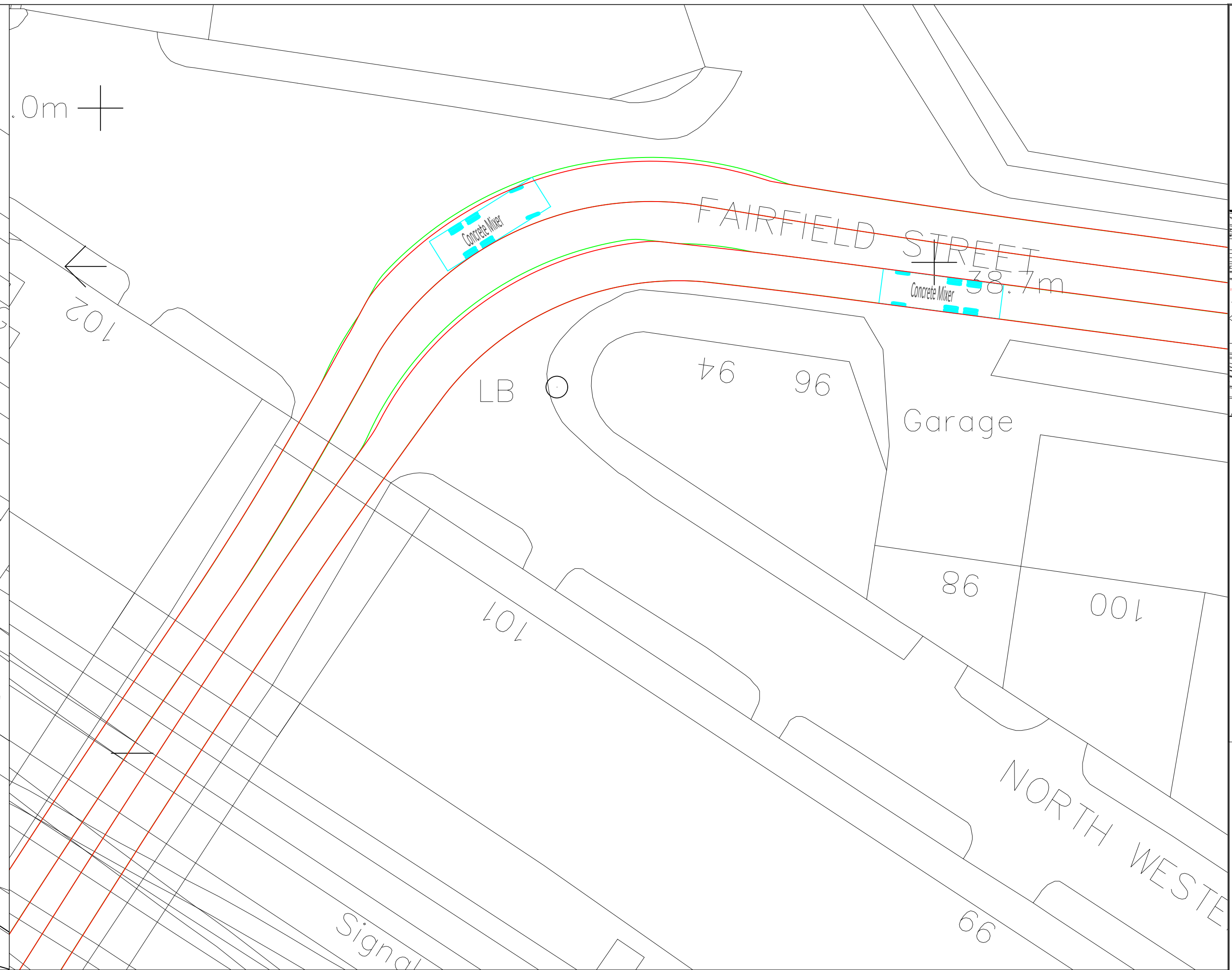
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Galeri 6, Doc Fictoria,
CAERNARFON, LL55 1SQ
t: 01286 685 253

24 Greville Street, **LONDON**,
EC1N 8SS
t : 0203 036 0691

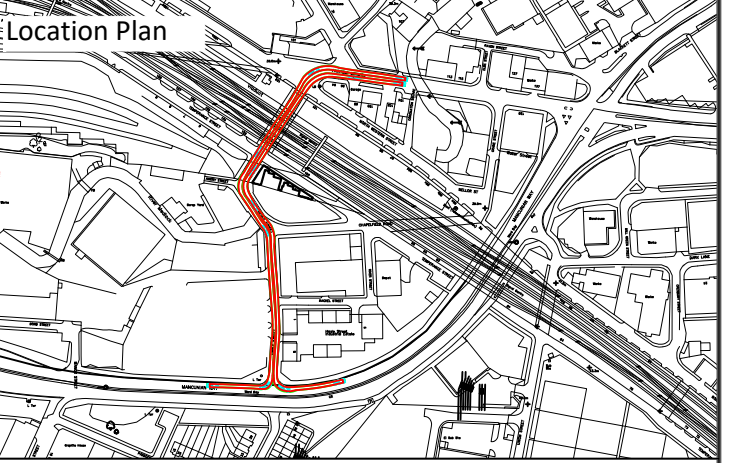
Appendix B

Swept Path Analysis

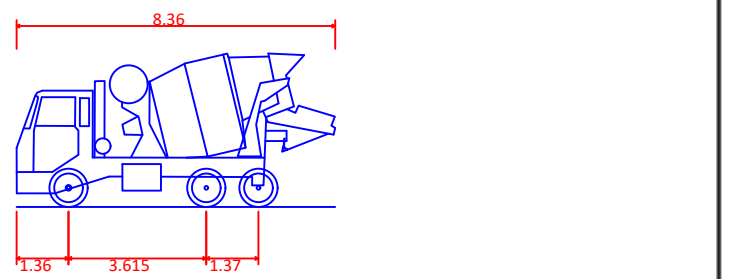


- ### Standard Notes
1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.
 2. This drawing should not be scaled.
 3. All dimensions are to be verified by the contractor on site.
 4. All discrepancies should be reported to the C.A. prior to the commencement of the works.

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Notes and Keys



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

Date	Rev	Description	Drawn	Chkd	

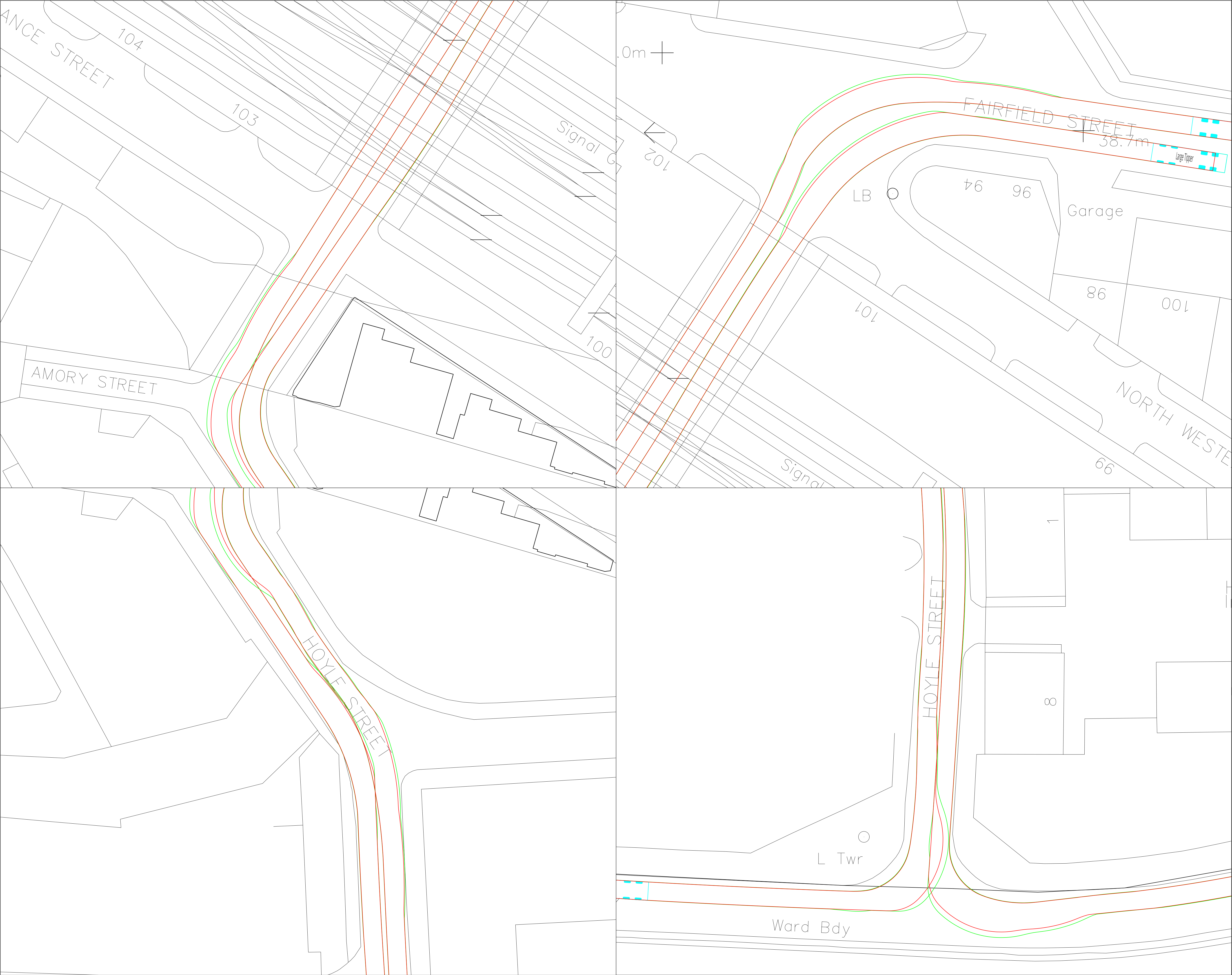


Project
MAYFIELD
HOYLE STREET COMPOUND

Title
CONCRETE MIXER TRACKING

Status	
--------	--

Scale @ A1 1:200	Date Created 23/03/20	Drawn MC	Checked -----	
Project Number 1076-10	Originator CIVIC	Discipline TR	Drawing Number 0001	Revision 02



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Location Plan

Notes and Keys

Large Tipper

Overall Length 10.201m

Overall Width 2.495m

Overall Body Height 2.890m

Min Body Ground Clearance 0.341m

Track Width 2.471m

Lock to lock time 6.00s

Kerb to Kerb Turning Radius 11.550m

Date	Rev	Description	Drawn	Chkd

Civic Engineers

MANCHESTER Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG. Tel: 0161 226 6701

LONDON Rivers Wharf, 23 Mill Street, London SE1 2AA. Tel: 020 7251 2977

LEEDS Tower Works, Unit G105, Colton Road, Leeds LS1 5SD. Tel: 0113 2025 130

GLASGOW Graham Chambers, 45 West Nile St, Glasgow, G1 2PT. Tel: 0141 370 1829

www.civicengineers.com

Project

MAYFIELD

HOYLE STREET COMPOUND

Title

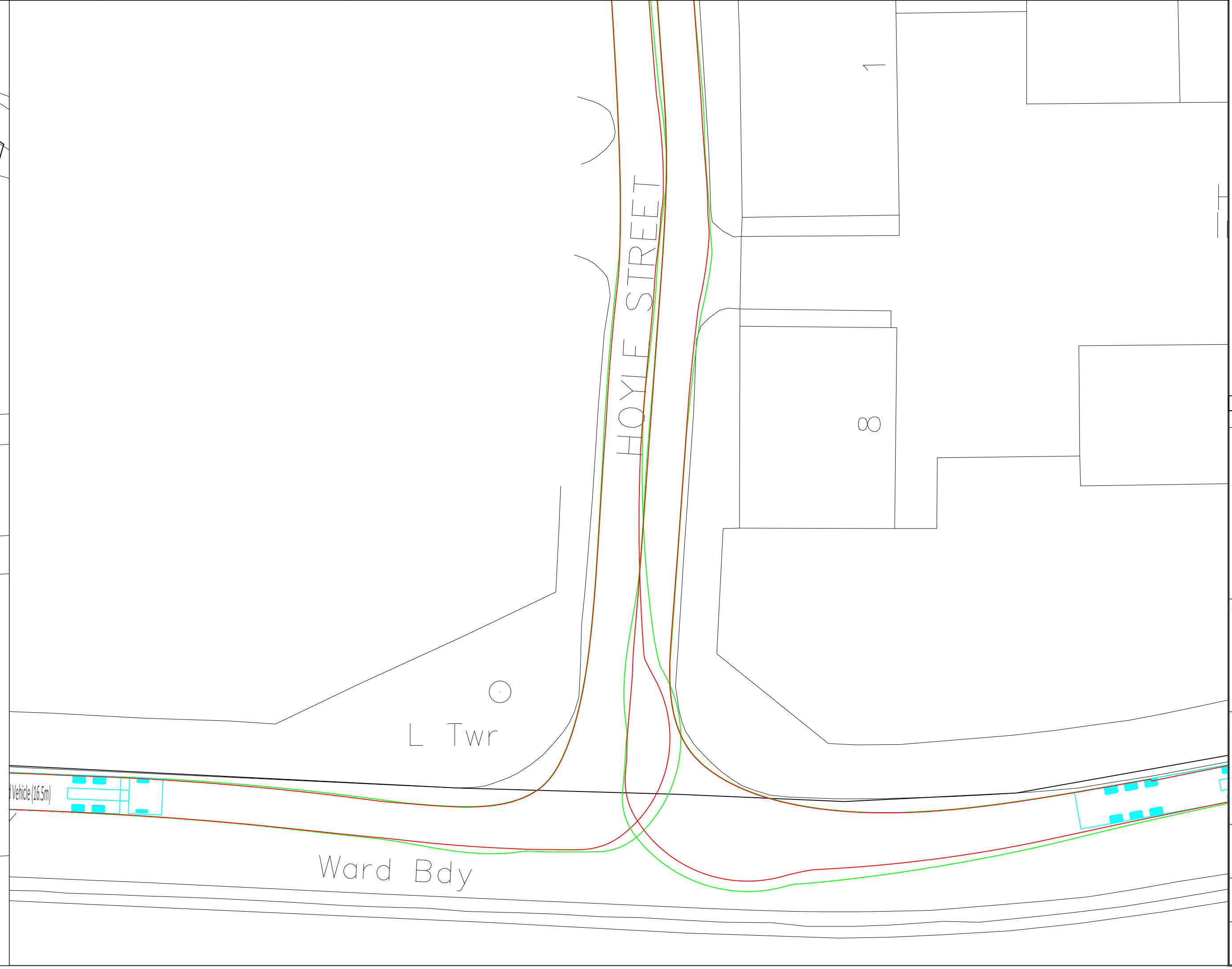
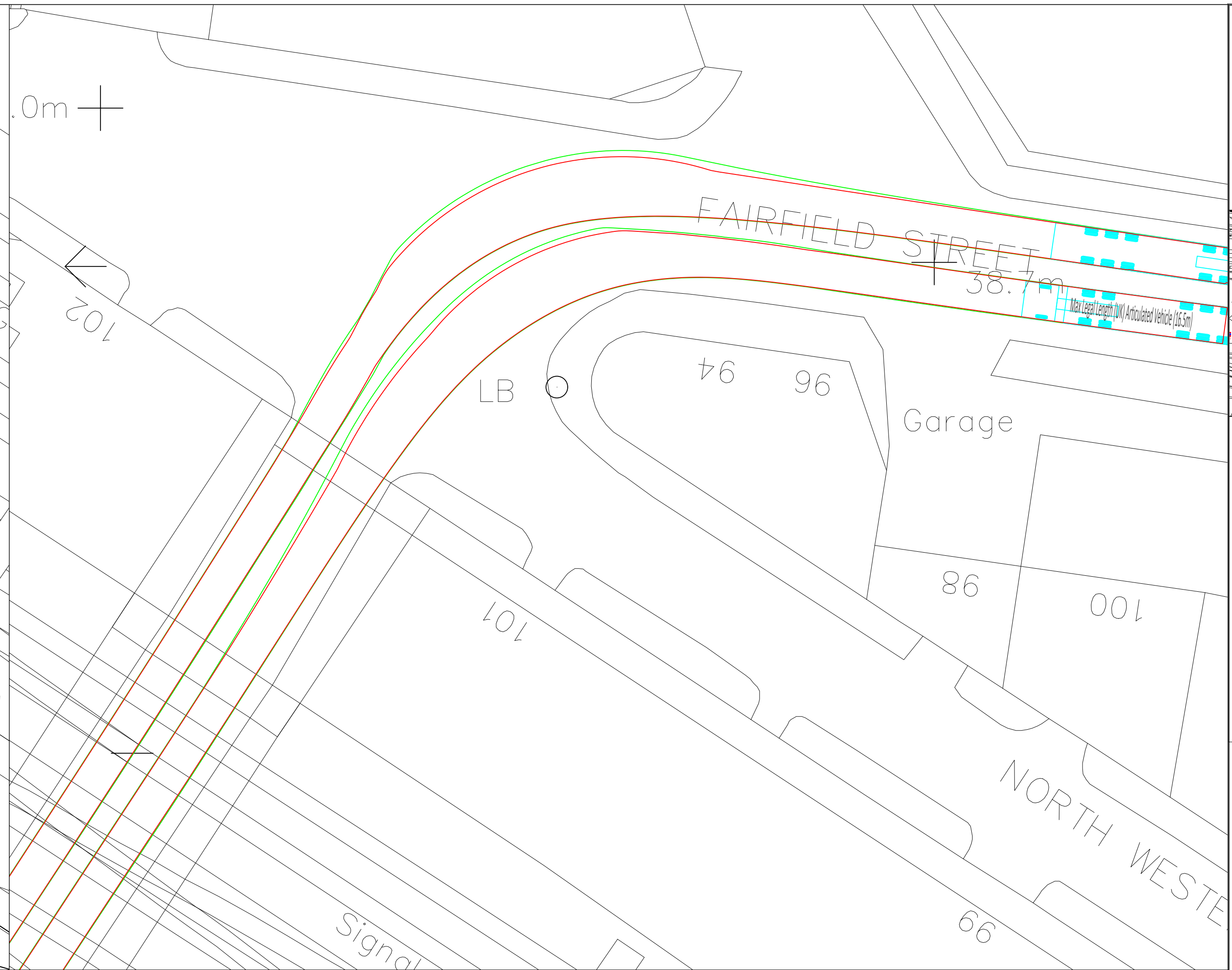
LARGE TIPPER TRACKING

Status

INFORMATION

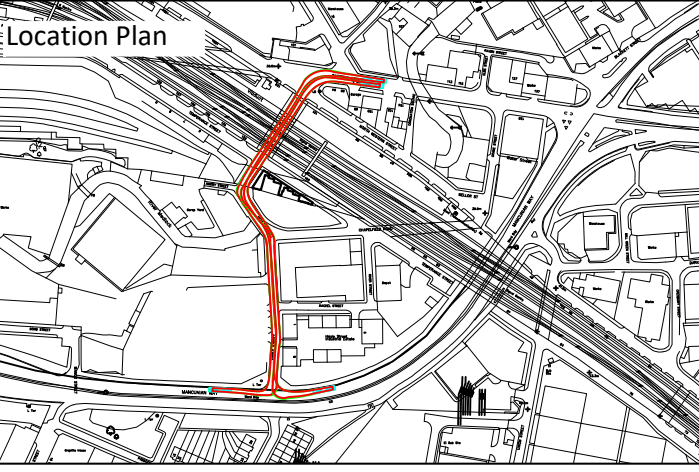
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1:200	23/03/20	MC	----

Project Number	Originator	Discipline	Drawing Number	Revision
1076-10	CIVIC	TR	0002	02

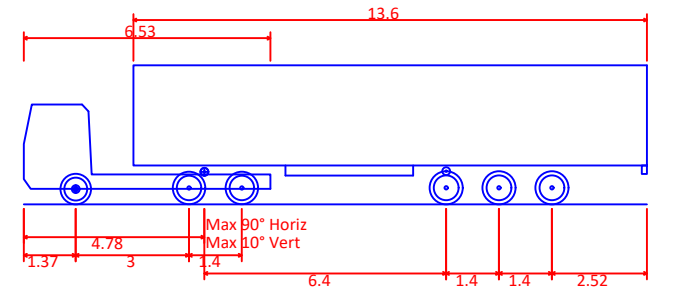


- ### Standard Notes
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 3. All dimensions are to be verified by the contractor on site.
 4. All discrepancies should be reported to the C.A. prior to the commencement of the works.

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Notes and Keys



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Date	Rev	Description	Drawn	Checked



Project

MAYFIELD
HOYLE STREET COMPOUND

Title

MAX LEGAL LENGTH ARTICULATED
VEHICLE TRACKING (16.5m)

Status **INFORMATION**

Scale @ A1 1:200	Date Created 23/03/20	Drawn MC	Checked ----	
Project Number 1076-10	Originator CIVIC	Discipline TR	Drawing Number 0004	Revision 02

Appendix C

Hoyle Street: Proposed Layout

