Proposed Bread Factory,
Kelbrook Road, Openshaw, Manchester

November 2025

TRANSPORT STATEMENT

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REPORT

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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by G H Sheldon Wholesale Bakers Ltd to advise on the traffic and transport matters relating to a new bread manufacturing facility on land off Kelbrook Road in the Openshaw area of Manchester.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the planning application.

1.1.3 The Local Planning Authority (LPA) for the Openshaw area is Manchester City Council (MCC), who are also the Local Highway Authority (LHA).

1.1.4 Following submission of the application, a response from MCC's highway department has been received, as contained within **Appendix 1**.

1.1.5 In summary, the response from Highway Services made numerous comments seeking further information in regard to:

- Modal split of staff at existing facility
- Breakdown of shift patterns/staff numbers
- Trip generation and distribution
- Routing of HGV's
- Proposed site access
- Stage 1 Road Safety Audit
- Cycle storage
- Travel Plan

1.1.6 The above matters will be discussed and addressed in the appropriate section of the report.

1.2 Format of Report

1.2.1 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes, including public transport.

1.2.2 Section 4 discusses the traffic impact of the proposed development, whilst section 5 discusses modal split at the existing facility.

1.2.3 Section 6 refers to road safety in the vicinity surrounding the site and Section 7 details how a Travel Plan will be implemented at the development to allow sustainable means of travel to be maximised.

1.2.4 The details and findings of the Road Safety Audit are discussed in Section 8

1.2.5 Section 9 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is situated in Openshaw and is shown in relation to the surrounding area in **Plan 1**, whilst an approximate red line boundary is shown in **Figure 2.1** below.

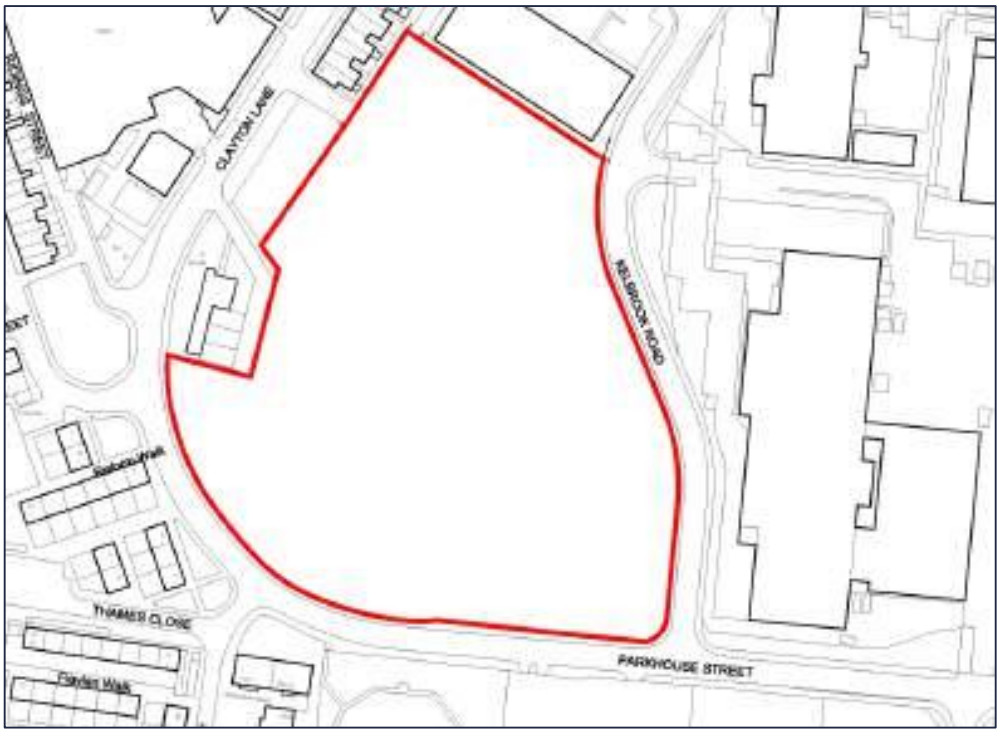


Figure 2.1 – Approximate Red Line Boundary

2.1.2 To the north and east of the site lies part of an industrial estate, made up of numerous warehouses, along Kelbrook Road. To the south, the site is bound by Parkhouse Street and to the west, lies Clayton Lane and numerous residential dwellings.

2.2 Local Highway Network

2.2.1 Kelbrook Road, to the east of the site, is a single carriageway road which runs in a broadly north-south direction. It benefits from street lighting and is subject to a 20mph speed limit.

2.2.2 At its northern end, it forms a priority junction with Stainburn Road, which provides access to the nearby industrial units. To its southern end, it forms a priority junction with Parkhouse Street.

2.2.3 Parkhouse Street forms the sites southern boundary and runs in an east-west direction, where it forms a junction with Victoria Street to the east.

2.2.4 Approximately, 150-metres to the south, Victoria Street forms a signalised junction with the A635 Ashton Old Road. The A635 runs east to west and connects the site through Openshaw. To the west, it forms a signalised crossroad junction with the A6010 Alan Turning way. The A6010 provides access to Belle Vue to the south and Monsall and Miles Platting to the northeast.

2.2.5 Continuing west, the A635 Ashton Old Road forms a signal-controlled crossroad junction with the A57(M), Manchester's Ring Road, which provides access around the city centre.

2.2.6 To the eastern end, the A635 forms Junction 23 of the M60. The M60 forms the outer ring road around Greater Manchester and provides access to the wider motorway network.

2.2.7 The site is therefore considered to be well connected to the local and motorway networks including the M61, M56, M62 and the M6, providing good access to Manchester city centre, Liverpool, Leeds, Birmingham and beyond.

2.3 Development Proposals

2.3.1 The proposals would include a new bakery comprising approximately 6,233 square metres and a 1,260 square metre 2-storey office, with associated car parking and landscaping, as shown in **Plan 2**.

2.3.2 The proposed bakery will be served by a new priority junction on Parkhouse Street, whilst a separate access off Kelbrook Road will be provided to serve the associated office building.

2.3.3 The proposed site access arrangements are shown in **Plan 3**.

2.3.4 As can be seen from the plan, the proposed industrial access off Parkhouse Street has good visibility, achieving splays of 2.4m x 25m which are commensurate for 20mph roads as per Manual for Streets guidance.

2.3.5 Vehicular access to the proposed office building will be via a new priority junction off Kelbrook Road, approximately 45m to the north of its junction with Parkhouse Street. Kelbrook Road is also subject to a 20mph speed limit, so again the plan shows that visibility splays of 2.4m x 25m can be achieved. The access road will be 5.5 metres in width, with 2 metre footways on both sides, which will tie into existing provision on Kelbrook Road.

2.3.6 To ensure the safety of staff walking to work, a separate access gate for pedestrians is also proposed, just to the north of the vehicular access point.

2.3.7 In reference to access, rather than refer to the access plan prepared by Eddisons shown in Plan 3, the highways response referred to the general site plan and stated that::

'The submitted drawing of the Proposed Site Plan OKR-KMA-XX-XX-DR-A-9314 shows the vehicular accesses from the existing road. There should be tactile crossings for pedestrians shown. LB to update site access drawing to show these'.

2.3.8 In response to the above, the proposed access has been amended to include dropped kerbs with tactile paving.

2.3.9 The response goes on to say:

'A stage one safety audit is recommended. This in particular to assess the new position of the traffic island. To consider its vulnerability.

2.3.10 This matter will be discussed in Section 7.

2.3.11 A total of 43 parking spaces are proposed for the office building, which includes 3 accessible spaces, along with 8 motorcycle/scooter spaces and ample cycle parking.

2.3.12 In regard to parking for cycles, the highways officer stated in his response that:

'For the provision of cycle security and protection, it is expected that further details will be provided. The details to include a structure that offer as a minimum total overhead weather cover for the length of a typical cycle. Also offer a means to secure the cycle to a fixed structure. The cycle storage structure should be overlooked or be subject to a CCTV camera, or both. Showers / lockers and changing rooms should also be provided for staff and identified on plan. Providing this detail now is optional however by providing it now will avoid it being subject to a planning condition.'

2.3.13 It can be confirmed that the proposals include for a bicycle enclosure, incorporating Sheffield stands and a canopy (in line with the CIS and above highways comments). A total of 28no. cycle parking spaces are proposed, as identified on the proposed site layout shown in **Plan 2**.

2.3.14 **Figure 2.2** below shows a typical example of the type of *off-the-shelf* shelter being proposed and it is considered that any additional detail for the shelter should be covered in an appropriately worded planning condition.



Figure 2.2 – Example of Cycle Parking

2.3.15 The plan also confirms that the cycle shelter is overlooked for security purposes and that the building includes for male and female staff changing rooms (with showers and lockers), thus facilitating and encouraging trips to and from the site by cycle.

2.3.16 All of the land required to accommodate the proposed site access points on Parkhouse Street and Kelbrook Road is within control of the Applicant or within the extent of adopted highway.

2.4 Servicing

2.4.1 The internal access road and layout has been designed to accommodate large delivery vehicles, including articulated vehicles, so that they can enter the site and exit in a forward gear.

2.4.2 This will ensure there is no detrimental impact to the public highway and that the site can be adequately serviced without giving rise to any road safety issues.

2.4.3 To demonstrate this, a swept path analysis has been undertaken for an FTA 16.5 metre articulated vehicle, as shown in **Plan 4**. The plan also shows that the design of the office car park allows vehicles to circulate freely and manoeuvre in and out of the parking spaces provided.

2.4.4 The MCC response makes reference to HGV movements and states that: *'Some streets surrounding the site have residential dwellings. It would be appropriate that the HGVs are guided along routes that offer the least impact on the local residents.'*

2.4.5 The response continues by saying:

'Such routes should be provided to the Council, on the understanding that all drivers of HGVs would be informed that the routes are mandatory on both the approach and the departure journeys from the site'.

2.4.6 In order to address the above, it can be confirmed that a Delivery Strategy for the site will be developed and agreed with the Council. It is considered that this matter could be dealt with via an appropriately worded planning condition.

2.4.7 In addition to managing traffic once the facility is up and running, a similar strategy will also be put in place during the construction period.

2.4.8 The provision of a Construction Management Plan (CMP) could also be conditioned to ensure HGV's avoid the residential areas where possible.

2.4.9 It is intended that the CMP will include the following elements, as a minimum:

- Size of HGV to be used in the construction period.
- Timing of deliveries during construction, to avoid peak periods for example.
- Control noise to specified levels and duration.
- Procedures related to dust suppression measures.
- Routing of HGVs to and from the site.

2.4.10 The CMP will be implemented throughout the construction period of the development.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

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

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

- Access on foot
- Access by cycle
- Access by bus
- Access by rail
- Access by Metrolink

3.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.2 Accessibility on Foot

3.2.1 The area surrounding the site caters well for trips on foot, with good standard footways provided on Kelbrook Road to the east, Stainburn Road to the north, Clayton Lane to the west and Parkhouse Street to the south.

3.2.2 These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of crossing points which facilitate access to the surrounding area.

3.2.3 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2015 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.

3.2.4 **Plan 5** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached on foot.

3.2.5 It is therefore considered that the existing pedestrian and proposed infrastructure will facilitate safe walking trips.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 Clearly, the new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

3.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that 'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'

3.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys.

3.3.5 This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester, Salford, Denton, Ashton-under-Lyne, Failsworth and Stockport.

3.3.6 The site can therefore be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 The nearest bus stops to the site are located to the south of the site on Ashton Old Road, whilst additional bus stops are located along Greenside Street, to the north and west. All the nearest bus stops to the site are shown on Plan 5.

3.4.2 A selection of the services available from the nearest bus stops is provided in **Table 3.1** below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
172	Newton Heath – East Didsbury	1 service	60 mins	8 services	2 services	60 mins	6 services	60 mins
219	Manchester - Ashton / Stalybridge	20 services	10 mins	31 services	11 services	15 mins	25 services	20 mins
221	Piccadilly - Broadbent Fold Arnold Close	4 services	-	3 services	-	-	-	-

Table 3.1 Existing Bus Services Operating in the Vicinity of the Site

3.4.3 As can be seen above, the nearest bus stops provide various services throughout the day to destinations such as Manchester, Ashton-under-Lyne and East Didsbury.

3.4.4 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:45am to around 02:30am, making travel by public transport a real alternative to travelling by car.

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

3.5 Accessibility by Rail

3.5.1 The nearest train station located to the site is Ashburys, which can be accessed via a 15-minute walk or a 5-minute cycle.

3.5.2 This train station is managed by Northern and has 2 platforms, offering 9 services per hour to destinations such as Manchester Piccadilly, Godley and Glossop.

3.5.3 Gorton and Belle Vue train stations are also located within the 2km pedestrian catchment.

3.5.4 This provides opportunities for commuting/leisure opportunities from the site via rail.

3.6 Access by Metrolink

3.6.1 The nearest tram stop to the site is Clayton Hall which can be accessed via a 15-minute walk or a 5-minute cycle. This stop is located on the light blue line, travelling from Ashton-under-Lyne to Eccles.

3.6.2 Trams from this service run every 12-minutes from 6am to midnight Monday – Thursday, 6am to midnight Friday and every 24-minutes midnight to 1am and every 15-minutes from 7am – midnight Sunday.

3.6.3 This demonstrates the site is accessible by Metrolink.

3.7 Non-Car Access Summary

3.7.1 The site has been considered in terms of its accessibility by non-car modes.

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

- The site is well located to cater for trips on foot and provides local employees potential for simply walking to work.
- The area surrounding the site is relatively flat making it highly conducive to cycling.
- The services from the bus stops on Ashton Old Road and Greenside Street, travelling to destinations such as Ashton-under-Lyne and Manchester, shows that the proposed development is accessible by bus.
- The site is accessible via rail with Ashburys, Gorton and Belle Vue stations located just a short walk or cycle away.

- The site is within easy walking distance of Clayton Hall tram stop (Metrolink), which provides another alternative to the private car for staff employed at the development.

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

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

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

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

4.2 Assessment Criteria

4.2.1 Given the proposed land uses, it is usually assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

4.2.2 However, whilst this is relevant to the proposed office building, which will largely operate between 9am and 5pm/5.30pm, it should be noted that the industrial development will operate on 24/7 basis and so traffic movements are more likely to be spread out, rather than taking place predominantly during the traditional peak periods.

4.2.3 The following assessments can therefore be considered to be robust, if not typical of a worst-case scenario.

4.3 Proposed Development

4.3.1 As previously stated, the proposals would include approximately 6,233 square metres of industrial floor space and an office building comprising a GFA of approximately 1,260 square metres.

Proposed Industrial Unit

4.3.2 In order to establish the vehicular trip rates for the industrial unit, reference has been made to the latest TRICS database.

4.3.3 The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Employment, Industrial Unit;

- Greater London and Republic of Ireland sites excluded;
- Range greater between 1,000 and 17, 834 square metres; and
- Weekday surveys only.

4.3.4 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed industrial development is included in **Table 4.1**, below, with the TRICS output being provided at **Appendix 2**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.281	0.035	18	2
	PM Peak Hour	0.081	0.206	5	13

Table 4.1 Proposed Trip Rates and Trips (6,233 sqm)

4.3.5 As can be seen from the above table, the proposed industrial development is predicted to result in around 20 two-way vehicular trips during the weekday AM peak and approximately 18 two-way trips during the weekday PM peak period.

Proposed Office

4.3.6 In order to establish the vehicular trip rates for the proposed office, reference has been made to the latest TRICS database.

4.3.7 The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Employment, Office
- Greater London and Republic of Ireland sites excluded
- Range 118 to 2,500 square metres
- Weekday surveys only

4.3.8 A summary of the trip rates and the likely level of trips that would occur as a result of the proposed office is included in **Table 4.2**, below, with the TRICS output being provided at **Appendix 3**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	1.313	0.185	17	2
	PM Peak Hour	0.191	1.603	2	20

Table 4.2 Proposed Office Trip Rates and Trips (1,260 sqm)

4.3.9 As can be seen from the above table, the proposed office development is predicted to generate approximately 19 two-way vehicular trips during the weekday AM peak and around 20 two-way trips during the weekday PM peak period.

4.3.10 Overall, when considering the combined trip generation, it is considered that such increases will not result in a material change to traffic conditions on the adjacent road network.

4.3.11 The assessments show the traffic associated with the proposals can be easily accommodated and will not give rise to any highway or capacity issues.

4.4 Impact on the Wider Network

4.4.1 In their response to the assessment of traffic impact within the TA, MCC stated that:

'From a review of the TA – the combined trip generation for both the industrial unit and office would exceed the 30vph threshold at which further assessment work is required. Using the above obtained information it is an opportunity to assess whether a trip distribution assessment is needed'.

This information should be presented to the Council to allow for a better understanding of the impact on local junctions. HGV trips should be included as part of the assessment.'

4.4.2 As will be detailed in the following section, the majority of employees at the existing site are already travelling sustainably.

4.4.3 Once this is reviewed by MCC, it is likely that no further consideration of the trip generation or trip assignment should be required.

4.4.4 As already confirmed, HGV's associated with the day-to-day operations of the new facility will be routed to avoid inappropriate or residential areas.

4.5 Capacity Assessments Summary

4.5.1 This section of the Report has considered the impact of the proposal in transport terms.

4.5.2 The impact of the proposed development has been assessed using the TRICS database and it has been demonstrated that the traffic likely to be generated by these proposals is forecast to be minimal in the AM and PM peak hours.

4.5.3 It is proposed that the new facility will operate 24/7 and so vehicular traffic is likely to be spread out across the 24hr period, rather than being concentrated during the traditional morning and evening peaks, thus further minimising any impact on the adjoining highway network.

4.5.4 On that basis, it can be concluded that the proposals will not have a material impact on the local highway network and, in any event, any associated impact could not be considered to be severe, as is the test set out within the NPPF.

5 MODAL SPLIT

5.1 Introduction

5.1.1 As already detailed, it is proposed to provide a total of 43 parking spaces to serve the proposed office building, which includes 3 accessible spaces, along with 8 motorcycle/scooter spaces.

5.1.2 In his response, the highways officer commented that:

'An independent multi modal survey should be carried out amongst the existing bakery staff on the current bakery site. This should be presented to the Council, to better understand the car parking demand'.

5.1.3 In light of the above, Eddisons were instructed to organise a Staff Travel Survey for employees at the existing facility. The results are contained within **Appendix 4**.

5.2 Existing Staff and Shift Patterns

5.2.1 In a similar comment, the MCC highways response commented that:

'It has been indicated that the intention is to have a shift pattern for the work. A breakdown of the staff numbers on each shift, including start and finish times should be provided. This is to better understand the trip numbers, patterns and car park demands'.

5.2.2 It can be confirmed that the new facility will be operational 24 hours a day, 7 days a week.

5.3 Existing Modal Spilt of Employees

5.3.1 As already stated, a travel survey for existing staff has been undertaken to establish existing travel habits to and from the site.

5.3.2 This is important as it is likely to be very representative of new employees working at the development. It can be confirmed that the new facility will operate on a 24/7 basis, thus reducing traffic movements in the typical peak hours.

5.3.3 A summary of the modal split of existing employees during the day shift is presented in **Table 5.1** below.

Travel Mode	Day Shift (% Modal Split)					
	Mon	Tues	Weds	Thurs	Fri	Ave. %
Car (Driver)	29	25	27	24	23	**26**
Car (Passenger)	17	17	25	28	22	**22**
Walk	19	20	21	22	24	**21**
Cycle	4	3	3	4	3	**3**
Bus	31	36	23	22	27	**28**
Check 100%	**100**	**100**	**100**	**100**	**100**	**100**

Table 5.1 – Summary of Employee Modal Split (Day Shift)

5.3.4 As can be seen above, only 26% of staff currently travel by car as the sole occupier, with at least 22% car sharing.

5.3.5 Walking to work accounts for 21% of employees, with 3% cycling to work.

5.3.6 It is also evident that travel by public transport is a real alternative to other modes, with up to 28% of staff commuting to work by bus.

5.3.7 A summary of the modal split of existing employees during the night shift is presented in **Table 5.2** below.

Travel Mode	Night Shift (%)					
	Mon	Tues	Weds	Thurs	Fri	Ave. %
Car (Driver)	21	15	21	16	21	**19**
Car (Passenger)	22	21	21	19	24	**22**
Walk	19	25	25	28	22	**24**
Cycle	4	6	5	4	3	**4**
Bus	34	34	27	32	29	**31**
Check 100%	**100**	**100**	**100**	**100**	**100**	**100**

Table 5.2 – Summary of Employee Modal Split (Night Shift)

5.3.8 As can be seen above, during the night shift, approximately 19% of staff currently travel by car as a single occupancy trip, whilst the same number of staff as the day shift car share i.e. 22%.

5.3.9 Walking to work accounts for 24% of employees, with a slight increase to 4% staff cycling to work, when compared to the day shift.

5.3.10 Travel by public transport remains high and accounts for 31% of staff commuting to work by bus.

5.4 Modal Split Summary

5.4.1 This section has considered the existing methods of travel to work by staff at the existing facility.

5.4.2 It has shown that based on current trends, employees are already travelling by a sustainable mode of travel, including during the night shift when it may be perceived that options are more limited.

5.4.3 The proposed development will operate on the same basis as the existing facility, being operational 24/7, meaning the same travel opportunities will be available for new employees, as there is for the existing workforce.

5.4.4 There is no evidence to suggest that the new facility, benefiting from the same sustainable accessibility credentials should generate a significant number of trips by the private car, thus reducing demand for car parking.

5.4.5 In conclusion, it has been demonstrated that the proposed level of parking is adequate to meet demand and should be considered acceptable to MCC.

6 ACCIDENT ANALYSIS

6.1 Introduction

6.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information on the website covers the 5-year period 2019 to 2023 in the vicinity if the site.

6.1.2 The study area used within the analysis is shown in **Figure 6.1** below

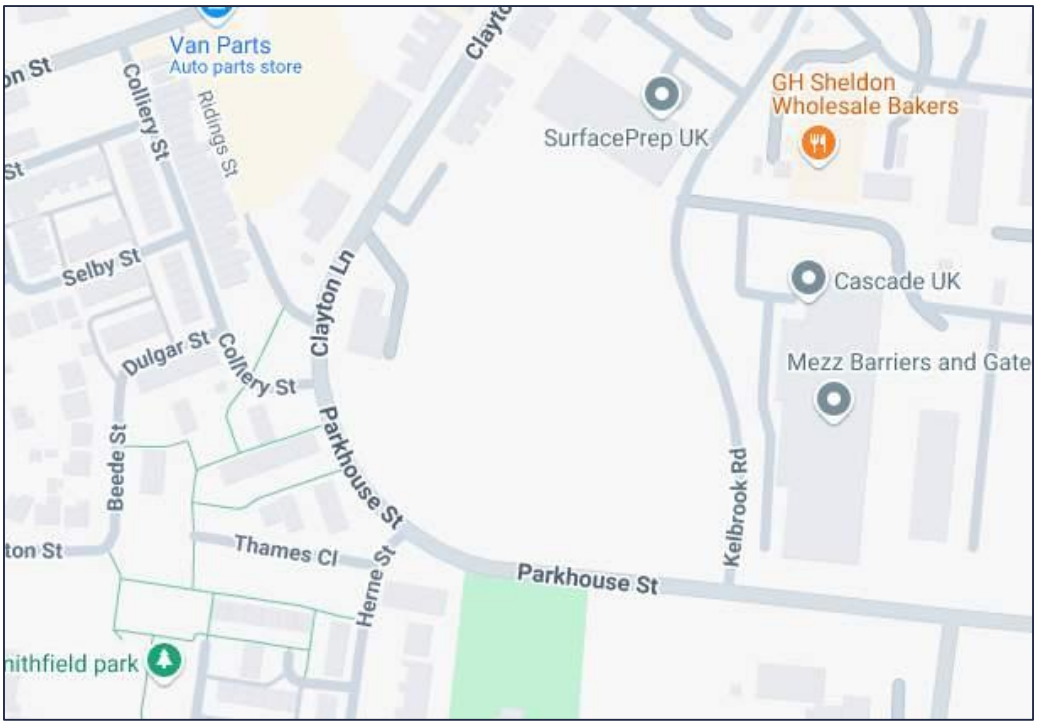


Figure 6.1 – Crashmap Analysis Area

6.1.3 According to the Crashmap website, there has been no recorded accidents between the 2018 and 2022 within the vicinity of the site. This suggests that there are no particular engineering issued or problems with the road network or junction layouts.

6.1.4 The site is located within a well-established industrial/commercial area and as such, it is not considered that the proposals will unduly change the characteristics or nature of the surrounding highway network.

6.1.5 Furthermore, the design and criteria of the proposed site access junctions on Parkhouse Street and Kelbrook Road conform to current guidance for priority-controlled junctions (DMRB. CD 123 - Geometric design of at-grade priority and signal-controlled junctions) and will not give rise to any highway or road safety issues.

6.1.6 It can therefore be concluded that the proposed development will not have a detrimental impact on overall road safety.

7 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

7.1 Introduction

7.1.1 In order to manage the travel by staff at the new development, the applicant wishes to offer a Travel Plan to encourage travel to the site by non-car modes. It includes a range of measures and incentives to reduce and mitigate impact and enhance the accessibility of the site by non-car modes.

7.1.2 In regards to maximising sustainable travel, the MCC response advised that:

'Providing a Travel Plan now is optional, the benefit being it will avoid the provision of a Travel Plan being subject to a planning condition'.

7.1.3 It should be noted that a Framework Travel Plan was submitted with the Application, which already shows the commitment of the Applicant to encourage and facilitate sustainable travel where possible.

7.1.4 Notwithstanding the above, at this stage, the Applicant is willing to accept a suitably word planning condition to ensure a Full Travel Plan is provided for the site.

7.1.5 The previously submitted Framework Travel Plan is contained within **Appendix 5**.

7.2 Travel Planning Guidance

7.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled *'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'* was published in August 2009.

7.2.2 The guidance explains how *"we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment"* and identifies that:

"The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO_2 emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life".

7.2.3 The document sets out an overview of the process and delivery of Travel Plans and states that *"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed*."

7.2.4 The Guidance states that "*Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use…"* and;

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

7.2.5 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan, it advises *"needs to address all the journeys that may be made to and from a site"*.

7.2.6 The guidance also specifies that *"It is important to note that Travel Planning should be developed as one of the means of delivering an area's sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks"*.

7.2.7 A Travel Plan is a package of measures designed to reduce car use originating from new developments by supporting alternative forms of transport and reducing the need to travel in the first place.

7.3 Employee Travel Pack

7.3.1 The objective of a Travel Plan is the delivery of the objectives of the NPPF, i.e. to encourage staff to travel to work by bus, on foot and by bicycle.

7.3.2 The Framework Travel Plan outlines physical and management measures that are designed to achieve this objective.

7.3.3 However, the principle measure will consist of an Employee Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures.

7.3.4 The Travel Pack will contain information to inform staff of the existing long-term strategy for reducing the dependence of staff on travel by private car.

7.3.5 The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

8 ROAD SAFETY AUDIT

8.1 Introduction

8.1.1 As requested by the local highway authority in their consultation response, a Stage 1 Road Safety Audit has been undertaken for the proposed site access points, one off Parkhurst Street and one off Kelbrook Road.

8.2 Road Safety Audit

8.2.1 The site visit was undertaken by the audit team on Wednesday 15th October 2025 between 16:05-16:30 and comprised a walk and drive through of the area in the vicinity of the scheme. During the site visit both the weather and carriageway surface were dry. Traffic in the vicinity of the scheme on Kelbrook Road and Parkhouse Street were relatively light. A small number of pedestrians were observed during the site visit, no cyclists were observed.

8.2.2 The highway network in the vicinity of the proposed site access arrangements is subject to a the 20mph speed limit and there is street lighting throughout.

8.2.3 The Stage 1 Road Safety Audit, Designers Response is contained within **Appendix 6**.

8.3 Findings of Road Safety Audit

8.3.1 The terms of reference of the audit are as that described in DMRB HD19/15 Guidelines on Road Safety Audits. This standard has been used for guidance only. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

8.3.2 The scope of the RSA is limited to the proposed access arrangements to the site that will include:

- A new priority controlled 'T' junction on Kelbrook Road, that will provide access/egress to the development car park and include footways on either side of the site access road, which will link into the exiting footways to the north and south of the site access and provision of an uncontrolled pedestrian crossing on the site access;

- A new priority controlled 'T' junction on Parkhouse Street (approximately 50 metres to the west of the Parkhouse Street/Kelbrook Road Junction) that will provide HGV access/egress to the development site and include the provision of an uncontrolled pedestrian crossing on the site access; and

- Re-location of the existing traffic island to the west of the proposed site access on Parkhouse Street to accommodate the proposed site access arrangements.

8.3.3 The RSA identified 6no. potential issues with the proposed site access arrangements as detailed in the report.

8.3.4 A Designers Response has been prepared and is also contained within Appendix 6. It accepts all of the findings of the RSA and concludes that all matters raised can be addressed satisfactorily.

8.4 Summary

8.4.1 In light of the above, the vehicular access arrangements should be deemed acceptable to the local highway authority.

9 CONCLUSIONS

9.1.1 Eddisons has been instructed by G H Sheldon Wholesale Bakers Ltd to advise on the traffic and transport issues relating to a planning application relating to a proposed bread manufacturing facility on land off Kelbrook Road in the Openshaw part of Manchester.

9.1.2 A number of conclusions can be drawn from the report, namely:

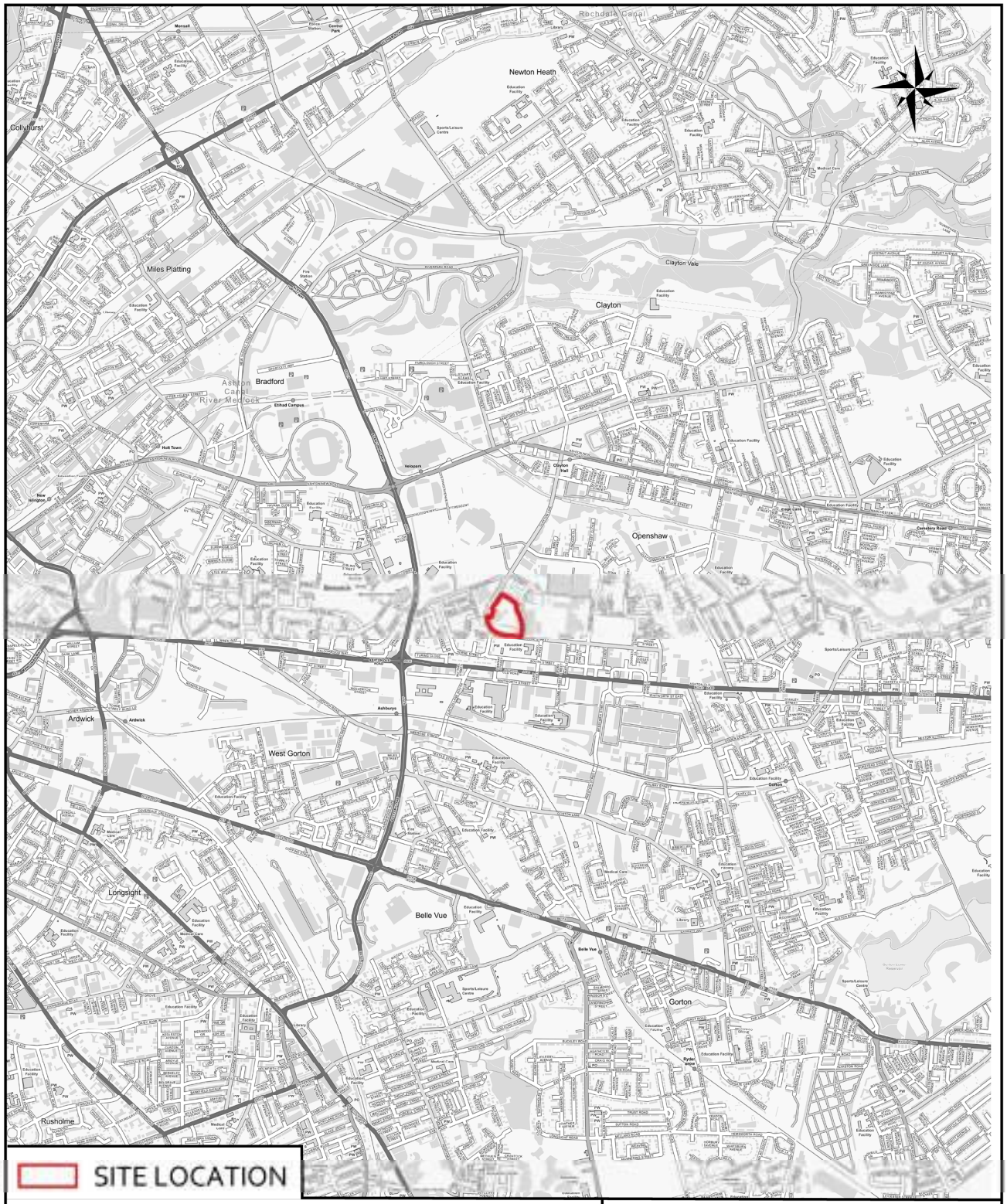
- The proposed development will be accessed by safe and efficient vehicular access arrangements off Kelbrook Road and Parkhouse Street.
- The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport.
- The swept path analyses, including articulated vehicles, demonstrate that the site can be adequately serviced and will not give rise to any highway safety issues.
- Vehicle routing and construction traffic will be managed through a Delivery strategy and Construction Management Plan.
- The Stage 1 Road Safety Audit identified a number of issues, all of which can be addressed satisfactorily at Detailed Design stage. The access should therefore be deemed acceptable to the LHA.
- The impact of the proposals has been assessed using the TRICS database and the assessment undertaken has shown that the proposals will not have a material impact.
- It can therefore be concluded that the proposed development would be able to be accommodated onto the local highway network.
- The survey results show that staff at the existing facility are already travelling in sustainable manner and that will continue to be the case at the development.

- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.
- The provision of a Travel Plan for the site will assist in reducing impact and help to create a wider choice of travel options to employees at the site.

9.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

9.1.4 The proposals will provide a sustainable development in transport terms and planning permission should be granted in accordance with the National Planning Policy Framework.

PLANS



SITE LOCATION

CLIENT:

G H SHELDON WHOLESALE BAKERS LTD

DRAWING TITLE:

KELBROOK ROAD, OPENSHAW, MANCHESTER
SITE LOCATION

DRAWN	DATE	CHECKED	DATE	SCALES
LG	29.10.24	MR	29.10.24	NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

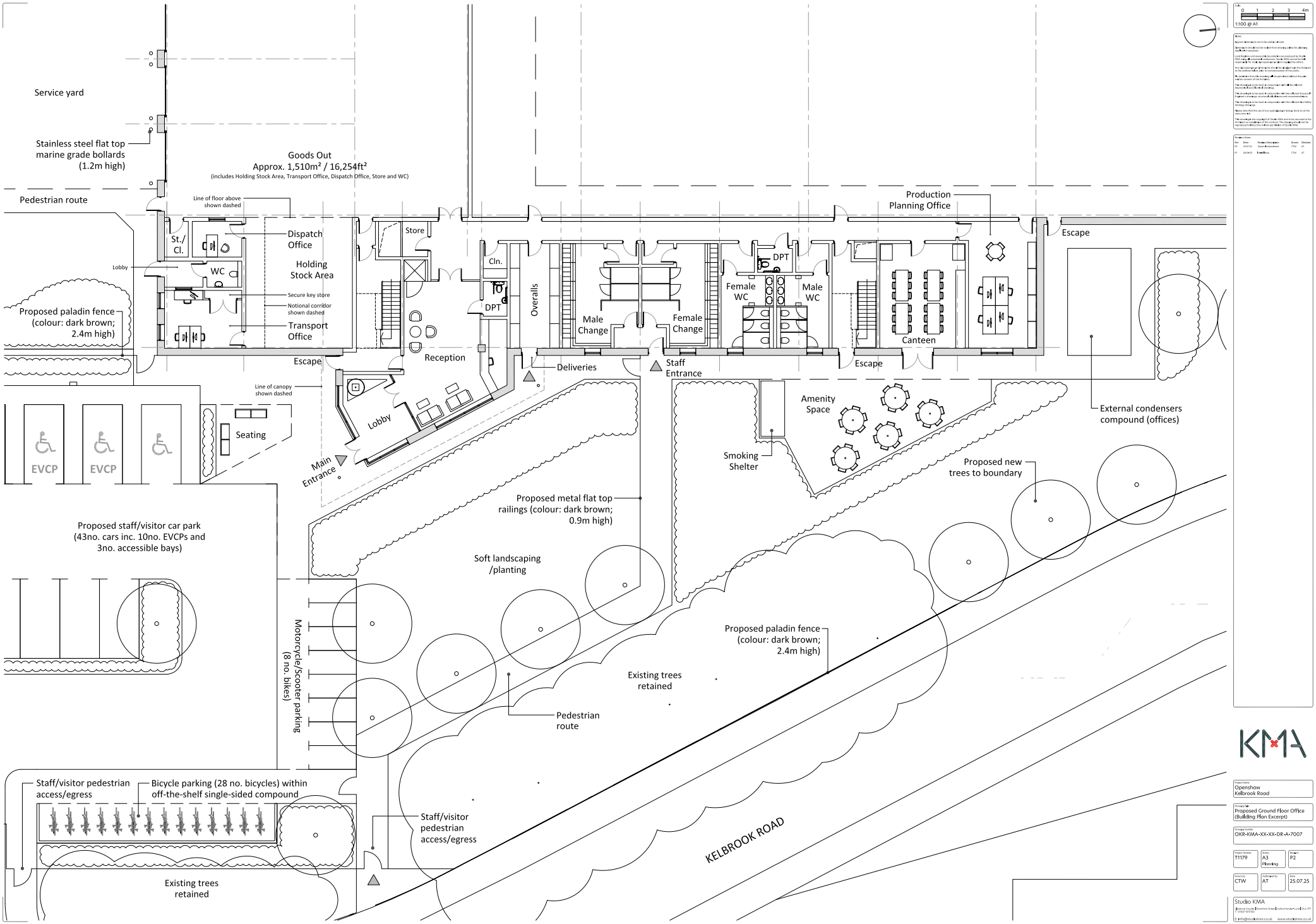
Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4589-01

REVISION: -

Eddisons

Z:\projects\4589 Kelbrook Road, Openshaw\GIS\Workspaces\4589-01.dwg



Scale: 0 1 2 3 4m
1:100 @ A1

Notes

Do not scale this drawing.

Dimensions should not be scaled from drawing unless for planning application purposes.

Use Figured dimensions only. Any discrepancies to be reported to Studio KMA before proceeding. If in doubt or clarification required please ask.

Any dimensions shown thus [dimension] are for information only and are taken from another drawing.

All dimensions to be checked on site prior to commencement of any work.

The drawing is to be read in conjunction with all relevant Structural Engineers drawings, specification & calculations.

The drawing is to be read in conjunction with the relevant Mechanical & Electrical drawings.

The drawing is to be read in conjunction with the relevant Fire Safety Strategy Drawings.

Please note that the use of any construction details or standard specifications shown on this drawing are for guidance only. It is the responsibility of the contractor to ensure that all construction details and specifications used are suitable for the purpose intended and comply with all relevant regulations.

The drawing & the copyright of Studio KMA and to be returned on the completion or abandonment of the contract. The drawing should not be reproduced without the written permission of Studio KMA.

Revisions/Notes

Rev	Date	Revision Description	Drawn	Checked
P2	25.07.25	Issued for Information	CTW	AT
P1	04.04.25	Issued for Information	CTW	AT

KMA

Project Name: Openshaw Kelbrook Road

Drawing Title: Proposed Ground Floor Office (Building Plan Excerpt)

Drawing Number: OKR-KMA-XX-XX-DR-A-7007

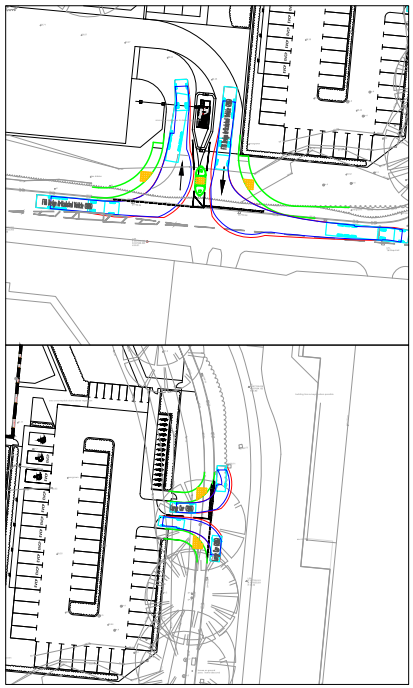
Project Number	Scale	Stage
T1179	A3	P2
	Planning	

Drawn by	Authorised by	Date
CTW	AT	25.07.25

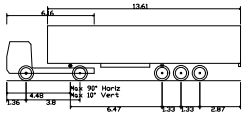
Studio KMA
Unit 3 Bowling Mill | Dewsbury Road | Dudley Hill | Bradford | BD4 7RT
T: 01943 607966
E: hello@studiokma.co.uk | www.studiokma.co.uk



NORTH SOUTH AERIAL VIEW



SWEPT PATH ANALYSIS: FTA & LARGE CAR



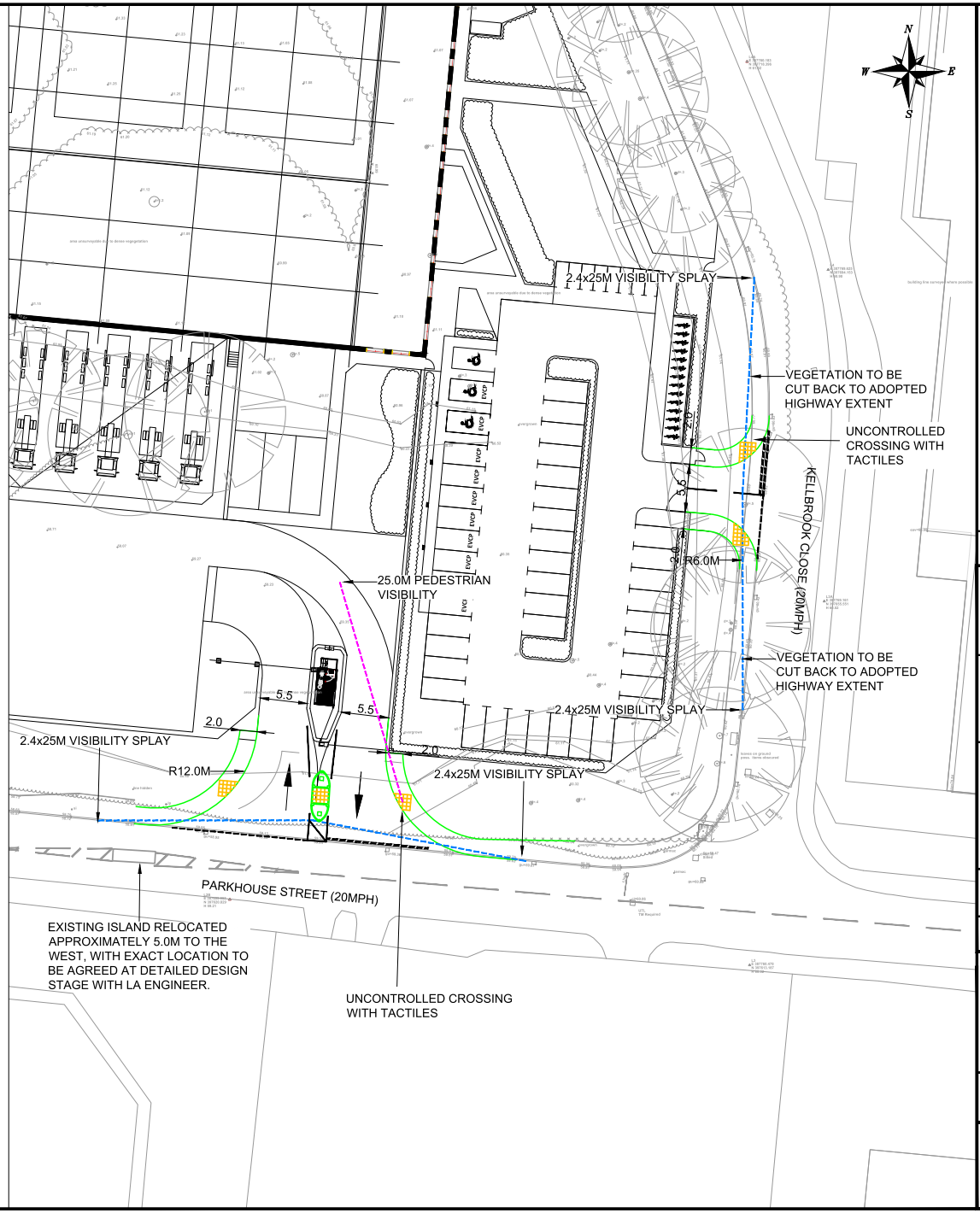
FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.451m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

DENOTES NEW KERBS

REV	DETAILS	DRAWN	CHECKED	DATE
E	REVISED TO RSA 1	LB	MR	NOV 25

CLIENT:

GH SHELDON

PROJECT:

KELBROOK ROAD,
OPENSHAW

DRAWING TITLE:

PROPOSED SITE ACCESS PLAN

SCALES:

1:500 @ A3

DRAWN:	CHECKED:	DATE:
LB	MR	OCT 24

Eddisons
340 Deansgate
Manchester
M3 4LY

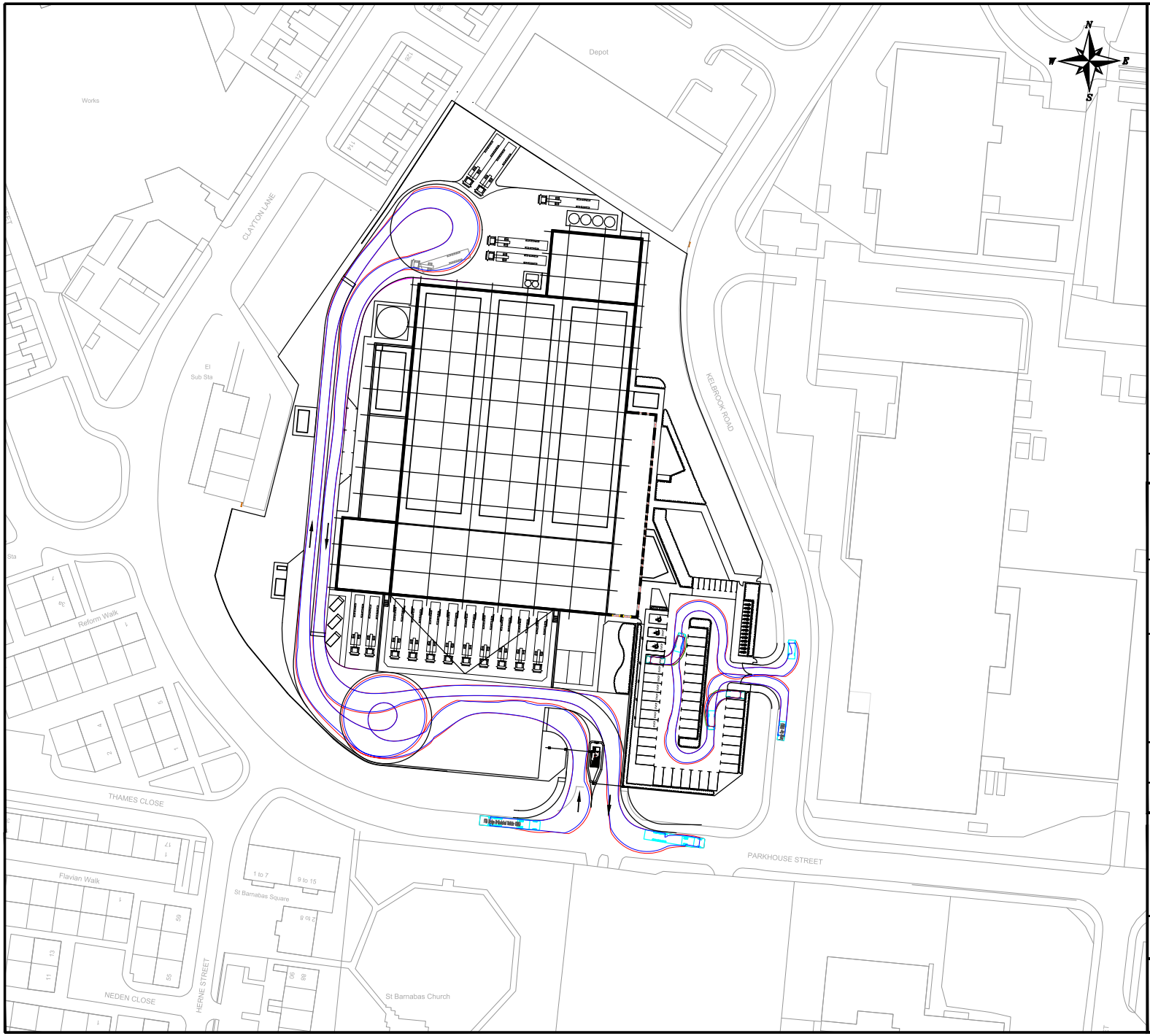
Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4589-F01

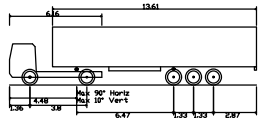
REVISION: E

Eddisons

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NOTES



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

GH SHELDON

PROJECT:

KELBROOK ROAD,
OPENSHAW

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:1000 @ A3

DRAWN:	CHECKED:	DATE:
LB	MR	OCT 24

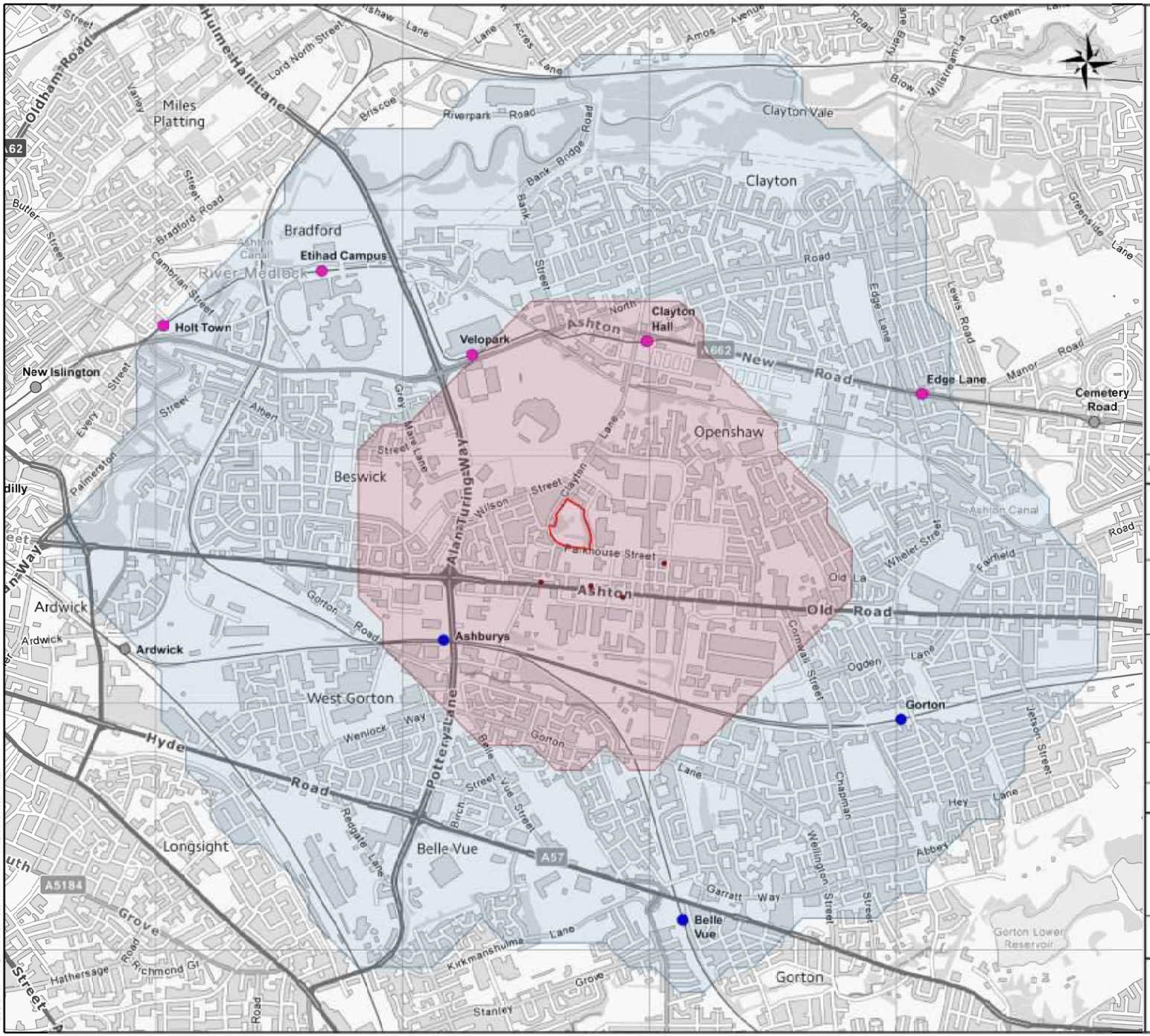
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DRAWING NUMBER:	REVISION:
4589-SP01	D

Eddisons

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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Metrolink
- Tain Station
- Nearest Bus Stops

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
G H SHELDON
WHOLESALE BAKERS
LTD

PROJECT:
KELBROOK ROAD, OPENSHAW,
MANCHESTER

DRAWING TITLE:
800M & 2KM PEDESTRIAN
CATCHMENT WITH AMENITIES

SCALES:
NTS @ A3

DRAWN:	CHECKED:	DATE:
LG	MR	OCT 24

Eddisons
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Manchester
M3 4LY

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

DRAWING NUMBER: 4589-03

REVISION: -

Eddisons

APPENDICES

APPENDIX 1

MCC Highways Response

From: [redacted]
Sent: 18 September 2025 13:42
To: [redacted]
Subject: 143634/FO/2025- Land At Kelbrook Road

Dear Simon,

Highway Services have made the following comments seeking further information

HIGHWAYS SUMMARY
It is advised that highway request that further information is provided, as described below.
1. An independent multi modal survey should be carried out amongst the existing bakery staff on the current bakery site. This should be presented to the Council, to better understand the car parking demand.
2. It has been indicated that the intention is to have a shift pattern for the work. A breakdown of the staff numbers on each shift, including start and finish times should be provided. This is to better understand the trip numbers, patterns and car park demands.
3. From a review of the TA – the combined trip generation for both the industrial unit and office would exceed the 30vph threshold at which further assessment work is required. Using the above obtained information it is an opportunity to assess whether a trip distribution assessment is needed. This information should be presented to the Council to allow for a better understanding of the impact on local junctions. HGV trips should be included as part of the assessment.
4. Some streets surrounding the site have residential dwellings. It would be appropriate that the HGVs are guided along routes that offer the least impact on the local residents. Such routes should be provided to the Council, on the understanding that all drivers of HGVs would be informed that the routes are mandatory on both the approach and the departure journeys from the site.
5. The submitted drawing of the Proposed Site Plan OKR-KMA-XX-XX-DR-A-9314 shows the vehicular accesses from the existing road. There should be tactile crossings for pedestrians shown.
6. A stage one safety audit is recommended. This in particular to assess the new position of the traffic island. To consider its vulnerability from approaching traffic and its vulnerability to being side swiped by turning HGVs.
7. For the provision of cycle security and protection, it is expected that further details will be provided. The details to include a structure that offer as a minimum total overhead weather cover for the length of a typical cycle. Also offer a means to secure the cycle to a fixed structure. The cycle storage structure should be overlooked or be subject to a CCTV camera, or both. Showers / lockers and changing rooms should also be provided for staff and identified on plan. Providing this detail now is optional however by providing it now will avoid it being subject to a planning condition.
8. Providing a Travel Plan now is optional, the benefit being it will avoid the provision of a Travel Plan being subject to a planning condition

Please can you address the matters raised.

Kind regards,

Sue Wills
Principal Planner
Development Management Areas

APPENDIX 2

TRICS Data for Proposed Industrial Use

LIST OF SITES relevant to selection parameters

1 **BP-02-C-01** **POWDER COATINGS** **BLACKPOOL**
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY *20/06/19* *Survey Type: MANUAL*

2 **CF-02-C-02** **BAKERY** **CARDIFF**
MAES-Y-COED ROAD
CARDIFF

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 14125 sqm
Survey date: THURSDAY *06/10/16* *Survey Type: MANUAL*

3 **DV-02-C-02** **ENERGY RECOVERY FACILITY** **DEVON**
GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date: THURSDAY *06/07/17* *Survey Type: MANUAL*

4 **EC-02-C-01** **OFFICE FURNITURE** **CHESHIRE EAST**
BRUNEL ROAD
MACCLESFIELD
LYME GREEN BUS. PARK
Edge of Town
Development Zone
Total Gross floor area: 6658 sqm
Survey date: MONDAY *19/09/16* *Survey Type: MANUAL*

5 **FI-02-C-02** **GLASS SPECIALISTS** **FIFE**
DICKSON STREET
DUNFERMLINE

Edge of Town
Industrial Zone
Total Gross floor area: 1240 sqm
Survey date: THURSDAY *20/04/23* *Survey Type: MANUAL*

6 **HC-02-C-01** **ENGINEERING COMPANY** **HAMPSHIRE**
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY *16/06/16* *Survey Type: MANUAL*

7 **HF-02-C-02** **FRESH PRODUCE** **HERTFORDSHIRE**
COCKERELL CLOSE
STEVENAGE

Edge of Town
Industrial Zone
Total Gross floor area: 17834 sqm
Survey date: WEDNESDAY *08/11/23* *Survey Type: MANUAL*

8 **NY-02-C-03** **WORKWEAR MANUFACTURER** **NORTH YORKSHIRE**
WETHERBY ROAD
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY *29/06/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **PB-02-C-01** **STEEL FABRICATOR** **PETERBOROUGH**
NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Total Gross floor area: 1772 sqm
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

10 **WK-02-C-01** **MACHINE ENGINEERING** **WARWICKSHIRE**
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 9216 sqm
Survey date: WEDNESDAY *10/11/21* *Survey Type: MANUAL*

11 **WM-02-C-04** **FOUNDRY** **WEST MIDLANDS**
STOURVALE ROAD
STOURBRIDGE
LYE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4324 sqm
Survey date: TUESDAY *21/11/17* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15/10/20	Covid
EC-02-C-02	07/05/21	Covid
GS-02-C-02	23/04/21	Covid
TV-02-C-02	04/09/20	Covid
VG-02-C-01	06/05/21	Covid

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	13525	0.015	2	13525	0.000	2	13525	0.015
05:30 - 06:00	2	13525	0.063	2	13525	0.007	2	13525	0.070
06:00 - 06:30	3	9430	0.064	3	9430	0.049	3	9430	0.113
06:30 - 07:00	**3**	**9430**	**0.187**	3	9430	0.092	**3**	**9430**	**0.279**
07:00 - 07:30	11	5836	0.151	11	5836	0.023	11	5836	0.174
07:30 - 08:00	11	5836	0.104	11	5836	0.022	11	5836	0.126
08:00 - 08:30	11	5836	0.159	11	5836	0.016	11	5836	0.175
08:30 - 09:00	11	5836	0.122	11	5836	0.019	11	5836	0.141
09:00 - 09:30	11	5836	0.090	11	5836	0.030	11	5836	0.120
09:30 - 10:00	11	5836	0.065	11	5836	0.058	11	5836	0.123
10:00 - 10:30	11	5836	0.061	11	5836	0.044	11	5836	0.105
10:30 - 11:00	11	5836	0.075	11	5836	0.051	11	5836	0.126
11:00 - 11:30	11	5836	0.039	11	5836	0.055	11	5836	0.094
11:30 - 12:00	11	5836	0.039	11	5836	0.047	11	5836	0.086
12:00 - 12:30	11	5836	0.064	11	5836	0.070	11	5836	0.134
12:30 - 13:00	11	5836	0.059	11	5836	0.083	11	5836	0.142
13:00 - 13:30	11	5836	0.067	11	5836	0.073	11	5836	0.140
13:30 - 14:00	11	5836	0.036	11	5836	0.051	11	5836	0.087
14:00 - 14:30	11	5836	0.045	11	5836	0.055	11	5836	0.100
14:30 - 15:00	11	5836	0.026	11	5836	0.045	11	5836	0.071
15:00 - 15:30	11	5836	0.031	11	5836	0.061	11	5836	0.092
15:30 - 16:00	11	5836	0.025	11	5836	0.070	11	5836	0.095
16:00 - 16:30	11	5836	0.022	**11**	**5836**	**0.139**	11	5836	0.161
16:30 - 17:00	11	5836	0.005	11	5836	0.104	11	5836	0.109
17:00 - 17:30	11	5836	0.030	11	5836	0.123	11	5836	0.153
17:30 - 18:00	11	5836	0.051	11	5836	0.083	11	5836	0.134
18:00 - 18:30	10	6295	0.040	10	6295	0.083	10	6295	0.123
18:30 - 19:00	10	6295	0.029	10	6295	0.044	10	6295	0.073
19:00 - 19:30	2	13525	0.000	2	13525	0.026	2	13525	0.026
19:30 - 20:00	2	13525	0.000	2	13525	0.007	2	13525	0.007
20:00 - 20:30	2	13525	0.000	2	13525	0.007	2	13525	0.007
20:30 - 21:00	2	13525	0.000	2	13525	0.004	2	13525	0.004
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.764			1.641			3.405

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	1010 - 17834 (units: sqm)
Survey date date range:	01/01/16 - 08/11/23
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Croft Transport Solutions 9 Jordan Street Manchester Licence No: 851401

Filtering Summary

Land Use	02/C	EMPLOYMENT/INDUSTRIAL UNIT
Selected Trip Rate Calculation Parameter Range	1000-67459 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1010-17834 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 08/11/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	2
	Thursday	7
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	8
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	4 - Selected
	Servicing vehicles Excluded	12 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	3
	10,001 to 15,000	2
	15,001 to 20,000	2
	20,001 to 25,000	1
	25,001 to 50,000	3
Population <5 Mile ranges selected	50,001 to 75,000	1
	75,001 to 100,000	3
	100,001 to 125,000	1
	125,001 to 250,000	4
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	8
PTAL Rating	No PTAL Present	11
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-851401-241030-1005

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
04	**EAST ANGLIA**		
	PB	PETERBOROUGH	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	BP	BLACKPOOL	1 days
	EC	CHESHIRE EAST	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	FI	FIFE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1010 to 17834 (units: sqm)
Range Selected by User:	1000 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 08/11/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	7 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	10
Development Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days	- Selected
Servicing vehicles Excluded	12 days	- Selected

Secondary Filtering selection:

Use Class:

Not Known	11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	8 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days

This data displays the number of selected surveys with PTAL Ratings.

APPENDIX 3

TRICS Data for Proposed Office Use

Croft Transport Solutions 9 Jordan Street Manchester Licence No: 851401

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	118-2500 sqm GFA	
Actual Trip Rate Calculation Parameter Range	118-2500 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 23/11/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	5
	Tuesday	2
	Wednesday	2
	Thursday	2
	Friday	1
Main Location Types selected	Town Centre	2
	Edge of Town Centre	6
	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	7 - Selected
	Servicing vehicles Excluded	7 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	2
	15,001 to 20,000	3
	20,001 to 25,000	3
	25,001 to 50,000	4
Population <5 Mile ranges selected	25,001 to 50,000	2
	75,001 to 100,000	1
	100,001 to 125,000	2
	125,001 to 250,000	4
	250,001 to 500,000	1
	500,001 or More	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	8
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	12
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-851401-241030-1039

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
09	**NORTH**		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	1 days
10	**WALES**		
	CP	CAERPHILLY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	118 to 2500 (units: sqm)
Range Selected by User:	118 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	2
Development Zone	1
Built-Up Zone	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	12 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 **BR-02-A-03** **ARCHITECTS** **BRISTOL CITY**
COLSTON STREET
BRISTOL

Town Centre
Built-Up Zone
Total Gross floor area: 118 sqm
Survey date: MONDAY *15/11/21* *Survey Type: MANUAL*

2 **CP-02-A-02** **INSURANCE COMPANY** **CAERPHILLY**
SIR ALFRED OWEN WAY
CAERPHILLY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1824 sqm
Survey date: THURSDAY *13/10/22* *Survey Type: MANUAL*

3 **CU-02-A-02** **OFFICE** **CUMBERLAND**
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY *24/06/16* *Survey Type: MANUAL*

4 **GM-02-A-09** **LEASED OFFICES** **GREATER MANCHESTER**
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

5 **NF-02-A-02** **FINANCIAL PLANNERS** **NORFOLK**
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

6 **NF-02-A-04** **BUILDING CONSULTANT** **NORFOLK**
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY *13/11/19* *Survey Type: MANUAL*

7 **NY-02-A-01** **SOLICITORS** **NORTH YORKSHIRE**
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **TW-02-A-07** **OFFICES** **TYNE & WEAR**
MULGRAVE TERRACE
GATESHEAD

Town Centre
Built-Up Zone
Total Gross floor area: 2090 sqm
Survey date: MONDAY *13/06/16* *Survey Type: MANUAL*

9 **WK-02-A-03** **ENGINEERING CONSULTANTS** **WARWICKSHIRE**
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY *23/11/22* *Survey Type: MANUAL*

10 **WL-02-A-01** **PET INSURANCE COMPANY** **WILTSHIRE**
THE CRESCENT
AMESBURY
SUNRISE WAY
Edge of Town
Development Zone
Total Gross floor area: 2500 sqm
Survey date: TUESDAY *18/09/18* *Survey Type: MANUAL*

11 **WO-02-A-02** **OFFICE** **WORCESTERSHIRE**
MOOR STREET
WORCESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2000 sqm
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

12 **WS-02-A-05** **SOCIAL HOUSING COMPANY** **WEST SUSSEX**
NORTH STREET
WORTHING

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 830 sqm
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BG-02-A-01	06/05/21	Covid
SR-02-A-02	08/09/20	Covid

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	1362	0.053	11	1362	0.020	11	1362	0.073
07:30 - 08:00	11	1362	0.387	11	1362	0.047	11	1362	0.434
08:00 - 08:30	12	1263	0.574	12	1263	0.073	12	1263	0.647
08:30 - 09:00	12	1263	0.739	12	1263	0.112	12	1263	0.851
09:00 - 09:30	**12**	**1263**	**1.049**	12	1263	0.191	12	1263	1.240
09:30 - 10:00	12	1263	0.376	12	1263	0.198	12	1263	0.574
10:00 - 10:30	12	1263	0.277	12	1263	0.086	12	1263	0.363
10:30 - 11:00	12	1263	0.205	12	1263	0.132	12	1263	0.337
11:00 - 11:30	12	1263	0.066	12	1263	0.079	12	1263	0.145
11:30 - 12:00	12	1263	0.125	12	1263	0.106	12	1263	0.231
12:00 - 12:30	12	1263	0.152	12	1263	0.257	12	1263	0.409
12:30 - 13:00	12	1263	0.185	12	1263	0.251	12	1263	0.436
13:00 - 13:30	12	1263	0.191	12	1263	0.264	12	1263	0.455
13:30 - 14:00	12	1263	0.356	12	1263	0.218	12	1263	0.574
14:00 - 14:30	12	1263	0.224	12	1263	0.218	12	1263	0.442
14:30 - 15:00	12	1263	0.185	12	1263	0.191	12	1263	0.376
15:00 - 15:30	12	1263	0.152	12	1263	0.198	12	1263	0.350
15:30 - 16:00	12	1263	0.106	12	1263	0.185	12	1263	0.291
16:00 - 16:30	12	1263	0.132	12	1263	0.284	12	1263	0.416
16:30 - 17:00	12	1263	0.125	12	1263	0.383	12	1263	0.508
17:00 - 17:30	12	1263	0.099	**12**	**1263**	**1.161**	**12**	**1263**	**1.260**
17:30 - 18:00	12	1263	0.092	12	1263	0.442	12	1263	0.534
18:00 - 18:30	11	1362	0.073	11	1362	0.568	11	1362	0.641
18:30 - 19:00	11	1362	0.033	11	1362	0.160	11	1362	0.193
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.956			5.824			11.780

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	118 - 2500 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 4

Staff Travel Survey Results

Day Shift

Employee No.	Mon	Tues	Weds	Thurs	Fri
1					
2					
3					
4	CD	CD	CD	CD	CD
5					
6				W	
7					
8					
9					
10		B	CD	CD	CD
11					
12					
13	B	B	C	C	C
14					
15	C	C	C	C	C
16	B	B	B	B	B
17					
18					
19	B	B	B	B	B
20					
21					
22					
23					
24	B	B	B	B	B
25	C	C	C	C	C
26					
27	B	B	CD	B	
28					
29					
30	B	B	B	B	B
31					
32	B	B	B	B	B
33					
34	CD	CD	CD	CD	CD
35					
36					
37	B	B	B	B	B
38					
39					
40				W	
41					
42					
43	CD	CD	CD	CD	CD
44		W	W	W	W
45					
46	C	C	C	C	C
47					
48	CD	CD	CD	CD	CD
49					
50	B	B	B	B	B
51					
52	B	B	B	B	B
53					
54	CD	CD	CD	CD	CD
55					
56	B	B	B	B	B
57					
58					
59	B	B	B	B	B
60					
61					
62	B	B	B	B	B
63					
64					
65		B	CP	CP	CP
66					
67					
68					
69	CD	CD	CD	CD	CD
70					
71					
72	B	B	B	B	B
73					
74					
75	CD	CD	CD	CD	CD
76	B	B	B	B	B
77					
78				W	
79					
80	B	B	B	B	B
81	CD	CD	CD	CD	CD
82					
83					
84	B	B	B	B	B
85					
86					
87					
88					
89		B	B	B	B
90	B	B	B	B	B
91					
92	B	B	B	B	B
93					
94					
95		W	W	W	W
96					
97					
98		B	CD	CD	CD

Legend:		Day Shitf				
Travel Mode	Shorthand	Mon	Tues	Weds	Thurs	Fri
Car (Driver)	CD	36	37	40	39	34
Car (Passenger	CP	21	25	37	45	33
Walk	W	23	29	31	36	35
Cycle	C	5	4	5	6	5
Bus	B	39	53	34	35	40
Total		124	148	147	161	147

Legend:		Night Shift				
Travel Mode	Shorthand	Mon	Tues	Weds	Thurs	Fri
Car (Driver)	CD	19	16	24	18	24
Car (Passenger	CP	20	23	24	22	27
Walk	W	17	27	28	32	25
Cycle	C	4	6	6	5	3
Bus	B	31	37	31	36	33
Total		91	109	113	113	112

Total Employes	215	257	260	274	259

Night Shift

Employee No.	Mon	Tues	Weds	Thurs	Fri
1					
2	CD	B	CD	CD	CD
3	B	B	B	B	B
4					
5		W	W	W	W
6					
7					
8					
9			CD	B	CD
10					
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APPENDIX 5

Framework Travel Plan

Proposed Bread Factory Development,
Kelbrook Road, Openshaw, Manchester

November 2025

FRAMEWORK TRAVEL PLAN

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REPORT

DOCUMENT:	Framework Travel Plan
PROJECT:	Proposed Bread Factory Development, Kelbrook Road, Openshaw, Manchester
CLIENT:	G H Sheldon Wholesale Bakers Ltd
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PLANS **(See Transport Statement)**

1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons has been instructed by G H Sheldon Wholesale Bakers Ltd to advise on the traffic and transport issues relating to a planning application for a new bread manufacturing facility on land off Kelbrook Road in the Openshaw area of Manchester.

1.1.2 The location of the site in relation to the surrounding area is presented in **Plan 1**.

1.1.3 This Framework Travel Plan will set out the principal strategies that will be put in place once the development is operational to encourage sustainable travel to the development.

1.1.4 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this development, these documents are as follows.

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process - Published in April 2009.

1.1.5 The Travel Plan and its aims and objectives will have the full backing and commitment of G H Sheldon Wholesale Bakers Ltd as the future occupier of the site. The company is committed to delivering a sustainable development in line with local and national policies and aspirations.

1.2 Structure of the Framework Travel Plan

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.

1.2.2 Section 3 provides a brief background on the aims and objectives of the Travel Plan.

1.2.3 Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.2.4 Section 5 sets out a series of management measures that will be implemented as part of the Travel Plan.

1.2.5 Section 6 discusses targets for reducing trips by the private car while Section 7 details the monitoring of the Travel Plan.

1.2.6 Section 7 draws together the findings and conclusions.

1.3 The Proposed Development

1.3.1 The proposals would include a new bakery comprising approximately 6,233 square metres and a 1,260 square metre 2-storey office, with associated car parking and landscaping, as shown in **Plan 2**.

1.4 The Travel Plan

1.4.1 The aim of the Travel Plan is as follows:

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

1.5 Employee Travel Pack

1.5.1 The principal measure will consist of a Employee Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 5.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states at para. 118 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' sets out an overview of the process and delivery of Travel Plans and states that "A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

2.2.3 Whilst this is not a residential development, the DfT document entitled "Making Residential Travel Plans Work" states that Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas" and goes on to say, "Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas".

2.2.4 The DfT's 'Making Residential Travel Plans Work' also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below.



Figure 2.1 – The Travel Plan Pyramid

2.2.5 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

2.2.6 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.

2.2.7 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.

2.2.8 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.

2.2.9 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 TRAVEL PLAN AIMS & OBJECTIVES

3.1 Introduction

3.1.1 The main objectives of this Travel Plan are to improve and raise awareness of sustainable travel choices and impacts of travel, reduce car journeys, especially single occupancy journeys; encourage the use of more sustainable modes of travel; improve access, road safety and personal security and to reduce travel-related CO2 emissions associated with staff and visitor travel.

3.1.2 This Travel Plan has been produced with reference to the policies and strategies contained within national and local Travel Planning Guidance to encourage sustainable travel to and from the development site.

3.2 The Travel Plan

3.2.1 The Travel Plan is a long-term strategy for reducing the dependence of employees and visitors on travel by private car.

3.2.2 The aims of the Travel Plan are as follows:

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

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

3.2.4 In addition, the management of employee travel represents an important element in pursuing the overall aims of the latest national guidance included within the DfT's Best Practice Guide.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

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

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

- Access on foot
- Access by cycle
- Access by bus
- Access by rail
- Access by Metrolink

4.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.2 Accessibility on Foot

4.2.1 The area surrounding the site caters well for trips on foot, with good standard footways provided on Kelbrook Road to the east, Stainburn Road to the north, Clayton Lane to the west and Parkhouse Street to the south.

4.2.2 These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of crossing points which facilitate access to the surrounding area.

4.2.3 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2015 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.

4.2.4 **Plan 5** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached on foot.

4.2.5 It is therefore considered that the existing pedestrian and proposed infrastructure will facilitate safe walking trips.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

4.3.2 Clearly, the new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

4.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that 'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'

4.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys.

4.3.5 This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester, Salford, Denton, Ashton-under-Lyne, Failsworth and Stockport.

4.3.6 The site can therefore be considered as being accessible by cycle.

4.4 Access by Bus

4.4.1 The nearest bus stops to the site are located to the south of the site on Ashton Old Road, whilst additional bus stops are located along Greenside Street, to the north and west. All the nearest bus stops to the site are shown on Plan 5.

4.4.2 A selection of the services available from the nearest bus stops is provided in **Table 4.1** below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
172	Newton Heath – East Didsbury	1 service	60 mins	8 services	2 services	60 mins	6 services	60 mins
219	Manchester - Ashton / Stalybridge	20 services	10 mins	31 services	11 services	15 mins	25 services	20 mins
221	Piccadilly - Broadbent Fold Arnold Close	4 services	-	3 services	-	-	-	-

Table 4.1 Existing Bus Services Operating in the Vicinity of the Site

4.4.3 As can be seen above, the nearest bus stops provide various services throughout the day to destinations such as Manchester, Ashton-under-Lyne and East Didsbury.

4.4.4 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:45am to around 02:30am, making travel by public transport a real alternative to travelling by car.

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

4.5 Accessibility by Rail

4.5.1 The nearest train station located to the site is Ashburys, which can be accessed via a 15-minute walk or a 5-minute cycle. This train station is managed by Northern and has 2 platforms, offering 9 services per hour to destinations such as Manchester Piccadilly, Godley and Glossop.

4.5.2 Gorton and Belle Vue train stations are also located within the 2km pedestrian catchment.

4.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

4.6 Access by Metrolink

4.6.1 The nearest tram stop to the site is Clayton Hall which can be accessed via a 15-minute walk or a 5-minute cycle. This stop is located on the light blue line, travelling from Ashton-under-Lyne to Eccles.

4.6.2 Trams from this service run every 12-minutes from 6am to midnight Monday – Thursday, 6am to midnight Friday and every 24-minutes midnight to 1am and every 15-minutes from 7am – midnight Sunday.

4.6.3 This demonstrates the site is accessible by Metrolink.

4.7 Non-Car Access Summary

4.7.1 The site has been considered in terms of its accessibility by non-car modes.

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

- The site is well located to cater for trips on foot and provides local employees potential for simply walking to work.

- The area surrounding the site is relatively flat making it highly conducive to cycling.
- The services from the bus stops on Ashton Old Road and Greenside Street, travelling to destinations such as Ashton-under-Lyne and Manchester, shows that the proposed development is accessible by bus.
- The site is accessible via rail with Ashburys, Gorton and Belle Vue stations located just a short walk or cycle away.
- The site is within easy walking distance of Clayton Hall tram stop (Metrolink), which provides another alternative to the private car for staff employed at the development.

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

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

5 MANAGEMENT MEASURES

5.1 Introduction

5.1.1 The following Travel Plan measures are proposed:

i) Travel Plan Co-ordinator

ii) Employment Travel Pack

iii) Travel Awareness and Information

iv) Travel Information Display Areas

v) Promotion of Car Share Scheme

vi) Encouraging Walking/Cycling

vii) Cycle Users Group

viii) Employment Travel Survey

5.2 Management Measures

Travel Plan Co-ordinator

5.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed by the developer at least one month before the new premises comes into operation.

5.2.2 The TPC will be responsible for all aspects of the Travel Plan. Their primary functions will be as follows;

- Liaison with the local planning and highways authorities;
- Provision of an Employment Travel Pack containing information for employees;
- Promotion of the sustainable transport options available to employees, including public transport, cycle, walking and car sharing schemes; and

- Maintenance of all necessary systems, data and paperwork.

Employment Travel Survey

5.2.3 In order to establish the travel modes of employee's (on occupation) an Employment Travel Survey will be undertaken.

5.2.4 The employment travel survey will be provided to all the employees as part of their 'Welcome Pack'.

5.2.5 This information will be used to determine which modes of travel will need to be promoted and encouraged the most.

Employment Travel Pack

5.2.6 It is an important principle in employment developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

5.2.7 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of local bus services will encourage choice of public transport as a primary means of travel for the development.

5.2.8 An Employment Travel Pack, including the initial Employment Travel Survey, will be prepared and distributed.

5.2.9 The contents of the travel pack include information relating to walking and cycling routes in the area and links to the provision of up to date bus and rail timetable information.

5.2.10 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted. The packs will continue to be distributed to staff.

Travel Awareness and Information

5.2.11 Staff will be made aware of the existence of the Travel Plan.

5.2.12 As mentioned previously, Employment Travel Packs will be issued for Staff moving into the development.

Promotion of Car Share Scheme

5.2.13 The Travel Plan Co-ordinator will promote the use of car sharing scheme and employees will be encouraged to register on the Liftshare website - https://liftshare.com/uk.

5.2.14 This allows users to register their details, where they are travelling to in the area and if they are offering a lift or require a lift to their destination.

5.2.15 Travel Plan Co-ordinator will also investigate the viability of establishing a Car Sharing Club for the proposed development, however, it is likely that the promotion of the above schemes will be more beneficial.

Encouraging Walking/Cycling

5.2.16 Employee's will be provided with information and advice concerning safe pedestrian and cycle routes via the Employment Welcome Pack.

5.2.17 It is also worth noting that all staff will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the Greater Manchester cycle and walking schemes, as part of the Travel Plan initiatives.

5.2.18 Information on these schemes is available on the following websites:

https://tfgm.co/cycling-and- walking/ - which has further information about walking and cycling in Greater Manchester.

https://gmwalking.co.uk/walking-locations/

https://mappinggm.org.uk/bee-network/

5.2.19 The Bee Network is a cycling and walking infrastructure proposal for Greater Manchester which can be viewed on Transport for Greater Manchester's website. The Bee Network proposal is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain, covering 1000 miles.

5.2.20 Additional travel information is provided on the following websites:

Free Journey Planner:

https://www.traveline.info/

Walking Routes and Initiatives: http://www.livingstreets.org.uk/walk-with-us & http://www.walk4life.info/

Online Cycle Route Planner:

http://www.sustrans.org.uk/ncn/map

Bus Timetables, Leaflets and Maps:

http://www.traveline.info/

Rail Travel Information:

www.thetrainline.com/

www.nationalrail.co.uk/

Cycle User Group

5.2.21 The Travel Plan coordinator will consider setting up a 'Cyclist Forum' for regular cyclists at the site. This will be an effective way to monitor cyclist provision and facilities and could extend to organising group rides in the area and rides along recognised routes to promote cycling to others.

6 TRAVEL PLAN TARGETS

6.1 Introduction

6.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

6.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the plan and to include timescale.

6.1.3 In order to set the targets, further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement and may be obtained from sources such as the National Travel Survey and the National Census.

6.1.4 More accurate information to establish the baseline targets, will be obtained from an Employees Travel Survey which will be undertaken within one month of the development being 50% occupied.

6.1.5 Suitable targets for reducing the need to travel by private car will be set against the baseline targets and agreed with the Council.

6.2 Action Plan

6.2.1 **Table 6.1** below provides an Action Plan and timescales to assist the Travel Plan Coordinator (TPC) to implement the obligations of the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Employees Travel Pack	Upon Occupation	Employee travel survey	Developer
Undertake initial travel surveys	Within 1 month of reaching 50% occupation of development	receipt of written agreements of targets	TPC
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Employees travel surveys conducted in years 1, 3 and 5	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Employee travel surveys conducted annually	TPC

Table 6.1 – Travel Plan Action Plan and Timescales

6.2.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Coordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

7 CONCLUSIONS

7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.

7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.

7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to employees and visitors to the development. The aim of the Travel Plan is:

- To encourage employees to use sustainable modes of transport to access the site,
- Reduce the reliance on single car occupancy journeys, and
- Generally reduce traffic related pollution and noise.

7.1.4 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.

7.1.5 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.

7.1.6 A detailed Employee Travel Survey will be undertaken to establish travel modes of staff and following this, specific targets will be set and agreed with the Travel Plan team at the Council.

7.1.7 The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

7.1.8 It can therefore be concluded that the proposals, through the implementation of the Travel Plan, will provide a highly sustainable development.

APPENDIX 6

Stage 1 RSA & Designers Response

Eddisons

PROPOSED ACCESS ARRANGEMENTS KELBROOK ROAD/PARKHOUSE STREET, OPENSHAW, MANCHESTER

STAGE 1 - ROAD SAFETY AUDIT
OCTOBER 2025

Transport Planning /Traffic Surveys/ Road Safety Audits

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4			

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Appendices

Appendix A – List of drawings and documents supplied for audit.

Appendix B – Location plan of identified problems.

1 INTRODUCTION

1.1 This report presents the findings from a Stage 1 Road Safety Audit (RSA) undertaken on the proposed access arrangements associated with a commercial development on land to the west of Kelbrook Road, Openshaw, Manchester.

1.2 The audit was carried out by the following:

Tristan Brooks BSc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert. of Competency	-	Road Safety Audit Team Leader
Jon Preston MCIHT, MSoRSA	-	Road Safety Audit Team Member

1.3 The RSA was commissioned by Eddisons who have designed the scheme and who provided the audit information and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the RSA. The overseeing organisation is Manchester City Council who have approved the audit team to undertake RSA's on their highway network.

1.4 The site visit was undertaken by the audit team on Wednesday 15th October 2025 between 16:05-16:30 and comprised a walk and drive-throughs (where available) of the area covered by the scheme. During the site visit both the weather and carriageway surface were dry. Traffic in the vicinity of the scheme on Kelbrook Road and Parkhouse Street were relatively light. A small number of pedestrians were observed during the site visit, no cyclists were observed.

1.5 The highway network in the vicinity of the proposed site access arrangements is subject to a the 20mph speed limit and there is street lighting throughout.

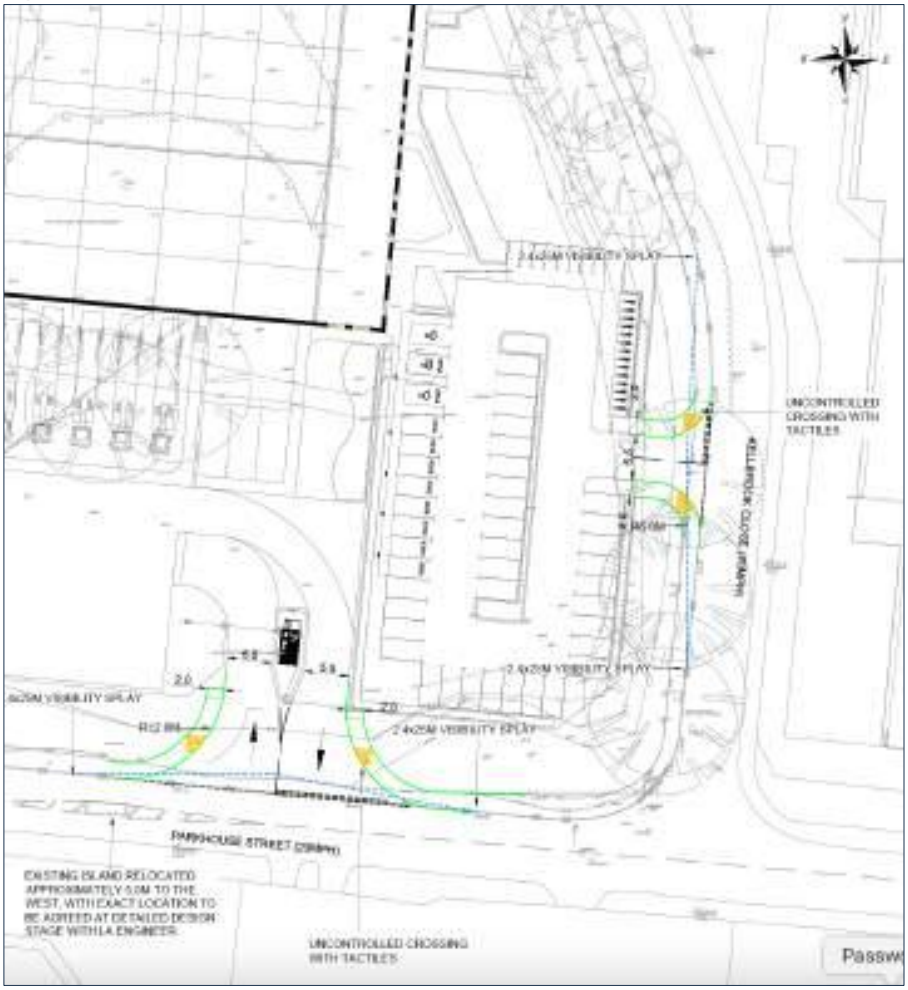
1.6 A review of the Personal Injury Collisions (PIC) data for the most recent 5 year period data is available for i.e. 2020 to 2024 (based on information in the Crashmap database) has indicated that during this period there has been no PICs recorded in the vicinity of the proposed highways.

1.7 The drawings and documents supplied for audit are listed in **Appendix A.** An annotated drawing showing the locations of the problems identified is provided in **Appendix B.**

1.8 The scope of the RSA is limited to the proposed access arrangements to the proposed development as illustrated in **Figure 1** that in summary will include:

- A new priority controlled 'T' junction on Kelbrook Road, that will provide access/egress to the development car park and include footways on either side of the site access road, which will link into the exiting footways to the north and south of the site access and provision of an uncontrolled pedestrian crossing on the site access;
- A new priority controlled 'T' junction on Parkhouse Street (approximately 50 metres to the west of the Parkhouse Street/Kelbrook Road Junction) that will provide HGV access/egress to the development site and include the provision of an uncontrolled pedestrian crossing on the site access; and
- Re-location of the existing traffic island to the west of the proposed site access on Parkhouse Street to accommodate the proposed site access arrangements.

Figure 1: Scope of RSA.



1.9 The terms of reference of the audit are as that described in DMRB GG/119 Guidelines on Road Safety Audits. This standard has been used for guidance only. The exceptions to GG/119 are the inclusion (if applicable) of a notes/observation section at the end of the report and figure showing the scheme in addition to a written description of the scheme. The audit team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

1.10 The audit team have not been made aware of any departures from standard within the design of the scheme nor any previous RSAs undertaken on the scheme.

1.11 The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG/119. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1

PROBLEM 1

LOCATION: Kelbrook Road/Proposed site access junction.

SUMMARY: Potentially restricted junction intervisibility splays may increase the risk of failure to give-way type manoeuvrers that could result in side impact type collisions

2.1 The scheme drawings do not indicate what if any vegetation removal will be undertaken as part of proposed access arrangements. At the time of the site visit the footway on the western side of Kelbrook Road (in the vicinity of the proposed site access) was restricted by overhanging vegetation (Ref: **Photograph 1**) which would restrict the intervisibility from the site access junction if not removed/cutback.

Photograph 1: Vegetation within the proposed junction intervisibility splays.



2.2 Furthermore, during the site visit HGV's were observed to park on the western side of Kelbrook Road in the vicinity of the proposed site access junction (Ref: **Photograph 2**) and if not restricted could restrict the intervisibility from the site access junction.

Photograph 2: Parking within the proposed junction intervisibility splays.



RECOMMENDATIONS

2.3 It is recommended that:

- the vegetation within the junction intervisibility splay be removed/cut back and sufficient allowance made for seasonal vegetation growth; and
- Parking be restricted where it may obstruct the junction intervisibility splays.

PROBLEM 2

LOCATION: Kelbrook Road.

SUMMARY: Width of footway could increase the risk of vehicle/pedestrian collisions.

2.4 At the time of the site visit the footway on the western side of Kelbrook Road was unusable due to overgrown vegetation as illustrated in **Photograph 1** and if not cut back and maintained could result in pedestrians associated with the development potentially having to enter the carriageway, which could increase the risk of pedestrian/vehicle collisions.

2.5 It is also noted that this is an existing issue although the audit team would note that the development proposals would likely increase the use of the footway.

RECOMMENDATION

2.6 It is recommended that the vegetation overhanging the footways be cleared to increase the effective width of the footways to the north and south of the site access.

PROBLEM 3

LOCATION: Parkhouse Street - Proposed site access junction.

SUMMARY: Length of pedestrian crossing may increase the risk of pedestrian/vehicle collisions.

2.7 The length of the proposed pedestrian crossing at the site access junction will be approximately 19 metres and may increase the risk of vehicle/ pedestrian collisions due to the length of time pedestrians will be in the carriageway or potential for them to cross part of the carriageway and wait in the centre of the site access where no pedestrian refuge is proposed.

RECOMMENDATION

2.8 It is recommended that length of the pedestrian crossing be reduced or a pedestrian refuge provided.

PROBLEM 4

LOCATION: Parkhouse Street/Proposed site access junction – Uncontrolled pedestrian crossing.

SUMMARY: Potentially restricted intervisibility at the uncontrolled pedestrian crossing could increase the risk of vehicle/pedestrian collisions.

2.9 Only limited details of the proposed landscaping or internal layout have been provided for review as part of the RSA, it is unclear therefore if sufficient intervisibility to/from the north can be achieved to/from the crossing on the eastern side of the proposed site access junction. Restricted intervisibility at the uncontrolled pedestrian crossings could increase the risk of vehicle/pedestrian collisions.

RECOMMENDATION

2.10 It is recommended that sufficient intervisibility can be achieved to/from the crossing point.

PROBLEM 5

LOCATION: Parkhouse Street/Proposed site access junction.

SUMMARY: Vehicle encroachment by large vehicles could potentially result in head-on type or side-impact type collisions.

2.11 The vehicle swept path analysis provided for review indicate that a HGV would have to encroach into the opposing lane when turning left out of the proposed site access junction.

Encroachment into the opposing lane could potentially result in head-on type or side impact type collisions with opposing vehicle movements.

2.12 It is acknowledged that it is not atypical for some minor encroachment into adjoining lanes for this or similar types of vehicles, although not to the extent as shown on the vehicle swept path analysis drawing provided for review.

RECOMMENDATION

2.13 It is recommended that the junction geometries are revised to address this problem.

PROBLEM 6

LOCATION: Parkhouse Street/Proposed site access junction.

SUMMARY: Existing gully's within the extents of the proposed site access junction could increase the risk of loss of control collisions.

The scheme drawings do not indicate if the existing gully's that are within the extents of the proposed site access junction will be relocated as part of the proposed highways works. The location of the gully's (if not relocated) may result in vehicles regularly driving over the gully grates, which may cause the gully grate to become loose, rock or sink. This may increase the risk of loss of control collisions for those vehicles who may encounter the gully.

RECOMMENDATION

2.14 It is recommended that the gully's be relocated to address this potential problem.

3 AUDIT STATEMENT

3.1 We certify that this audit has been carried out in accordance with GG/119 unless otherwise noted.

Signed:



Date: 28 October 2025

T Brooks – BSc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Competency
Audit Team Leader
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ

Signed:



Date: 28 October 2025

Jon Preston - MCIHT, MSoRSA
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APPENDIX A

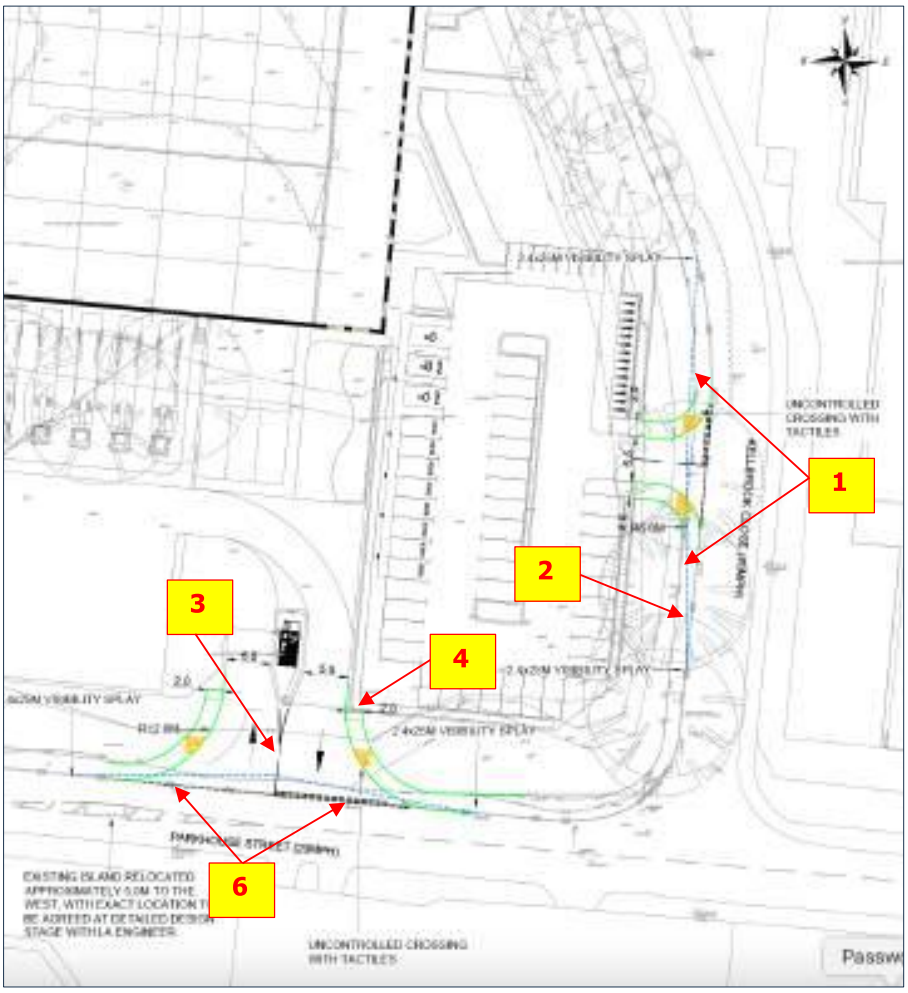
List of Drawings and Documents Provided for Audit

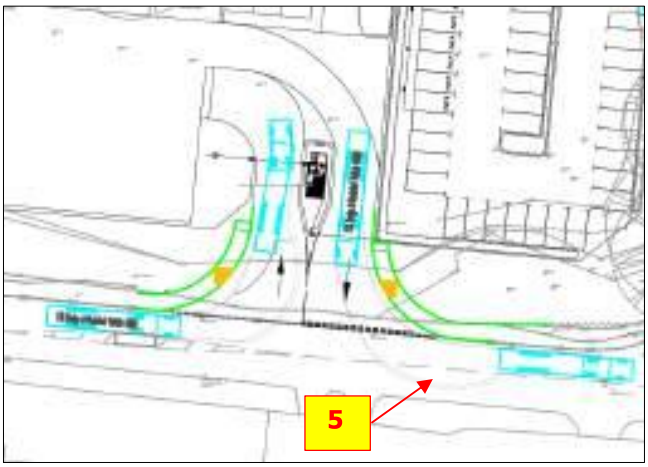
4589-F01 – Rev D
Proposed Site Access Plan

PIC Data
(Jan 2020 – Dec 2024)

APPENDIX B

Location of Identified Problems





ROAD SAFETY AUDIT (RSA) DESIGNERS RESPONSE FORM

RSA Ref No : **GS1609-2025 1**

RSA Stage :

RSA Auditors : **Go-Surveys**

Scheme : **Sheldon's Bakery, Kelbrook Road, Openshaw**

Response By: **Eddisons Transport Planning & Design**

Problem No. in RSA Report	Problem Accepted (Yes/No)	Recommended Measure Accepted (Yes/No)	Alternative Measure / Design Team Response
1	Yes	Yes	Problem accepted and recommendation undertaken, note added to plan confirming that vegetation is to be cut back within the adopted highway. TRO's to be agreed with LA engineer at detailed design stage.
2	Yes	Yes	Problem accepted and recommendation undertaken, note added to plan confirming that vegetation is to be cut back within the adopted highway.
3	Yes	Yes	Problem accepted and recommendation undertaken, pedesutrian refuge provided.
4	Yes	Yes	Problem accepted and recommendation undertaken, 25.0m pedestrian visibility splay provided onto oncoming traffic.
5	Yes	No	Problem accepted, recommendation not accepted, swept path analysis amended to show minor encroachment.
6	Yes	Yes	Problem and recommendation accepted, as part of the detailed design the review of existing gully locations with my undertaken.

Name Leon Blythe Signed: Leon Blythe

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