

Port Street, Manchester

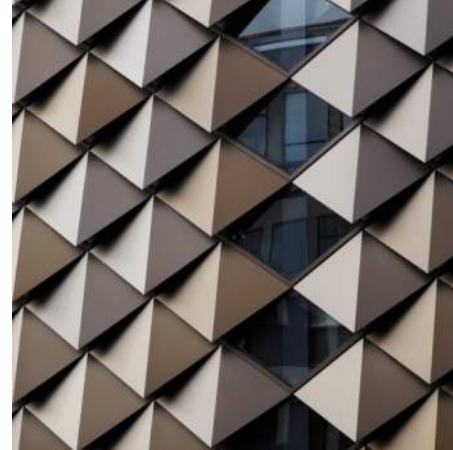
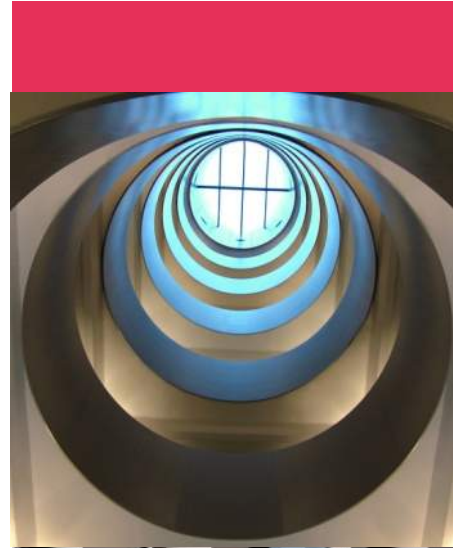
Interim Travel Plan

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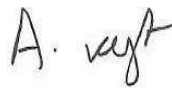


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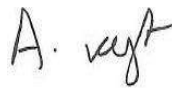
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Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	What is a Travel Plan?	1
1.3	Document Purpose.....	1
1.4	Document Structure	2
2.0	Travel Plan Benefits	3
2.1	Introduction.....	3
2.2	Environmental Benefits	3
2.3	Health Benefits	5
2.4	Financial Benefits	6
2.5	Social Benefits.....	6
2.6	Mutual Benefits.....	6
2.7	Travel Plan Aims and Objectives	7
3.0	Existing Situation	8
3.1	Site Location.....	8
3.2	Site Context.....	9
3.3	Existing Use and Access Arrangements	12
3.4	Surrounding Highway Network.....	12
3.5	Access for Mobility and Visually Impaired Users	14
4.0	Accessibility by Sustainable Modes of Travel	15
4.1	Introduction.....	15
4.2	Pedestrian Accessibility	15
4.3	Accessibility by Cycle	16
4.4	Accessibility by Public Transport.....	18
4.5	Summary	30
5.0	Travel Plan Initiatives.....	31
5.1	Introduction.....	31
5.2	Appointment of Travel Plan Coordinator (TPC)	31
5.3	Production of Welcome Packs	31
5.4	Measures to Encourage Walking	32
5.5	Measures to Encourage Cycling	32
5.6	Measures to Encourage Public Transport.....	33
5.7	Measures to Encourage Use of Car Sharing, Car Clubs, and Electric Vehicles (EV)	33
6.0	Targets.....	36
6.1	Introduction.....	36
6.2	Data Collection	36
6.3	Data Analysis and Modal Split Targets	36
7.0	Monitoring and Review	38
7.1	Introduction.....	38

7.2	Responsibility and Management.....	38
7.3	Travel Plan Coordinator (TPC).....	39
7.4	Monitoring and Evaluation.....	39
8.0	Action Plan.....	41
8.1	Introduction.....	41

Figures

Figure 2.1	– The Impact of Travel Behaviour on Public Health.....	5
Figure 3.1	– Site Location in Relation to the Regional Highway Network	8
Figure 3.2	– Piccadilly Basin SRF Area.....	10
Figure 3.3	– Piccadilly Basin Masterplan, 1998.....	11
Figure 3.4	– Piccadilly Basin SRF Masterplan, 2016	12
Figure 4.1	– Local Cycle Infrastructure.....	17
Figure 4.2	– Public Transport Network in the Vicinity of the Site	19
Figure 4.3	– Free Bus Route and Timetable.....	22
Figure 4.4	– TfGM Metrolink Network Map.....	30
Figure 5.1	– Enterprise Car Club Locations in Manchester City Centre.....	34

Tables

Table 4.1	– CIHT Suggested Acceptable Walking Distances	15
Table 4.2	– CIHT Maximum Suggested Walking Distances to Bus Stops.....	20
Table 4.3	– Summary of Bus Service Frequencies.....	21
Table 4.4	– Summary of Rail Service Frequencies.....	27
Table 6.1	– Modal Shift Targets	37
Table 8.1	– Action Plan	41

Plans

- Plan 79165-CUR-00-XX-DR-TP-06001-P01** – (Accessibility) Indicative Walking Catchment
- Plan 79165-CUR-00-XX-DR-TP-06002-P01** – (Accessibility) Indicative Cycle Catchment
- Plan 79165-CUR-00-XX-DR-TP-06003-P01** – (Accessibility) Indicative Public Transport Catchment

Appendices

- Appendix A** – Proposed Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Manchester (Port Street) Ltd to provide transport planning advice in relation to a planning application for a new development on land at Port Street, to the east of Manchester City Centre.
- 1.1.2 The proposed development involves the erection of a 33-storey residential tower with 485 units, together with a basement car park, cycle store, ground floor commercial units, landscaping, public realm and associated works.
- 1.1.3 As part of the proposals, there will be a total of 47 car parking spaces, 10 of which would be disabled bays. Additionally, all of the car parking spaces will be designed for electric vehicle (EV) charging capabilities, with 10 bays (21%) fitted with active provision, with the potential for all spaces to be upgraded in the future. Within the basement, there would be a bike store with a total of 496 cycle parking spaces.
- 1.1.4 The proposed Site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A TP is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."

Source: *National Planning Policy Framework*, DCLG, 2021.

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Document Purpose

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS) (document reference: **79165-CUR-00-XX-RP-TP-001**), prepared to consider the development proposals from a traffic and transportation perspective.
- 1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a Full Travel Plan in the future.

- 1.3.3 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

Source: *Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013*

- 1.3.4 This document has been written in accordance with the above statement, and the following core guidance documents:

- National Planning Policy Framework, MHCLG, 2021;
- National Planning Practice Guidance, MHCLG, 2014;
- Greater Manchester Transport Strategy 2040, TfGM, 2021; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Document Structure

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out keys aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** assesses the accessibility of the Site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.
- 1.4.4 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses. **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

2.1.2 This section explores just some of the improvements which can be made during a successful Travel Planning process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport (DfT) show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda as follows.

2.2.2 The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"A net-zero greenhouse gas emissions (GHG) target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990."

Source: *Net Zero: The UK's contribution to stopping global warming*, Committee on Climate Change, 2019.

2.2.3 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses and the economy. These include:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, HGVs, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);

- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and
- Trebling the number of **electric vehicle public charging points**.

2.2.4 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.

2.2.5 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

2.2.6 Under Policies 3, 4, and 10, the Transport Strategy states that TfGM will:

- *“maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods);*
- *work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.*
- *work with partners to reduce transport carbon emissions to support Greater Manchester’s ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change.”*

2.2.7 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). The framework details MCC’s commitments to limiting the impacts of climate change by adopting and meeting objectives such as:

1. *“Carbon Reduction and Contributing to the Paris Agreement*
2. *Improving (our) residents’ health, wellbeing and quality of life*
3. *Creating good jobs, supporting successful businesses and attracting investment.”*

Source: *Draft Manchester Zero Carbon Framework*, MCC, 2019.

2.2.8 Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

- 2.3.1 A reduction in polluting vehicles on the roads surrounding the Site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, yet activity levels are generally low across the UK:

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: Health Survey for England, DoH, 2016.

- 2.3.2 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.
- 2.3.3 Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

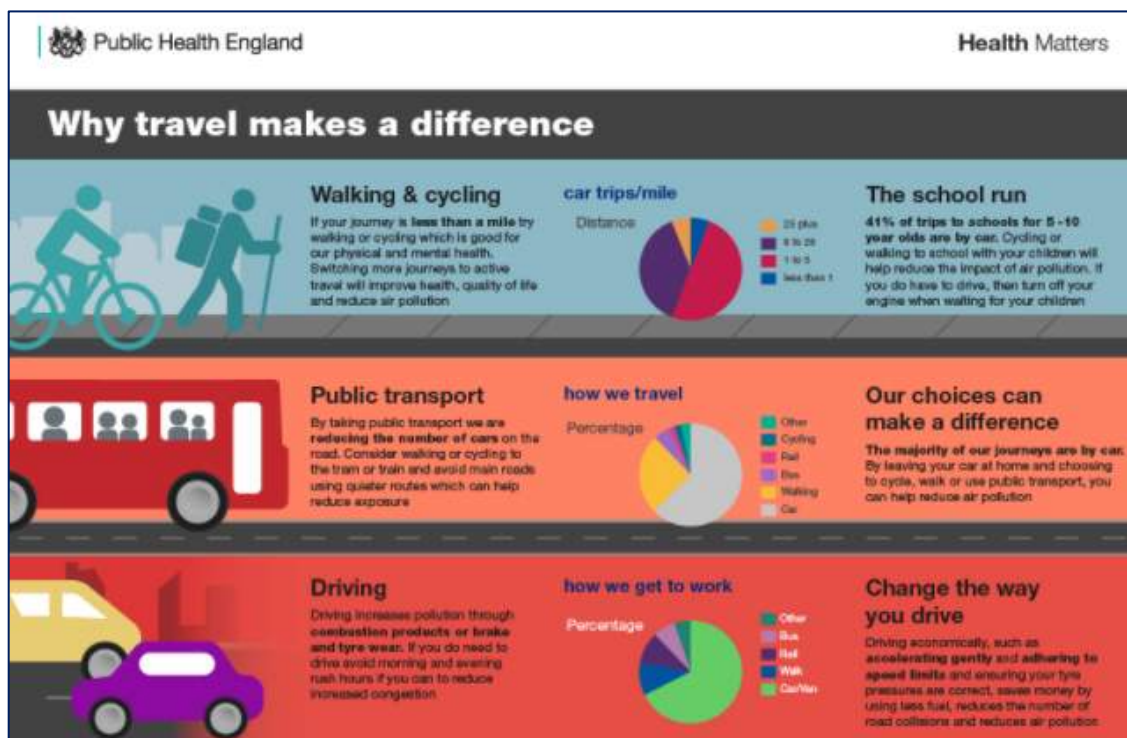


Figure 2.1 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

"The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age."

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

- 2.4.2 Individuals can also benefit financially from travelling to and from a Site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

- 2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

"Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities."

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

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this ITP will have a positive effect on the future residents. They must be communicated correctly:

"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."

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

2.7 Travel Plan Aims and Objectives

2.7.1 Considering the above benefits and the end users, this ITP aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.

2.7.2 The aims of this ITP will be supported with the following objectives:

- **Objective TP1** – To increase the level of walking to and from the Site;
- **Objective TP2** – To increase the level of cycling to and from the Site;
- **Objective TP3** – To increase the level of public transport use to and from the Site;
- **Objective TP4** – To reduce reliance on single occupancy car travel; and
- **Objective TP5** – To raise awareness of the TP and the travel options available.

3.0 Existing Situation

3.1 Site Location

3.1.1 The Proposed Development Site ("the Site") is located on the corner of Great Ancoats Street and Port Street and is within the neighbourhood of Ancoats on the northern part of Manchester City Centre.

3.1.2 The Site extends to approximately 0.48 hectares (4845 sqm) and is bound by Great Ancoats Street to the north, Brownsfield Mill and a surface car park to the east, surface car park to the south and Port Street to the west.

3.1.3 **Figure 3.1** below shows the Site in a local context relating to the local highway network:

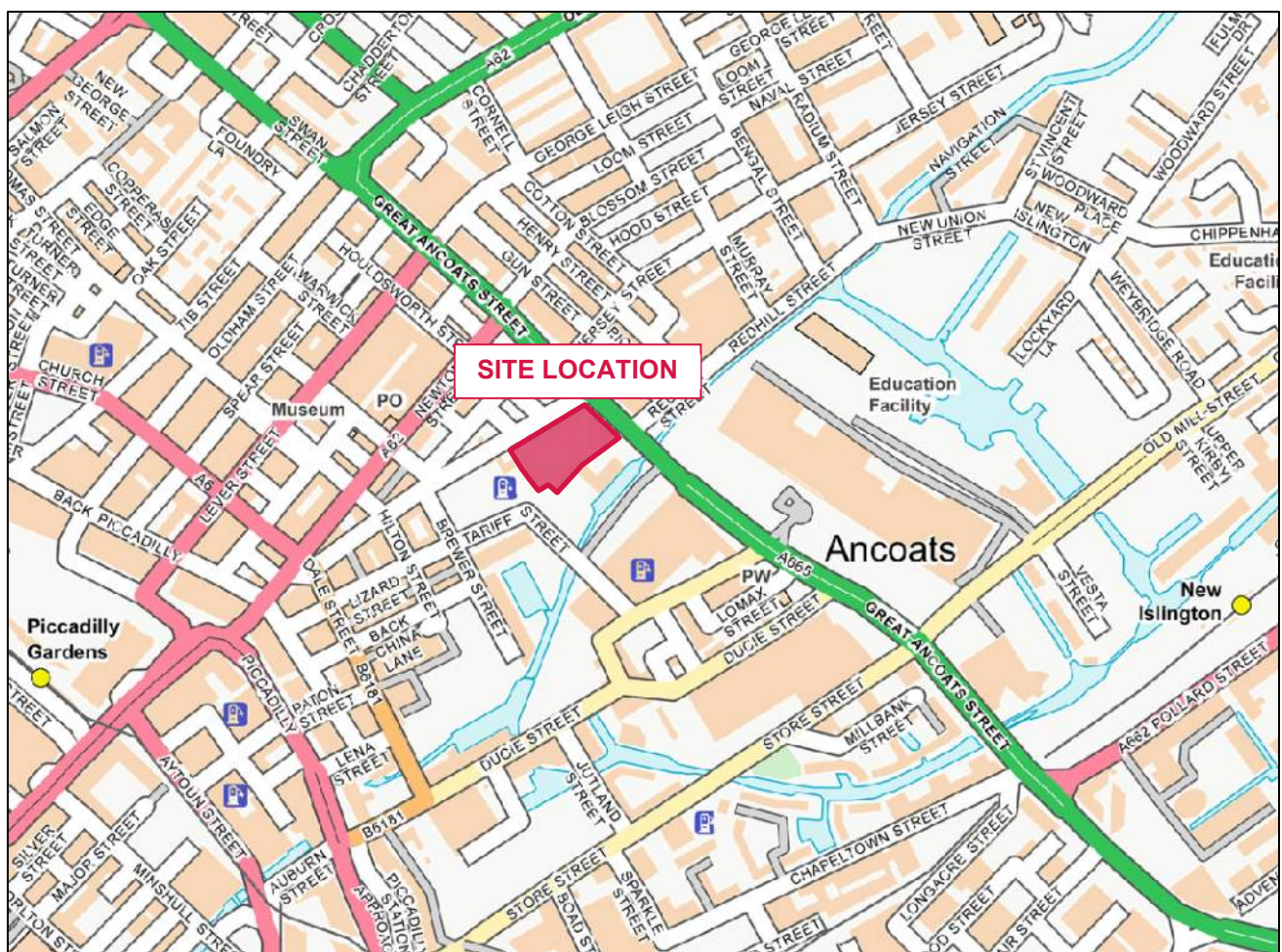


Figure 3.1 – Site Location in Relation to the Regional Highway Network
(Source: OS Maps, 2018)

3.1.4 There are a mixture of uses surrounding the Site. Immediately to the west of the Site there is The Astley, Oxid House and The Wentwood which are mid to high rise apartment buildings with some ground floor commercial frontages as well as a surface level car park. To the north of the Site, across Great Ancoats

Street is the heart of Ancoats, this is a newly regenerated area of Manchester containing a mixture of mid-rise developments including residential and commercial uses. To the east of the Site is Brownsfield Mill, a Grade II* Listed mill building which has been recently refurbished to create new apartments and the Rochdale Canal. To the south of the Site is a number of mid to high-rise developments comprising residential uses, which sit within the centre of the Piccadilly Basin.

- 3.1.5 The Site is located within the Greater Manchester Air Quality Management Area.

3.2 Site Context

- 3.2.1 The Site is located within the Piccadilly Ward and sits on the Piccadilly Basin. This area of Manchester falls within the study area of multiple strategic regeneration frameworks (SRFs) that have been created to develop a vision and strategy that will guide the regeneration of these areas. These include the HS2 Piccadilly SRF (March 2014), Piccadilly Basin SRF (October 2016), Portugal Street East SRF (2017) and Manchester Piccadilly SRF (March 2018).
- 3.2.2 The 2014 HS2 SRF provides high level proposals for the area surrounding Piccadilly Station that has stemmed from the arrival of HS2 into Manchester. This was later refreshed by the 2018 Manchester Piccadilly SRF which builds on the principles established in 2014 but has incorporated a number of changes and refinements to reflect investable changes in the market and overall vision for HS2. The Piccadilly Basin falls within the Manchester Piccadilly SRF and supports the objective to: “reinforce the grain, acknowledging the scale of neighbouring city blocks and reinvigorating connections that existed in the past. The use mix in this area would be governed by demand but a variety of residential development, focused on the canal basins, would be encouraged. Opportunity to invigorate this very under used section of the canal network and improve the pedestrian connection between the Ashton and Rochdale canals.”
- 3.2.3 The Piccadilly Basin SRF relates to a 5.9ha site situated at the north eastern part of Manchester City Centre and is identified within **Figure 3.2** below. The framework envisions Piccadilly Basin as an area that presents the opportunity to create a well-connected neighbourhood community with a mix of office, residential, retail and leisure and has the potential to develop a strong identity due to the presence of the Rochdale Canal and a number of historical assets.

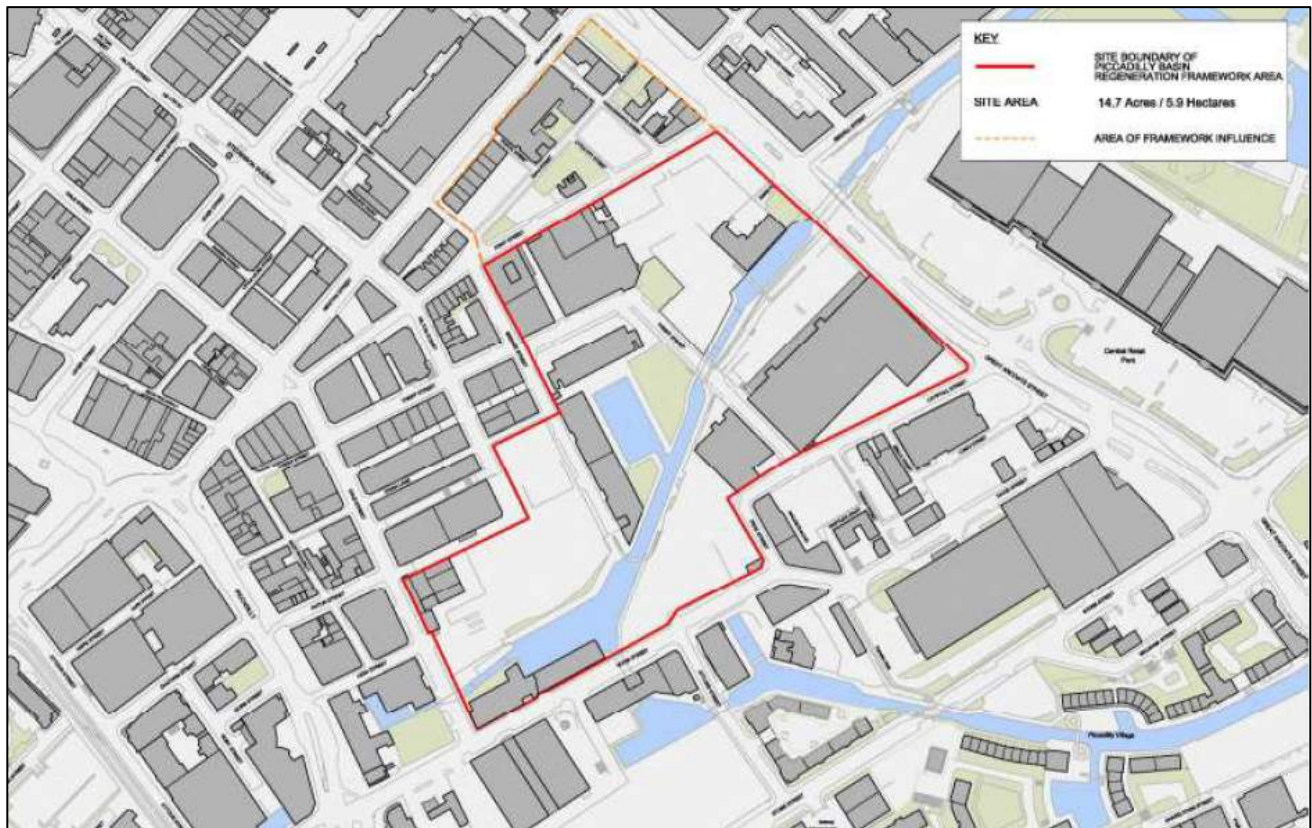


Figure 3.2 – Piccadilly Basin SRF Area

(Source: Deloitte, 2021)

3.2.4 To date, significant progress has been made to deliver the regeneration of the Piccadilly Basin:

- Refurbishment of the Grade II* Listed Jackson's Warehouse and construction of Vantage Quay for residential development, as well as the formation of the Marina which connects these sites;
- Construction of the Urban Exchange Retail Park, adjacent to Great Ancoats Street at the north east of the Site;
- A 232-space multi-storey car park on Tariff Street;
- Investment in public realm including the Canal, in addition to the formation of the Marina;
- Refurbishment of the Grade II* Listed Brownsfield Mill to create high quality residences; and,
- Development of Burlington House, an 11-storey residential building comprising 91 residential apartments.

3.2.5 In 1998, planning permission was granted for a mixed-use development that included residential, retail, licensed retail and studio office uses and provided Piccadilly Basin with a masterplan which was produced by Simpson Haugh (see **Figure 3.3**). The planning permission has now been implemented and therefore remains extant in perpetuity. Later in 2007, another application was submitted for a mixed-use development incorporating 58 residential units, a ground floor restaurant/cafe unit with related

access, servicing, landscaping and associated works at land bounded by Tariff Street, Rochdale Canal and Marina, however this was never implemented.

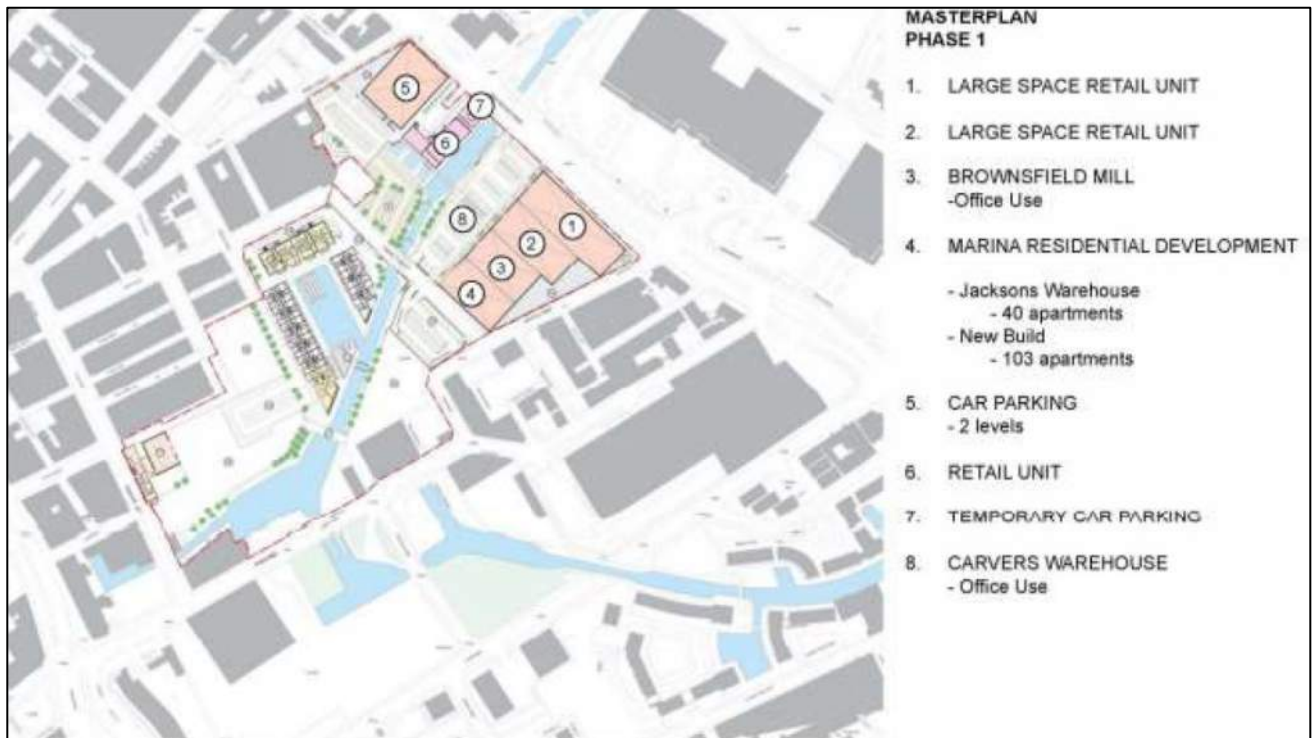


Figure 3.3 – Piccadilly Basin Masterplan, 1998
(Source: Deloitte, 2021)

3.2.6 Within the Piccadilly Basin SRF, a master planning exercise was undertaken by the same architect, Simpson Haugh, in order to create a vision for the area and inform the development principles. This is shown below in **Figure 3.4**. The framework sets out guidelines for the Site in regard to scale, massing and density. According to this, the Site will be residential-led mixed-use up to 32 storeys in height.

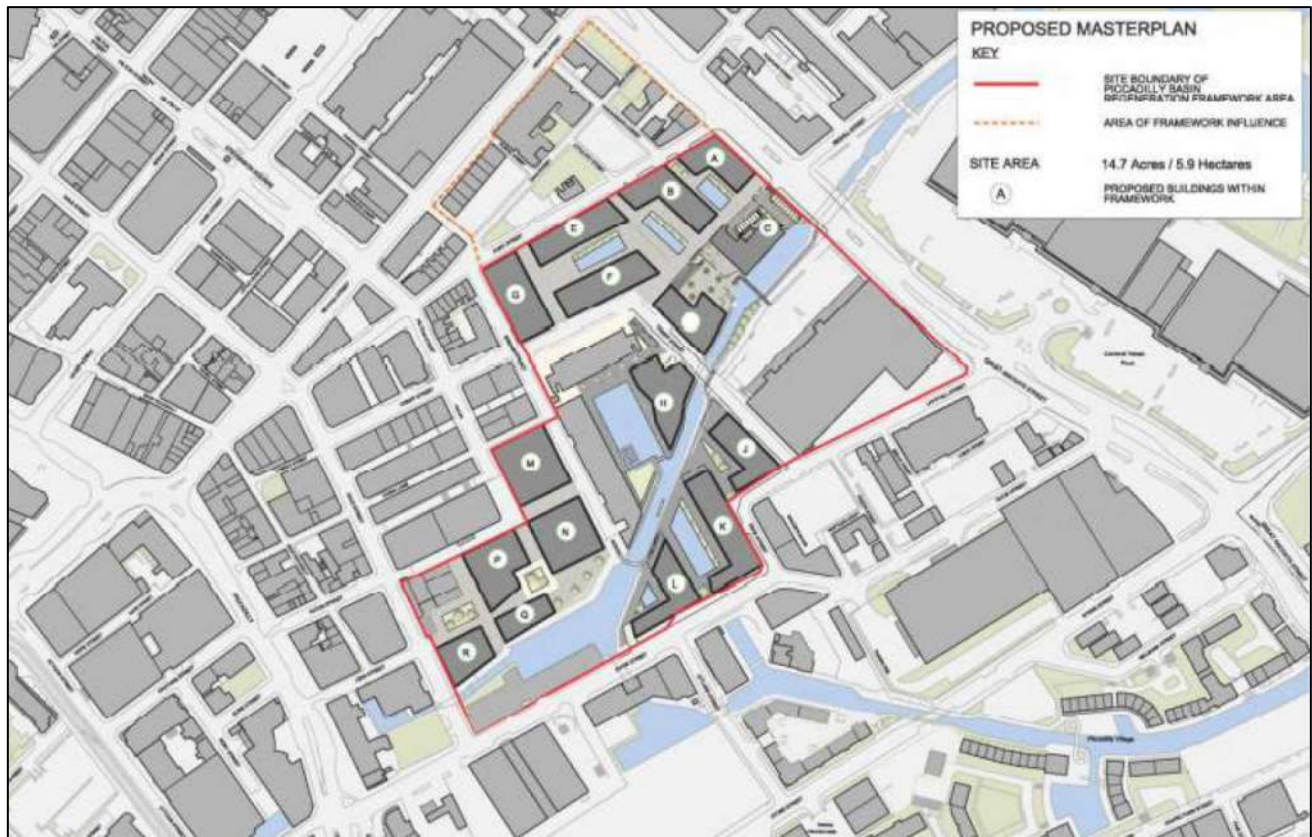


Figure 3.4 – Piccadilly Basin SRF Masterplan, 2016

(Source: Deloitte, 2021)

3.3 Existing Use and Access Arrangements

- 3.3.1 The Site is comprised of a surface level car park of low-quality hardstanding. The car park is operated by CitiPark and has a total capacity of circa 100 spaces.
- 3.3.2 The Site can be accessed by foot or on vehicle by using the car park entrances on Port Street. The access includes segregated access and egress points, with an electronic barrier system in place. In addition to the vehicular access point, several pedestrian entrances to the car park are provided along Port Street, which are in the form of small gaps in the wooden fencing that runs around the perimeter of the Site.

3.4 Surrounding Highway Network

A665 Great Ancoats Street

- 3.4.1 The A665 Great Ancoats Street forms the eastern boundary of the Site. In the vicinity of the Site, it operates primarily as dual carriageway with two lanes in each direction. Great Ancoats Street comprises a speed limit of 30mph and forms part of the north-eastern section of Manchester Ring Road passing through the Northern Quarter, Ancoats, and New Islington.

- 3.4.2 Great Ancoats Street commences at a signalised junction with the A62 Oldham Road to the north of the Site. The road then continues in a south-easterly direction for approximately 1.5km, continuing as the A665 Pin Mill Brow at a priority junction with Palmerston Street. The road then diverges towards Fairfield Street and the A635 Mancunian Way.
- 3.4.3 In the vicinity of the Site, the carriageway measures c. 14m in width. There are well-maintained footways on both sides of the carriageway which, for the most part, are in excess of 3m-wide. Controlled pedestrian crossing facilities with pedestrian call buttons are available along the road, the closest of which is located immediately adjacent to the Site. This crossing is in the form of a Toucan crossing, complete with a refuge island, dropped kerbs and tactile paving.
- 3.4.4 Great Ancoats Street is subject to a series of Traffic Regulation Orders (TROs). These include No-Waiting-At-Any-Time (NWAAT) double yellow parking restrictions, and a yellow box at the junctions with Newton Street and Port Street to keep the junction bellmouth clear.
- 3.4.5 There are several bus stops along Great Ancoats Street. The bus stop hosting southbound services is located directly across the Port Street junction, whereas the bus stop hosting northbound services is located c. 35m to the north of the Site. Both bus stops include shelters, seating, a flag pole, and timetable information. **Section 4** of this report discusses the services available from these stops in greater detail.

Port Street

- 3.4.6 Port Street is a one-way street which runs in a north-easterly direction, forming the northern boundary of the Site. The road commences off Dale Street to the south-west and extends for c. 300m towards a priority junction with the A665 Great Ancoats Street in the north-east. There is also a contra-flow cycle lane which permits cycle access in the opposite direction.
- 3.4.7 At its junction with Great Ancoats Street adjacent to the Site, there are dropped kerbs, tactile paving and a central refuge island. A segregated (southbound) cycle lane is also provided at this location. There are well-maintained footways along both sides of Port Street, which measure in excess of 2m-wide, and street lighting is provided at regular intervals. Where there is no segregated cycle lane, the southern footway on Port Street forms part of dedicated shared foot / cycleway.
- 3.4.8 Port Street is subject to a speed limit of 20mph. It is also subject to TROs in the form of NWAAT double yellow parking restrictions to restrict on-street parking at certain locations. However, on-street parking is permitted on some sections of the road. These comprise pay-and-display bays operated by Manchester City Council (MCC). The Site is located within Zone 2 of the city's Controlled Parking Zone (CPZ), where parking charges apply Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.
- 3.4.9 The maximum stay time in this zone is two hours, however charges and time restrictions do not apply to Blue Badge holders. Parking after 8pm and before 8am the next day is free (subject to parking restrictions).

Brewer Street and Tariff Street

- 3.4.10 Further to the west of the Site, Brewer Street comprises a two-way single carriageway. The road commences at a priority junction with Port Street and extends for 180m in a southerly direction, before terminating at a dead-end, where the Vantage Quay Bridge (a footbridge) continues over the Rochdale Canal. The carriageway is c. 6.5m-wide, however the usable width of the road is slightly lesser due to the presence of on-street pay-and-display parking bays.
- 3.4.11 Further to the south of the Site, Tariff Street comprises a two-way single carriageway with an average width of 8m, and extends for c. 350m between its priority junctions with Dale Street to the west and Laystall Street to the south.
- 3.4.12 Both roads are subject to a 20mph speed limit and comprises 2m-wide footways along both sides of the carriageway. Street lighting is present at regular intervals. Similar to Port Street, both roads are subject to NWAT TROs.

3.5 Access for Mobility and Visually Impaired Users

- 3.5.1 The Site benefits from its location near the city centre. There are a number of existing features which ensure safe, convenient and aided access for those Site users who are disabled and / or visually impaired, such as disabled parking on on-street pay-and-display bays, wide footways surrounding the Site, and dropped kerbs (which often include tactile paving) at most crossings in the vicinity of the Site, helping visually impaired users. Furthermore, there are numerous signal-controlled pedestrian crossings, complete with refuge islands and pedestrian call facilities.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Accessibility by Cycle; and
 - Accessibility by Public Transport.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

- 4.2.2 To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. **Plan 79165-CUR-00-XX-DR-TP-06001** to the rear of the report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips, which are likely to be the most significant categories of trips generated by the proposed residential development.
- 4.2.3 Within a 500m walking distance of the Site lies Ancoats, New Islington, and the Northern Quarter, which comprise a wide variety of amenities for leisure, retail, food and drink, daily needs such as supermarkets, nightlife, and fitness. The Site is also within a 500m walking distance to the Ancoats

Marina and Cotton Field Wharf, and the Urban Exchange shopping centre, which comprises large stores such as M&S, GO Outdoors, Aldi, and a gym. Additionally, there are bus stops that are accessible along the A665 Great Ancoats Street, for journeys in and out of Manchester City Centre.

- 4.2.4 Further afield but within a 1,000m walking distance of the Site lies additional areas of Manchester City Centre, most notably public transport interchanges such as Manchester Piccadilly, Piccadilly Gardens, Market Street, and Shudehill. These locations allow easy access for future residents of the Site which commute to work to Greater Manchester and beyond.
- 4.2.5 Within a 2,000m walking distance of the Site lies the majority of Manchester City Centre, and additional areas such as Miles Platting to the north-east, Ardwick to the south, and Salford Central to the west. Additional leisure facilities, food and drinks, retail opportunities, employment (i.e. Central Business District), high street banks, health clubs, hotels, and convenience stores are accessible. Manchester Victoria, Manchester Oxford Road, and Salford Central rail stations are also accessible within this catchment.
- 4.2.6 In addition to the above, further education institutions such as Manchester Law School, University of Manchester, and Manchester Metropolitan University are within a 2,000m walking distance of the Site.
- 4.2.7 The surrounding roads have wide footways for pedestrian use, and the carriageways are well-lit by street lighting. To assist pedestrians, there are numerous controlled crossing points with pedestrian refuge islands, dropped kerbs, and tactile paving. There is already a significant amount of pedestrian activity in the area, so high-quality pedestrian facilities are available. As such, the Site is considered highly accessible on foot.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the Site by cycle, **Plan 79165-CUR-00-XX-DR-TP-06002** to the rear of the report presents an 8km cycle catchment for the Site. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"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 (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.2 The 8km catchment area includes the entirety of Manchester City Centre including all major transportation links, shopping centres, bars, restaurants, leisure centres, tourist attractions, and places of worship. The catchment also extends as far as Cheetham Hill and Blackley to the north, Failsworth and Fairfield to the east, Levenshulme and Withington to the south, and Eccles, Trafford Park, and Chorlton to the west.
- 4.3.3 The A665 Great Ancoats Street comprises cycle infrastructure as existing, in the form of shared footway / cycleways. Additionally, low speed limits along streets within the city centre are part of the city's high-

quality cycle infrastructure to improve cyclist safety. Furthermore, to the south-east of the Site lies the Rochdale Canal Towpath which can be accessed from Great Ancoats Street and Tariff Street. The towpath is also known as Regional Route 86 or the Ashton Canal Cycleway, which follows the River Medlock from the eastern edge of the city centre, near Piccadilly, and follows the river through Phillips Park and Clayton Vale

- 4.3.4 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the Site. The local cycle network in the vicinity of the Site is shown in **Figure 4.1** below:

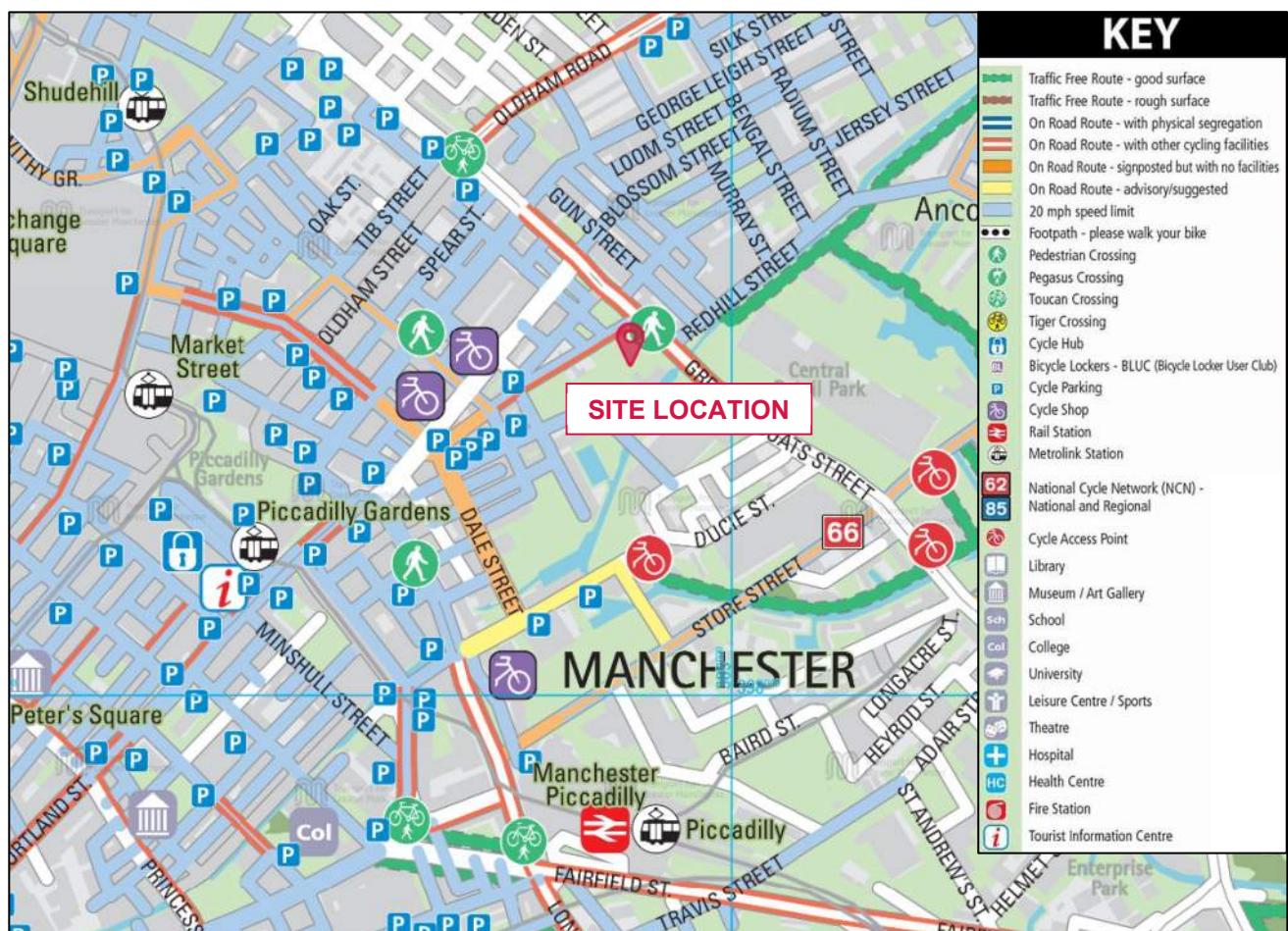


Figure 4.1 – Local Cycle Infrastructure
(Source: TfGM, 2019)

- 4.3.5 Store Street is part of Route 66 on the National Cycle Network (NCN), which, in turn, comprises several stretches of traffic-free cycle paths such as locally along the Rochdale Canal. The route runs from the Old Trafford Football Stadium in Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. More locally, the route connects the Site to the north east of Greater Manchester, including areas such as Failsforth.
- 4.3.6 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark

the most direct and pleasant way to navigate an area on foot or by bike. The Site is in close proximity to confirmed Bee Network infrastructure such as the Manchester Northern and Eastern Gateway (connecting the neighbourhoods of Ancoats, New Islington, New Cross, New Town, Redbank and the Green Quarter), allowing future residents to benefit from better connectivity and quality of commute.

- 4.3.7 Based on the above, it is considered that there is a real opportunity for cycling as a sustainable mode of travel to and from the Site.

4.4 Accessibility by Public Transport

- 4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The approach essentially measures the density of public transport in any Site within the Greater Manchester region.
- 4.4.2 The accessibility index score has eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The Site is in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester City Centre.
- 4.4.3 **Plan 79165-CUR-00-XX-DR-TP-06003** to the rear of the report demonstrates those areas accessible via public transport within 20, 40 and 60-minutes journey from the Site. Within a 20-minute journey, residents can travel to Harpurhey to the north, and Ardwick to the south. Manchester Airport, Ashton-under-Lyne, Middleton, Eccles and Old Trafford can be accessed within a 40-minute public transport journey from the Site. Within an hour, residents can travel as far as Huddersfield, Todmorden, Adlington, Rainhill, Widnes, Holmes Chapel, Macclesfield, Chinley, and Glossop
- 4.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.2** below:



Figure 4.2 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2019)

Bus Accessibility

- 4.4.5 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Buses in Urban Developments' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.6 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.7 The closest bus stops to the Site are those located along Great Ancoats Street adjacent to the Site. There are also additional bus services located within 400m of the Site, such as those along Level Street and Oldham Street. **Table 4.3** details the services that call at these stops, and their associated frequencies. The frequencies included are for travel in both inbound and outbound directions:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Great Ancoats Street:				
216	Piccadilly Gardens – Ashton-under-Lyne – Stalybridge	Every 10 mins	Every 10 mins	Every 15 mins
217	Piccadilly Gardens – Droydsden – Ashton-under-Lyne	Hourly	Hourly	Hourly
230	Piccadilly Gardens – Droydsden – Ashton-under-Lyne	Every 30 mins	Every 30 mins	Hourly
231	Piccadilly Gardens – Droydsden – Hurst – Ashton-under-Lyne	Every 30 mins	Every 30 mins	Hourly
From Lever Street (all of the above, with the addition of):				
74	Piccadilly Gardens – Newton Heath – Failsworth – Woodhouses	5 in the PM	No Service	No Service
76	Piccadilly Gardens – Failsworth – Hollinwood – Oldham Mumps	Every 10 mins	Every 12 mins	Every 30 mins
76A	Piccadilly Gardens – Failsworth – Limeside – Oldham	Hourly	Hourly	No Service
83	Piccadilly Gardens – Failsworth – Oldham – Sholver	Every 10 mins	Every 10 mins	Every 30 mins
84	Piccadilly Gardens – Hollinwood – Oldham – Lees – Uppermill	Every 10 mins	Every 10 mins	Every 20 mins
From Oldham Street (all of the above, with the addition of):				
114	Boarshaw – Middleton – Greengate – Piccadilly Gardens	Every 20 mins	Every 30 mins	Hourly
181	Piccadilly Gardens – Chadderton – Royton – Wrens Nest	Hourly	Hourly	No Service

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
182	Piccadilly Gardens – Chadderton – Royton – Wrens Nest	Hourly	Hourly	Hourly
X84	Piccadilly Gardens – Failsworth – Hollinwood – Carrcote	1 in the AM to MCR 1 in the PM to Carrcote	No Service	No Service

Table 4.3 – Summary of Bus Service Frequencies

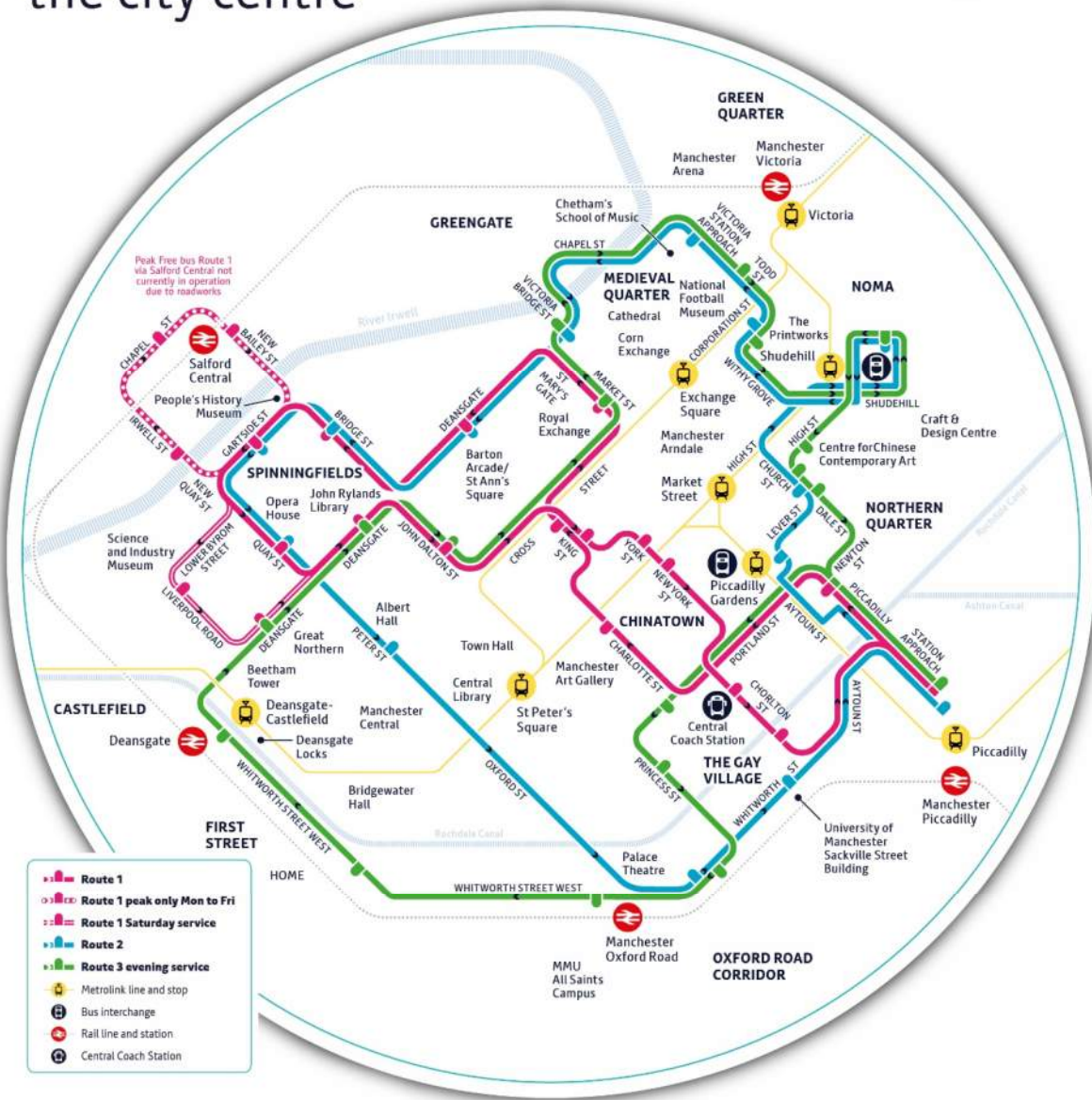
- 4.4.8 Additionally, within a 750m walk from the Site lies Manchester Piccadilly, which serves as a stop for Routes 1, 2, and 3 of the Manchester free bus. The free bus is a service providing direct access to the Deansgate, Oxford Road, Victoria and Salford Central railway stations along with key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.3** below:

free bus routes around the city centre



Salford City Council

MAYOR OF GREATER MANCHESTER



1 **Monday – Friday**
Every 10 minutes:
7am – 7:15pm
Peak route only:
7am – 9am and **4pm – 7:15pm**
Saturday
Every 10 minutes:
8:20am – 7:15pm
Sunday and public holidays
Every 12 minutes:
11am – 6pm

2 **Monday – Friday**
Every 10 minutes:
6:30am – 7:10pm
Every 20 minutes:
7:10pm – 11:30pm
Saturday
Every 10 minutes:
8:30am – 7:30pm
Every 15 minutes:
7:30pm – 11:30pm
Sunday and public holidays
Every 12 minutes:
10am – 7pm

3 **Monday – Friday**
Every 20 minutes:
7:30pm – 11:30pm
Saturday
Every 15 minutes:
7:30pm – 11:30pm

Figure 4.3 – Free Bus Route and Timetable
(Source: TfGM, 2021)

4.4.9 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.

4.4.10 Overall, the Site is well served by bus. The Site also benefits from the free bus service.

Rail Accessibility

4.4.11 The closest rail station to the development is Manchester Piccadilly, located c. 750m to the south of the Site. Manchester Piccadilly station is a major transport interchange, being the main rail hub of the northwest of England. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours 10 minutes.

4.4.12 A summary of rail services from the station is summarised in **Table 4.4**. In all cases, rail users should check the respective rail operators' timetables for detailed stops, as trains might not call at every station:

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
By Northern Rail:			
Bolton to Manchester and Manchester Airport Calling at: Bolton, Salford Crescent, diverges to: - Salford Central, Manchester Victoria; or - Deansgate, Manchester Oxford Road, Manchester Piccadilly, diverges to: - Stockport; or - Heald Green, Manchester Airport.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to Southport and Kirkby Calling at, but not limited to: Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Crescent. Extensive route; change at other stations to access additional stops.	Hourly to Manchester 1 in the PM to Southport	Hourly to Manchester 1 in the PM to Southport	No Service
Liverpool to Manchester Piccadilly via Warrington Central Calling at: Liverpool Lime Street, Edge Hill, Mossley Hill, West Allerton, Liverpool South Parkway, Hunt's Cross, Halewood, Hough Green, Widnes, Sankey for Penketh, Warrington West, Warrington Central, Padgate, Birchwood, Glazebrook, Irlam, Flixton, Chassen Road, Urmston, Humphrey Park, Trafford Park, Deansgate, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	2 per hour to Manchester 1 per hour to Liverpool	2 per hour to Manchester 1 per hour to Liverpool	Hourly in each direction

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester to Manchester Airport local stopping services Calling at: Deansgate, Manchester Oxford Road, Manchester Piccadilly, diverges to: - Levenshulme, Heaton Chapel, Stockport, Cheadle Hulme, Handforth; or - Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, Manchester Airport, Styal; converges back at: Wilmslow, Alderley Edge, Chelford, Goostrey, Holmes Chapel, Sandbach, Crewe.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Blackpool North to Manchester Victoria, Preston to Hazel Grove Calling at, but not limited to: Blackpool North, Layton, Poulton-le-Fylde, Kirkham & Wesham, Preston, Leyland, Buckshaw Parkway, Chorley, Adlington, Blackrod, Horwich Parkway, Lostock, Bolton, Salford Crescent, diverges to: - Salford Central, Manchester Victoria; or - Deansgate, Manchester Oxford Road, Manchester Piccadilly, diverges to: - Heald Green, Manchester Airport; or - Levenshulme, Heaton Chapel, Stockport, Davenport, Woods Moor, Hazel Grove.	Hourly to Manchester 2 per hour to Blackpool North	Hourly to Manchester 2 per hour to Blackpool North	Hourly in each direction
Carlisle to Preston and Manchester via Cumbrian Coast and Windermere to Manchester Airport Calling at: - Carlisle, Dalston, Wigton, Aspatria, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Corkickle, St Bees, Nethertown, Braystones, Sellafield, Seascale, Drigg, Ravenglass, Bootle, Silecroft, Millom, Green Road, Foxfield, Kirkby-in-Furness, Askam, Barrow-in-Furness, Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnsdale, Silverdale, Carnforth; or - Windermere, Staveley, Burneside, Kendal, Oxenholme Lake District; Lancaster, Preston, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	2 per hour to Manchester Hourly to Lancaster	2 per hour to Manchester Hourly to Lancaster	Hourly in each direction

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown (includes Helsby to Ellesmere Port) Calling at: Liverpool Lime Street, Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, Lea Green, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Manchester Piccadilly, Manchester Airport. Extensive route; change at other stations to access additional stops.	2 per hour in each direction	2 per hour in each direction	2 per hour in each direction
Manchester to Chester via Altrincham Calling at: Manchester Piccadilly, Stockport, Navigation Road, Altrincham, Hale, Ashley, Mobberley, Knutsford, Plumley, Lostock Gralam, Northwich, Greenbank, Cuddington, Delamere, Mouldsworth, Chester.	Hourly in each direction	Hourly in each direction	Every 2 hours in each direction
Manchester to Crewe via Stockport and via Manchester Airport Calling at: Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport. Extensive route; change at other stations to access additional stops.	2 per hour in each direction	2 per hour in each direction	2 per hour in each direction
Manchester to Stoke-on-Trent via Macclesfield Calling at: Manchester Piccadilly, Stockport, Cheadle Hulme, Bramhall, Poynton, Adlington, Prestbury, Macclesfield, Congleton, Kids Grove, Longport, Stoke-on-Trent.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to Hazel Grove and Buxton Calling at: Manchester Piccadilly, Levenshulme, Heaton Chapel, Stockport, Davenport, Woodsmoor, Hazel Grove, Middlewood, Disley, New Mills Newtown, Furness Vale, Whaley Bridge, Chapel-en-le-Frith, Dove Holes, Buxton.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester to New Mills Central and Rose Hill and to Sheffield (The Hope Valley Line) Calling at: Manchester Piccadilly, Ashburys, diverges to: • Reddish North, Brinnington, Bredbury; or • Gorton, Fairfield, Guide Bridge, Hyde North, Hyde Central, Woodley; converges at: Romiley, Marple OR Rose Hill Marple, New Mills Central, Chinley, Edale, Hope (Derbyshire), Bamford, Hathersage. Grindleford, Dore and Totley, Sheffield.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to Hadfield and Glossop Calling at: Manchester Piccadilly, Ardwick, Ashburys, Gorton, Guide Bridge, Flowery Field, Newton for Hyde, Godley, Hattersley, Broadbottom, Dinting, Glossop, Hadfield.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
By East Midlands Railway:			
Liverpool to Norwich Calling at: Liverpool Lime Street, Liverpool South Parkway, Widnes, Warrington Central, Manchester Oxford Road, Manchester Piccadilly, Stockport, Chinley, Edale, Hope, Bamford, Hathersage, Grindleford, Dore & Totley, Sheffield, Dronfield, Chesterfield, Alfreton, Ilkeston, Nottingham, Grantham, Peterborough, Ely, Thetford, and Norwich.	Every 2 hours in each direction	Every 2 hours in each direction	Hourly in each direction
By Transport for Wales:			
Llandudno to Manchester Calling at: Llandudno Junction, Colwyn Bay, Abergelle and Pensarn, Rhyl, Prestatyn, Flint, Shotton, Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road, Manchester Piccadilly, East Didsbury, and Manchester Airport. Extensive route; change at other stations to access additional stops.	Hourly in each direction	Hourly in each direction	Hourly in each direction
By TransPennine Express:			

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester Airport to Preston, Carlisle, and Glasgow Central / Edinburgh Calling at: Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Bolton, Preston, Lancaster, Oxenholme, Penrith, Carlisle, Lockerbie, Carstairs, diverges to: • Motherwell and Glasgow Central; or • Haymarket and Edinburgh.	Every 2 hours in each direction	Every 2 hours in each direction	Every 2 hours in each direction
Manchester to Sheffield, Doncaster, Scunthorpe, Grimsby and Cleethorpes Calling at: Manchester Airport, Manchester Piccadilly, Stockport, Dore & Topley, Sheffield, Meadowhall, Doncaster, Scunthorpe, Barnetby, Harbrough, Grimsby Town, Cleethorpes.	Hourly in each direction	Hourly in each direction	Hourly in each direction
Manchester Airport to Leeds, Hull, York, Scarborough, Middlesbrough, Newcastle and Edinburgh Calling at: Manchester Airport, Gatley, Manchester Piccadilly, Manchester Oxford Road, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Thirsk, Northallerton, Yarm, Thornaby, Middlesbrough, and Redcar Central.	Hourly in each direction	Hourly in each direction	Hourly in each direction
By CrossCountry:			
Scotland, North East & Manchester to the South West and South Coast Calling at: Manchester Piccadilly, Stockport, Macclesfield, Stoke-on-Trent, Stafford, Wolverhampton, Birmingham New Street, Birmingham International, Coventry, Leamington Spa, Banbury, Oxford, Reading, Basingstoke, Winchester, Southampton Airport Parkway, Southampton Central, Bournemouth.	Hourly from 10:27 – 17:27, then 21:27 (SB) Hourly from 07:29 – 10:23, 15:23 – 16:23, 20:23 – 22:23 (NB)	05:11, 11:27, 12:27, then hourly from 17:27 – 19:27 (SB) 07:30, then hourly from 12:23 – 14:23, 18:23 – 20:23 (NB)	Hourly from 08:27 – 11:27, 16:27 – 18:27, then 22:05 (SB) 10:38, 11:33, 16:26, 17:26, 22:24, 23:23 (NB)
By Avanti West Coast:			
London Euston – Liverpool / Manchester via Stoke-on-Trent / Crewe Calling at: London Euston, Milton Keynes Central, Stoke-on-Trent, Macclesfield, Stockport, Manchester Piccadilly.	2 per hour in each direction	2 per hour in each direction	2 per hour in each direction

Table 4.4 – Summary of Rail Service Frequencies

4.4.13 It is noted that the provision of rail services will change during different seasons in the year and over time in response to current circumstances. The rail times are accurate at the time of writing, whereas up-to-date rail times can be found on the respective train operators' websites:

- Northern Rail: northernrailway.co.uk/travel/timetables;
- East Midlands Railway: www.eastmidlandsrailway.co.uk/timetables;
- Transport for Wales: tfwrail.wales/travel-safer/timetable;
- TransPennine Express: www.tpexpress.co.uk/travel-updates/timetables;
- CrossCountry: <https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables>;
and
- Avanti West Coast: <https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables>.

4.4.14 Manchester Piccadilly rail station has step-free access to the platforms and ticket machines via moving walkways and lifts, along with cycle storage spaces outside the station. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with toilets and baby change facilities, shops, left luggage, wi-fi services and ATMs.

4.4.15 Train running information is offered via Customer Information Services (CIS) screens, and there are spaces for bicycles outside the entrances to the station along Fairfield Street, Ducie Street, and the front entrance. There are also parking spaces spin a mixture of long-stay, short-stay, or pick-up / drop-off points for commuters who wish to "Park and Ride".

4.4.16 The trains that serve Manchester Piccadilly run regularly all 7 days of the week. This allows access to a number of different locations across the whole of the UK; and is a viable alternative to private car use.

4.4.17 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also direct links to Manchester Airport from across the north of England.

4.4.18 The High Speed Rail 2 (HS2) is a high-speed rail network which will allow enhanced connections to London and Birmingham, halving the current travel time, and Europe via the successful HS1. The delivery of a HS2 Station alongside the existing Manchester Piccadilly will have a substantial positive impact on driving forward a wider commercial and regeneration plan for the Oxford Road Corridor.

4.4.19 The Northern Hub is a Network Rail plan to stimulate economic growth in the north of England through better connections between key towns and cities. The Northern Programme is a series of targeted upgrades to the railway in the north of England. It will allow hundreds more trains to run each day and provide space for millions more passengers a year. The Hub will bring service improvements and

economic benefits across the whole north of England which could be hugely beneficial for residents of the Site. These include:

- Over £4bn worth of wider economic benefits to the region and potentially 20,000 to 30,000 jobs;
- The ability to double into the Trafford Park freight terminals;
- Two new fast trains per hour between Manchester Victoria and Liverpool;
- More frequent services between Manchester and Leeds (six per hour);
- Faster passenger services across the TransPennine route – improving journey times of up to 15 minutes between Manchester Victoria to York via Leeds;
- Journey times between Liverpool and Manchester could be reduced by 10-15 minutes;
- New direct services from across the north to Manchester Airport; and
- Faster journey times to Sheffield and the East Midlands, Bradford, Halifax, Hull, Newcastle and the North-East.

4.4.20 It is considered the Site is accessible by rail.

Metrolink (Light Rail) Accessibility

4.4.21 Piccadilly Gardens, Piccadilly, and Shudehill Metrolink stations are located approximately equidistant from the Site (within a 650m – 750m walk from the Site). The following lines call at these stops:

- **Navy Line** – Manchester Airport to Manchester Victoria (Shudehill only);
- **Yellow Line** – Piccadilly to Bury;
- **Green Line** – Altrincham to Bury (Shudehill only);
- **Purple Line** – Altrincham to Piccadilly (Piccadilly Gardens and Piccadilly only); and
- **Blue Line** – Eccles to Ashton-under-Lyne.

4.4.22 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- **Green Line** (Altrincham to Bury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines.

4.4.23 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.24 Users can change at St Peter's Square, Manchester Victoria, or Cornbrook stations to access additional services to the Trafford Centre, East Didsbury, and Rochdale, as shown in the Metrolink map in **Figure 4.4**. It is considered the Site is highly accessible by Metrolink (light rail).

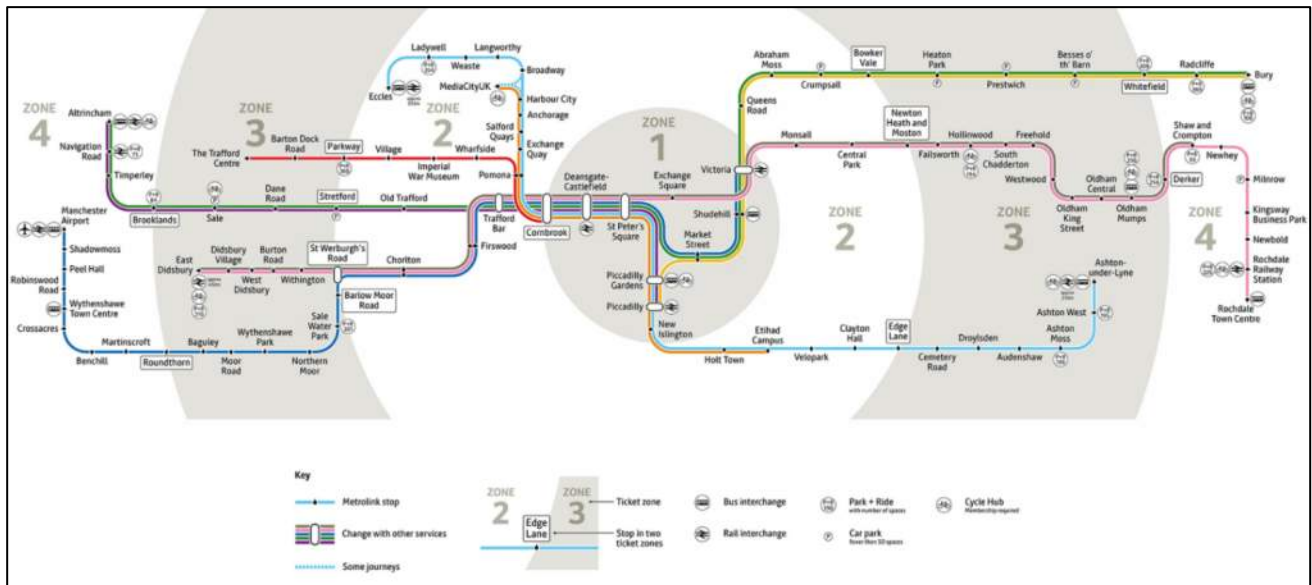


Figure 4.4 – TfGM Metrolink Network Map

(Source: TfGM, 2021)

4.5 Summary

- 4.5.1 It is clear the Site is well located to benefit from sustainable modes of travel such as walking, cycling and public transport. Additionally, the Site benefits from close proximity to many local amenities and services.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Considering the high levels of accessibility of the Site, it is considered the vast majority of residents will travel to / from the Site via sustainable modes of travel.
- 5.1.2 Not all measures should be committed to at this stage as there are no current occupiers of the Site to survey. One of the primary reasons for undertaking a modal split survey is to ensure the Travel Plan budget is spent appropriately / as effectively as possible. For example, if the vast majority of residents already travel by public transport, it might be more worthwhile to spend more of the budget on encouraging walking and / or cycling.
- 5.1.3 Notwithstanding, this section of the ITP sets out the initiatives that could be implemented in a full Travel Plan. The initiatives are designed to reduce dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document.

5.2 Appointment of Travel Plan Coordinator (TPC)

- 5.2.1 At least one month before operation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 7** of this report.

5.3 Production of Welcome Packs

- 5.3.1 Welcome Packs can be important in influencing travel patterns from the outset and therefore it is envisaged that Welcome Packs will be supplied to all residents associated with the development. The contents of the Welcome Packs will include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
 - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - Maps showing local walking / cycling routes and places of interest;
 - Links to up-to-date public transport services, i.e. public transport operator websites with timetables and routes; and
 - Details of the Travel Plan Co-ordinator (TPC).

- 5.3.2 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to residents, or on notice boards to be placed in communal areas.

5.4 Measures to Encourage Walking

- 5.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

- 5.4.2 It has been demonstrated within **Section 4** of this ITP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The following measures will be provided in order to encourage residents to walk:

- Promote / raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the Site to main destinations and bus stops;
- General lighting to be installed within the Site to provide a safe and secure environment;
- Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
 - The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups; and
 - The www.plotaroute.com website for journey planning on foot.
- Consider setting up a social walking / 'walking buddy' group if there is enough interest.

5.5 Measures to Encourage Cycling

- 5.5.1 It has been demonstrated throughout **Section 4** of this ITP that the Site is conducive to cycling. There will also be secure and sheltered cycle parking provided at the development as part of the development proposals. The following measures will be provided in order to encourage residents to cycle:

- Promote / raise awareness of the health and wellbeing benefits of cycling;
- Provision of signage within and around the Site;
- Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - Details of local cycle shops;

- Marketing campaigns such as “National Bike Week”;
- The www.cyclestreets.net website for journey planning by bike.
- Consider setting up a social cycling group / Bicycle User Group (BUG) if there is enough interest.

5.5.2 In addition to the CycleStreets website mentioned above, optimal cycle routes to the development or other destinations can be calculated using Google Maps and its cycle route planner tool. Roads that have dedicated cycle facilities are highlighted. The tool can be launched from the following link: <https://www.google.co.uk/maps/@53.482336,-2.2289668,17.08z/data=!5m1!1e3>.

5.6 Measures to Encourage Public Transport

5.6.1 It has been demonstrated throughout **Section 4** of this ITP that the Site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester City Centre. The following measures will be provided in order to encourage residents to travel by public transport:

- Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
 - TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - The Traveline Journey Planning tool, i.e. by phoning 0871 200 223 and the Traveline website at www.traveline-northwest.co.uk; and
 - A map showing local bus and rail stations in the vicinity of the Site.

5.6.2 Additional measures such as the TPC assisting residents with their journey planning to the Site could be considered.

5.7 Measures to Encourage Use of Car Sharing, Car Clubs, and Electric Vehicles (EV)

Car Sharing

5.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. It is envisaged that the lack of parking provision will encourage less to drive to the Site, and more to engage in sustainable modes of travel such as car sharing.

5.7.2 This could be simply encouraged further on an informal basis or managed by administrative staff who could match interested people.

5.7.3 There are car sharing organisations which offer a matching service. Residents would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares.

Notwithstanding this, CarshareGM is an employer-based car sharing scheme, therefore residents would need to work for an employer that has signed up to the scheme to benefit from this.

- 5.7.4 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure, for example. This scheme could be promoted by the Travel Plan Coordinator (TPC).

Car Club

- 5.7.5 The Enterprise Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot. Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £5 an hour.
- 5.7.6 The nearest Car Club bay is located at Tariff Street, M1 2FJ, which is an approximate 200m walking distance (2 minutes' walk) towards the south-west of the Site. **Figure 5.1** below shows additional locations across Manchester City Centre that Enterprise Car Club currently operate in.

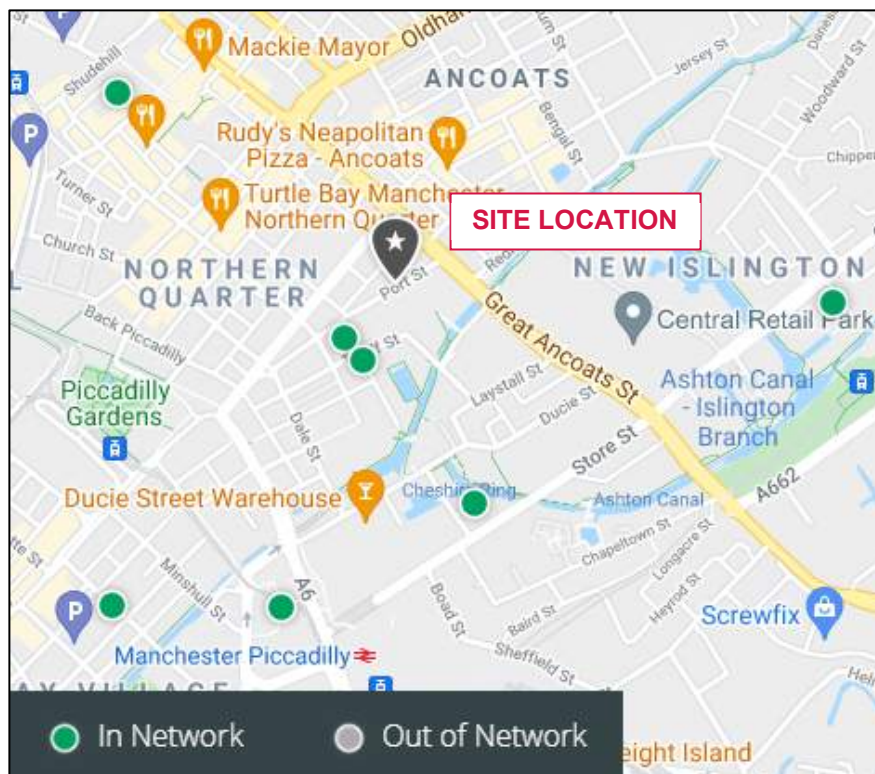


Figure 5.1 – Enterprise Car Club Locations in Manchester City Centre
(Source: Enterprise Car Club, 2021)

5.7.7 **Figure 5.1** is accurate at the time of writing, however additional real-time information on the availability of certain car club bays can be found on Enterprise Car Club's mobile application or website: <https://www.enterprisecarclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>.

5.7.8 It is considered that the Car Club could therefore be a highly attractive facility for residents who require occasional private car use, therefore minimising the highway impact.

Electric Vehicle (EV) Charging Provision

5.7.9 5 of the parking spaces in the vicinity of the Site which will be equipped with active electric vehicle (EV) charging facilities. It is envisaged that the provision of EV charge points and infrastructure would encourage residents to consider switching to EVs should they still require to rely on the private car, but wish to reduce their carbon footprint.

5.7.10 Alongside promoting these charging spaces, it would be appropriate to raise awareness of car ownership costs and highlight the benefits of car sharing and EVs through advertising around the Site.

5.7.11 In the long term, it is also the responsibility of the TPC to monitor the uptake of EV spaces (such as via feedback from the travel surveys) and plan to increase the availability of EV charge points if applicable.

6.0 Targets

6.1 Introduction

- 6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Data Collection

- 6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.
- 6.2.2 In order to understand travel habits, a representative sample survey will be undertaken within six months following occupation, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of work / residence (resident / staff);
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage residents (and staff) to travel more sustainably.
- 6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 6.2.4 Questions will be transferred to as SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents and staff would be sent this link in the early stages of operation and can click on it and get directed to an internet-based survey.
- 6.2.5 The information obtained will be used to undertake a modal split analysis, and any issues raised in the open-ended questions will be attended to. Residents and staff would then be surveyed every 2 years from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

6.3 Data Analysis and Modal Split Targets

- 6.3.1 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to residents. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.

6.3.2 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

6.3.3 The following **Table 6.1** summarises the current modal split (based on the 2011 Census data) and preliminary targets:

Travel Mode	2011 Modal Split	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	18%	- 1.25 %	- 1.75 %	- 3.0 %	- 6.0 %
By Car, Lift Sharing	1%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Walk	51%	+ 0 %	+ 0.25 %	+ 0.25 %	+ 0.5 %
Cycle	2%	+ 0.5 %	+ 0.5 %	+ 1.0 %	+ 2.0 %
Bus	11%	+ 0.25 %	+ 0.25 %	+ 0.5 %	+ 1.0 %
Train	12%	+/- 0 %	+ 0.25 %	+ 0.25 %	+ 0.5 %
Tram	4%	+ 0.5 %	+ 0.5 %	+ 1.0 %	+ 2.0 %

Table 6.1 – Modal Shift Targets

6.3.4 As can be seen from the targets, there will be an overall aim to reduce the number of those travelling to the Site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably walking and bus, but also car sharing and other public transport modes. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.

6.3.5 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes. Additionally, targets could be set for reducing single-person car journeys for car drivers who park off-site if the number of people travelling by private car is found to be high.

6.3.6 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which will be arranged within six months of occupation at the Site, usually as a discharge of planning condition. New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

6.3.7 The targets are considered to be realistic when considering the Travel Plan initiatives as detailed throughout **Section 5** of this ITP.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the ITP. It also sets out the next steps with regards to converting this ITP into a full Travel Plan.

7.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

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

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

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

7.2 Responsibility and Management

7.2.1 Overall responsibility for the ITP will lie with the operator (or any future owner of the Site if transacted prior to completion). Following construction and full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

7.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

7.2.3 At this point, the day-to-day responsibility will shift from the operator (or any future owner of the Site if transacted prior to completion) to the appropriately appointed TPC.

7.2.4 Notwithstanding, adequate consultation and support from the management and residents within the development is required to ensure the smooth implementation of the TP. A number of measures to be undertaken by all parties comprise:

- Management to actively pursue any future partnerships with bus operators and the identification of opportunities to future stages of the development;
- Provision of security for walkways to and from the Site, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting and CCTV installations in collaboration with the Highways and Planning Authorities; and
- Support for a Travel Plan Coordinator in ways including but not limited to funding to enable them to fulfil their duties and deliver the TP as intended.

7.3 Travel Plan Coordinator (TPC)

7.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures / initiatives in the TP and instigate a marketing campaign upon first occupancy of the Site;
- Monitoring the TP and detect trends in change against targets and report to the relevant parties (i.e. MCC and TfGM); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.3.2 A TPC will be nominated for the development approximately a month before occupation of the development. It is likely that the TPC role will be fulfilled by a member of the management company.

7.4 Monitoring and Evaluation

7.4.1 Monitoring and review is of central importance to the progression of the Travel Plan. Good Practice Guidelines from the DfT state that:

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

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

7.4.2 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising

with MCC on transport related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

- 7.4.3 The results of each survey would be used to review progress against targeted modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the Site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.
- 7.4.4 Monitoring reports will be provided to officers at Manchester City Council every two years following the receipt of the baseline surveys. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming monitoring period. In addition, survey results would be circulated to all residents upon the completion of surveys.
- 7.4.5 After initial review, further reviews will be carried out at two-yearly intervals and continue for a total monitoring period of five years. The five-year monitoring schedule will include three surveys: the initial monitoring survey and two follow-up surveys.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the TP process:

Action	Target Date	Responsibility
Implementation of Site Infrastructure	During construction phase.	Manchester (Port Street) Ltd or any future owner of the Site if transacted prior to completion
Appoint TPC	One month before occupation.	Manchester (Port Street) Ltd or any future owner of the Site if transacted prior to completion
Implement TP Initiatives	To be started once TPC is appointed, ongoing throughout development lifespan.	TPC
Produce Welcome Pack	First occupation of the development.	TPC
Undertake Initial Travel Surveys	Within six months of occupation.	TPC
Decide Modal Split Targets	Within one month of undertaking the initial surveys.	TPC in conjunction with MCC / TfGM
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with MCC / TfGM.	TPC
Undertake Follow-Up Travel Surveys and Present Monitoring Report	Every two years following first surveys, with monitoring to be carried out for a period of at least five years.	TPC

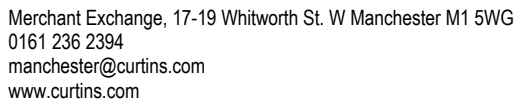
Table 8.1 – Action Plan

Plans

Plan 79165-CUR-00-XX-DR-TP-06001-P01 – (Accessibility) Indicative Walking Catchment

Plan 79165-CUR-00-XX-DR-TP-06002-P01 – (Accessibility) Indicative Cycle Catchment

Plan 79165-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Public Transport Catchment



Project: PORT STREET MANCHESTER

Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Status: PRELIMINARY

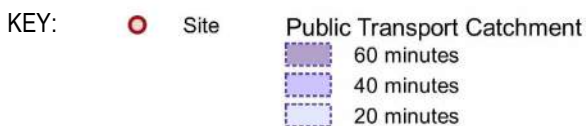
Drawn By: HD Checked By: JA

Designed By: HD Date: 02/09/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Project:
PORT STREET, MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

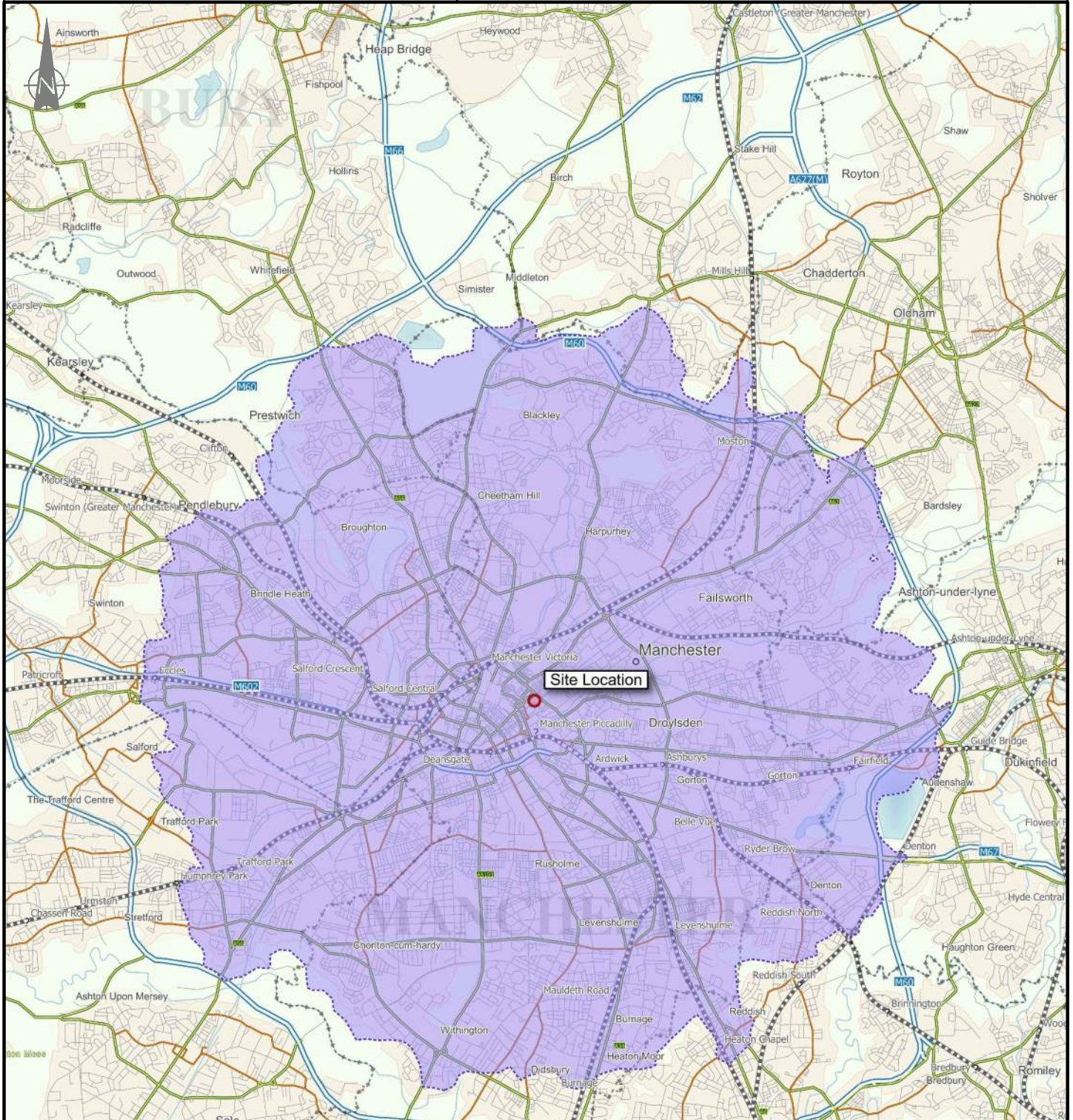
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KEY: Site Cycle Catchment 8000m

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Project:
PORT STREET, MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

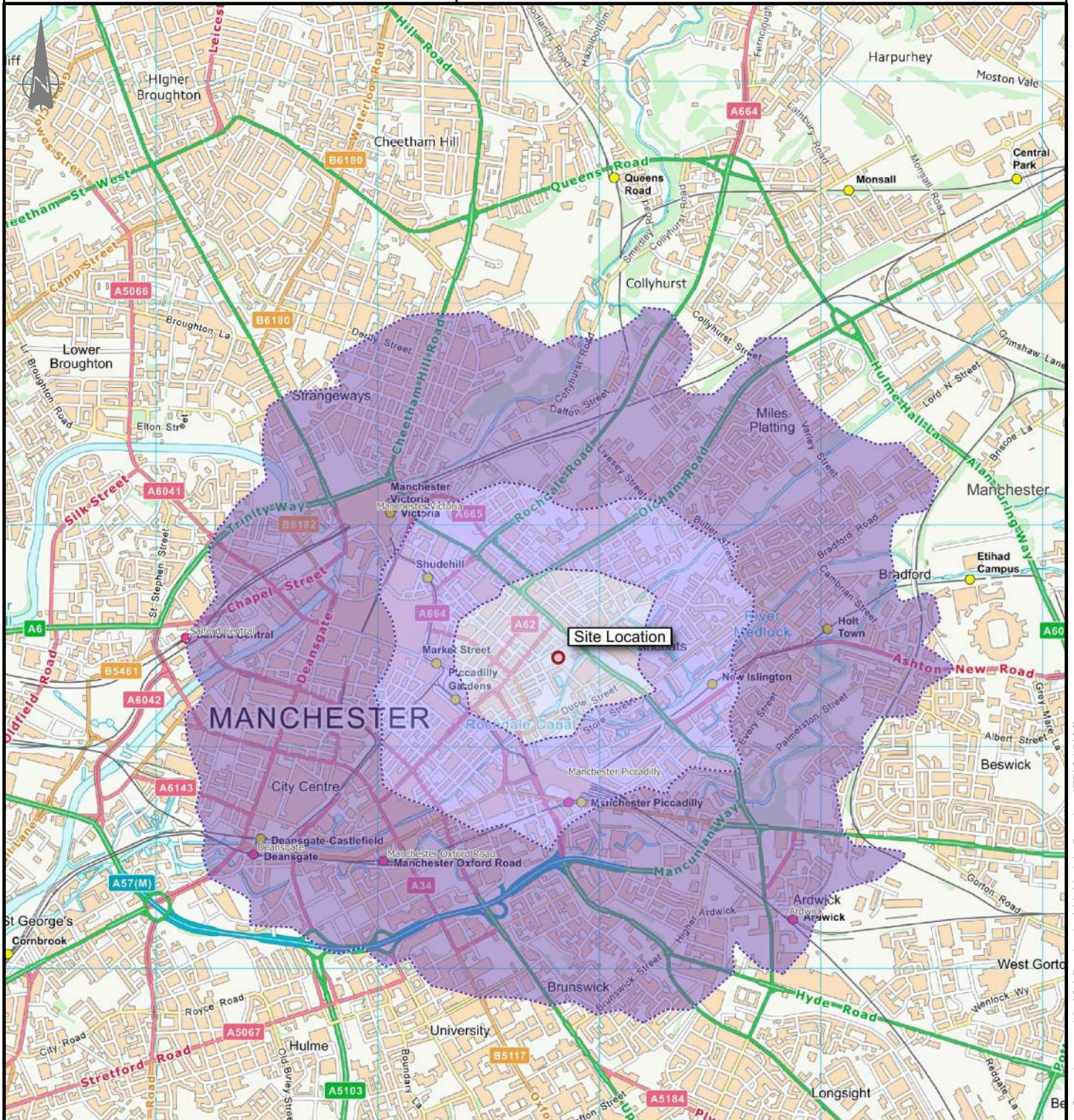
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Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY:

	Site		Walking Catchment
			2000m
			1000m
			500m

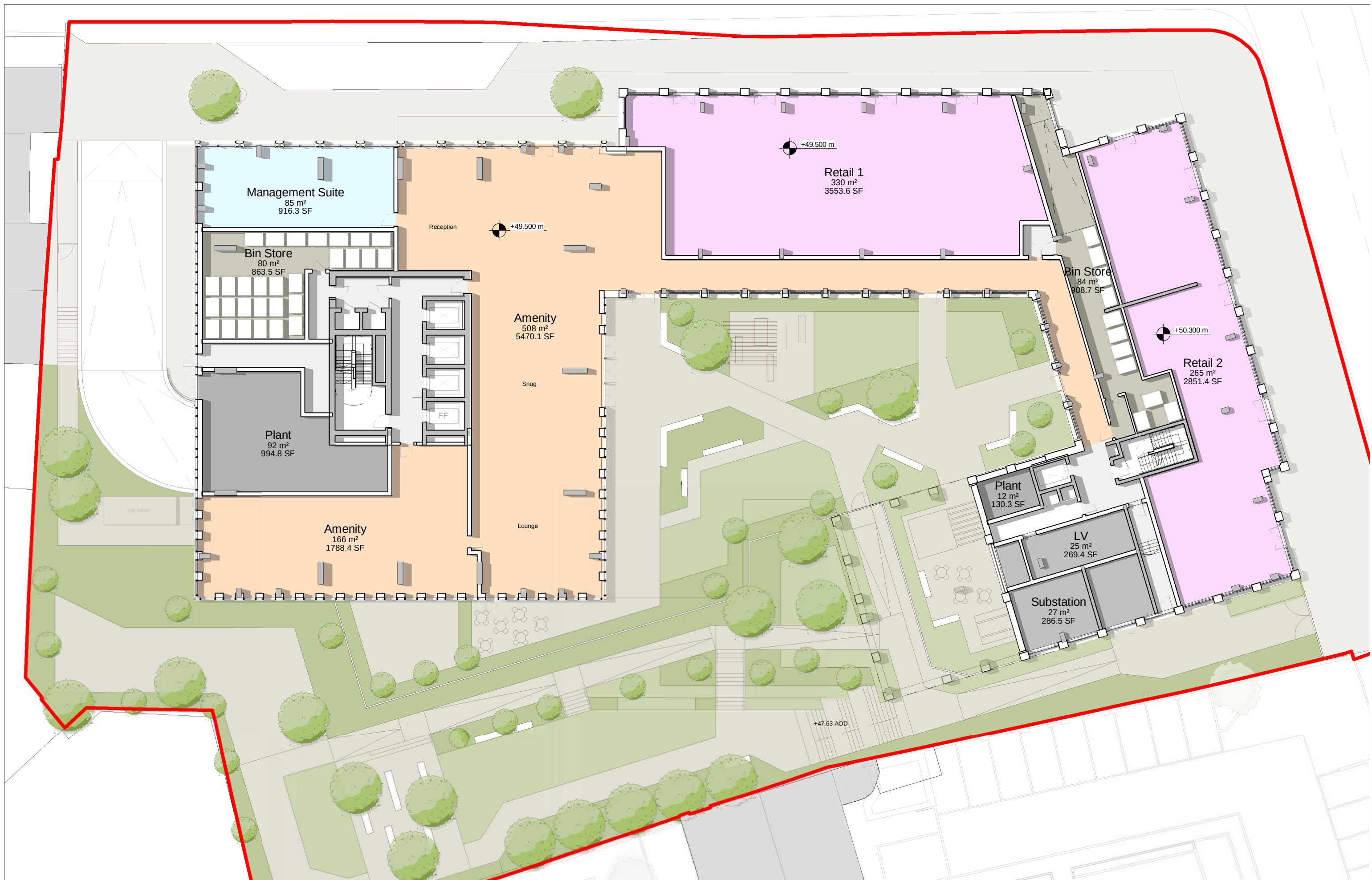
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79165 Port Street, Manchester

Interim Travel Plan



Appendix A – Proposed Layout



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NORTH

Rev	Date	Description
P01	2021-07-07	FIRST ISSUE
P02	2021-07-28	DESIGN DEVELOPMENT
P03	2021-08-17	DESIGN DEVELOPMENT
P04	2021-08-27	DESIGN DEVELOPMENT
P05	2021-09-09	DESIGN DEVELOPMENT
P06	2021-09-17	DESIGN DEVELOPMENT
P07	2021-09-23	DESIGN DEVELOPMENT
P08	2021-09-29	PORT ST FACADE & RED LINE BOUNDARY UPDATE
P09	2021-10-06	DESIGN DEVELOPMENT
P10	2021-10-07	FROZEN SCHEME
P11	2021-11-09	CHANGES BASED ON WSP, DFC AND CLIENT INPUT

Project Title
**Port Street
Manchester**

Status
FOR INFORMATION

Drawing Title
**General Arrangement Plan
Level 00**

Project No
10376

SHP Drawing Code
10376-SHP-Z0-A-G200-PL-00-001

Scale
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Revision
P11

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NORTH

Project Title
Port Street
Manchester

Status
FOR INFORMATION

Drawing Title
General Arrangement Plan
Level Basement 1

Project No
10376

Scale
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SHP Drawing Code PROJ - DRG - ZONE - AREA - CLASS - TYPE - LOC - SEQ
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