

Ferrous, Chapeltown Street, Manchester

Transport Statement

211027/SK22133/TS01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22133	TS	00	Draft	L Speers	LGS	06/10/2021
SK22133	TS	01	Submission	L Speers	LGS	27/10/2021

1 Introduction

- 1.1 SK has been appointed by Capital & Centric to prepare a Transport Statement (TS) to accompany an imminent planning application for a residential development off Chapeltown Street in Manchester city centre. The site sits adjacent to Capital & Centric's previously consented schemes on Chapeltown Street (Crusader Works and the Phoenix Building).
- 1.2 The application seeks planning consent for the erection of a 15 storey building comprising 107 apartments (Use Class C3), residential amenity facilities including a roof terrace, two ground floor commercial units (Use Class E/ Sui Generis), multipurpose event pavilion (Use Class E/ Sui Generis) and associated landscaping.
- 1.3 The landscape layout is attached as Appendix A.
- 1.4 This TS has been prepared in line with the following guidance:
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
 - MCC (2019) Draft Zero Carbon Framework 2020-2038
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - Department for Transport (2007), Guidance on Transport Assessment
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
- 1.5 A pre-application meeting was held with Manchester City Council (MCC) highways in September 2021.

2 Existing Situation

Site Location

- 2.1 Figure 2.1 shows that the site occupies a highly sustainable location to the west of the city centre, at the back of Piccadilly station, and fronting Chapeltown Street. The site benefits from a very close proximity to key public transport nodes and city centre destinations. The sustainable location of the area was established during consideration of the earlier Capital & Centric developments on Chapeltown Street at Crusader Works and Phoenix Building, which were both consented as car-free developments.
- 2.2 The site has no current active use.



Figure 2.1: Site Location
[source: BDP 2021]

Vehicle Access & Local Highway Network

- 2.3 Access to the site is currently provided from Chapeltown Street. Chapeltown Street is an unclassified road routing southwest-northeast between the Store Street and the A665 Great Ancoats Street.
- 2.4 Figure 2.2 shows that an adopted footpath routes through the west of the site (known as Fair Street) between Chapeltown Street and Longacre Street. The adopted route is restricted for use by pedestrians and cyclists only.



Figure 2.2: Adopted Highway Extent
[source: MCC 2021]

Parking Controls (Traffic Regulation Orders)

- 2.5 The site sits within the city centre parking zone (zone 4) and residential parking zone (zone 3). The parking restrictions take are enforced by double yellow line markings and parking bays (Pay & Display). The parking restrictions are in force Monday to Sunday, between 8am and 8pm, with a ten-hour maximum stay permitted.
- 2.6 Table 2.1 shows the parking spaces available within a convenient walk of the site.

Location	Control	Spaces	Other Spaces
Chapeltown Street	Pay & Display	21	
Baird Street	Pay & Display	12	
Longacre Street	Pay & Display	10	
Store Street	Pay & Display	15	2 electric vehicle charging
Store Street	Pay & Display	37	-
Store Street	Pay & Display	14	-

Table 2.1: On-street Parking Spaces

- 2.7 Appendix B shows a plan showing the existing Traffic Regulation Orders on the street. This shows that immediately outside the site five Pay & Display parking bays are present and a loading bay. To the west of the site, outside Phoenix, there is also a loading bay in place.
- 2.8 The MCC disabled parking strategy allows blue badge holders to park for free for an unlimited duration within standard parking bays and for a maximum of three hours on double yellow lines without loading blips.

Public Car Parks

- 2.9 Table 2.2 shows the public car parks within a 10-minute walk of the site. Table 2.2 shows that there are just under 4,000 parking spaces close to the site.

Location	Spaces	Distance (m)
Ducie Street	151	180
Tariff Street	242	350
Boad Street	857	190
Sheffield Street	160	400
Ducie Street	50	270
The Grand	712	800
Dale Street	265	650
Piccadilly Place	600	800
Piccadilly Station (long stay)	872	500

Table 2.2: Public Car Parks

Road Safety

- 2.10 The TfGM accident database has been reviewed for the most recent five-year period of available data. The locations and severities of accidents are shown in Figure 2.3.

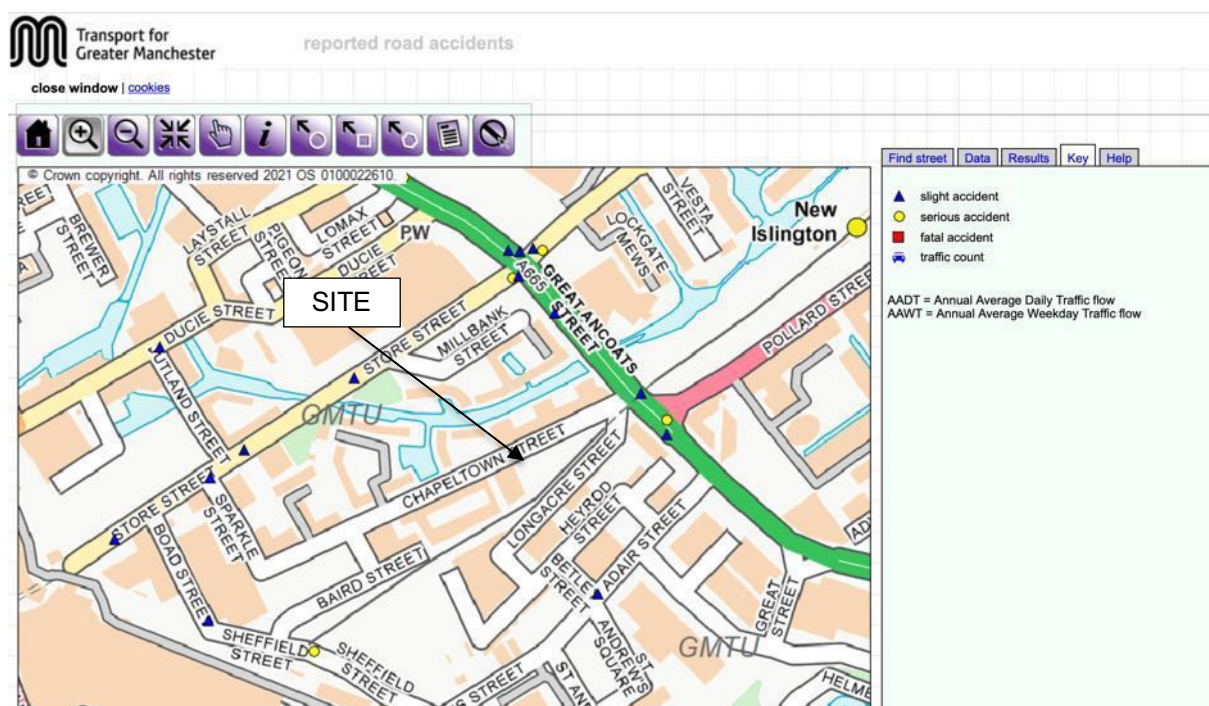


Figure 2.3: Accident Locations - Five Years
[source: TfGM/GMTU 2021]

- 2.11 Figure 2.3 shows that there have been no accidents on Chapel Town Street during the five-year period assessed.

3 Proposed Development

- 3.1 The landscape layout is attached as Appendix A.
- 3.2 The application seeks planning consent for the erection of a 15 storey building comprising 107 apartments (Use Class C3), residential amenity facilities including a roof terrace, two ground floor

commercial units (Use Class E/ Sui Generis), multipurpose event pavilion (Use Class E/ Sui Generis) and associated landscaping.

- 3.3 The main pedestrian entrance is provided from Chapeltown Street. The applicant will fund the re-surfacing of the footway fronting the site on Chapeltown Street. This will include the provision of a dropped-kerb access to allow maintenance of the site and Phoenix. The dropped-kerb layout is shown in Appendix B. Public realm improvements will also be provided on the Metrolink frontage.
- 3.4 Access is retained via the landscaped area along the western site edge, which provides an access to the cycle store and one of the commercial bin stores. The area will also provide external amenity space for the development. It is the intention to stop-up the adopted route through the site via the National Case Work Team. The Stopping-up Order application will be made once planning permission has been granted. Appendix C contains a plan showing the area to be formally stopped-up.
- 3.5 A bike store will be provided at ground floor level with space for 68 bikes (64%). Further bike storage is available in each apartment to bring the total site provision to 100%. The storage of bikes in apartments is in line with Capital & Centric's other schemes, including at Crusader Works next door. Four cycle stands (eight spaces) are provided externally for visitors.
- 3.6 In line with the accessibility requirements, future resident requirements and in keeping with Crusader Works and the Phoenix Building next door, the proposal is car-free. Disabled parking provision will be provided on Chapeltown Street.
- 3.7 There are currently five Pay & Display parking bays on Chapeltown Street and a loading bay. The proposal will amend the TRO on the street to provide two disabled parking bays and a car club bay. Noting the position of the existing loading bay directly outside the adjacent Phoenix building, it is considered unnecessary to retain the additional loading bay on the site frontage. As such, the modifications are possible with no loss of standard pay & display parking bays. The proposed arrangement is shown in Appendix B. MCC street parking policy also allows blue badge holders are also permitted to park without charge and unlimited duration in Pay & Display bays in the city centre.
- 3.8 The residential bin store access fronts Chapeltown Street. A loading bay is already in place close to the site to accommodate the refuse collection vehicle. This loading bay can also be used by vehicles delivering goods to residents. Post boxes and a parcel store is provided in the entrance foyer for residents.
- 3.9 The commercial bin stores are provided separately, and bins will be moved from these stores by the commercial operator for collection by private contract on Chapeltown Street.
- 3.10 An Interim Travel Plan has been prepared for the planning application. This sets out the broad principles of the transport strategy that will be adopted at the site to assist residents to live active and sustainable lives. The Interim Travel Plan is attached as Appendix D.
- 3.11 A Construction Management Plan will be prepared for the site prior to construction. This will outline access, road safety and parking arrangements during the construction phase of the development.

4 Accessibility Impact

Site Location

- 4.1 The site is located in the city centre, to the rear of Piccadilly station. The assessment in this section shows that access can be gained to numerous services and facilities using existing sustainable infrastructure and without needing to use or even own a car.
- 4.2 The site location in Manchester city centre means that access can be gained to numerous amenities and services a short walk from the site. research promotes '20 Minute Neighbourhood' principles, whereby residents can access employment, retail, health and leisure land uses within a 20-minute sustainable trip of their home. '20 Minute Neighbourhood Principles' are being

promoted by the Town & Country Planning Association (TCPA), Sports England and Sustrans as a way of delivering healthy placemaking¹.

Access on Foot

- 4.3 The site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is generally of good condition, with sufficient width and street lighting present.
- 4.4 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km, equating to a 25-minute walk time. Figure 4.1 shows a 2km walk catchment from the site. Figure 4.1 shows that all the city centre is within a maximum of 2km from the site, with many key areas of activity being within a 1.6km walk (20-minutes).
- 4.5 The assessment shows that the existing infrastructure surrounding the site creates opportunities for access on foot and that the site is well located to enable residents to access destinations to meet most of their daily requirements.

Access by Cycle

- 4.6 Figure 4.2 shows that access can be gained to Route 66 of the National Cycle Network and the cycle route along the Ashton Canal (Route 86). These routes provide connections to roads in the city centre that are suitable for cycling. Routes 66 and 86 can also be used to access destinations outside the city centre.

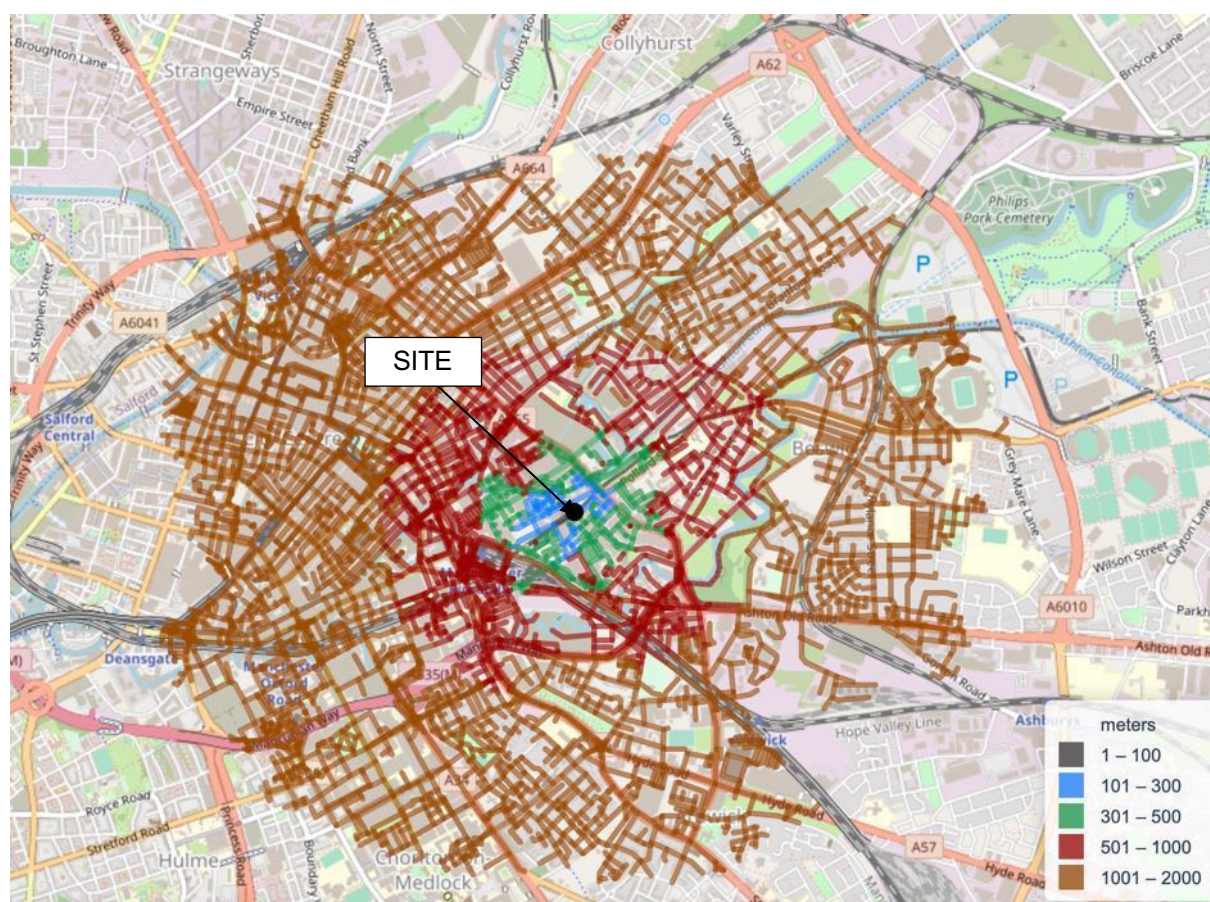


Figure 4.1: Walking Catchment

¹ TCPA et al (2020), <https://www.tcpa.org.uk/Pages/Category/health>

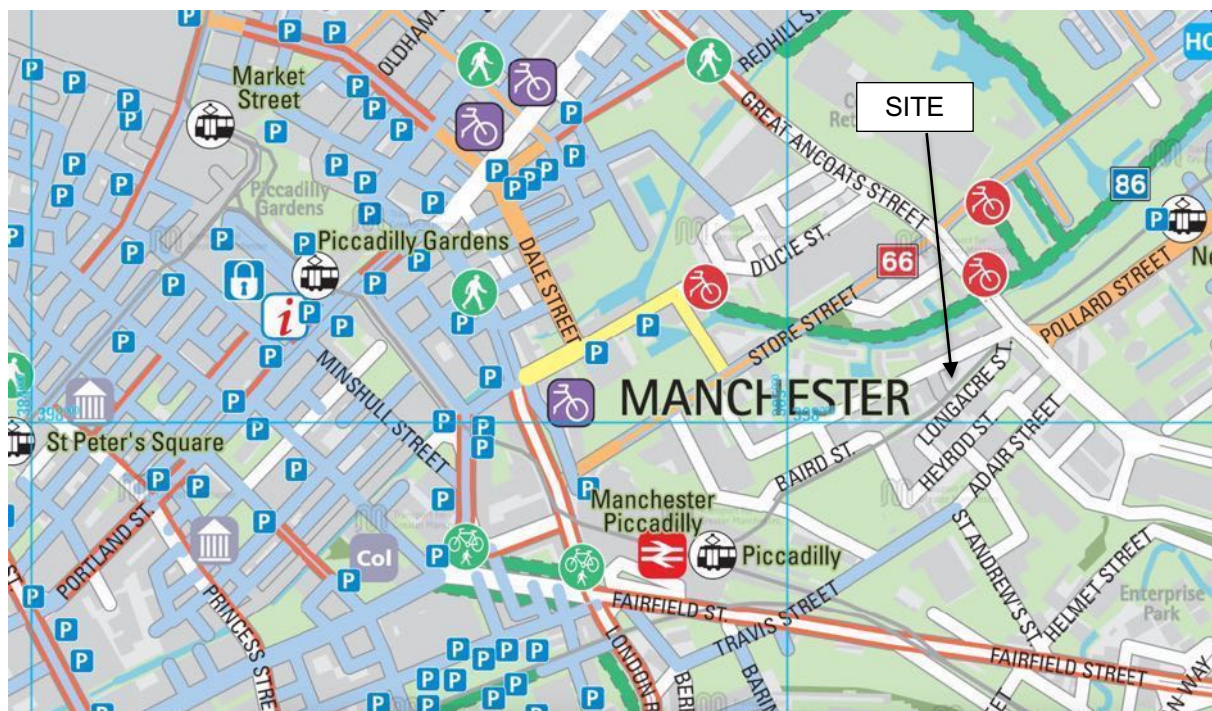


Figure 4.2: GM Cycle Network
[source: TfGM 2021]

- 4.7 Figure 4.3 shows the site in the context of the Bee Network. This shows that funding has been granted by the Mayor's Challenge Fund for improvements to a radial route that will provide improved connections across the north of the city centre. Access to this improved route can be gained from the Ashton Canal (Route 86). Further isolated improvements are proposed in the city centre on Route 86 to enhance cycle provision at junctions.

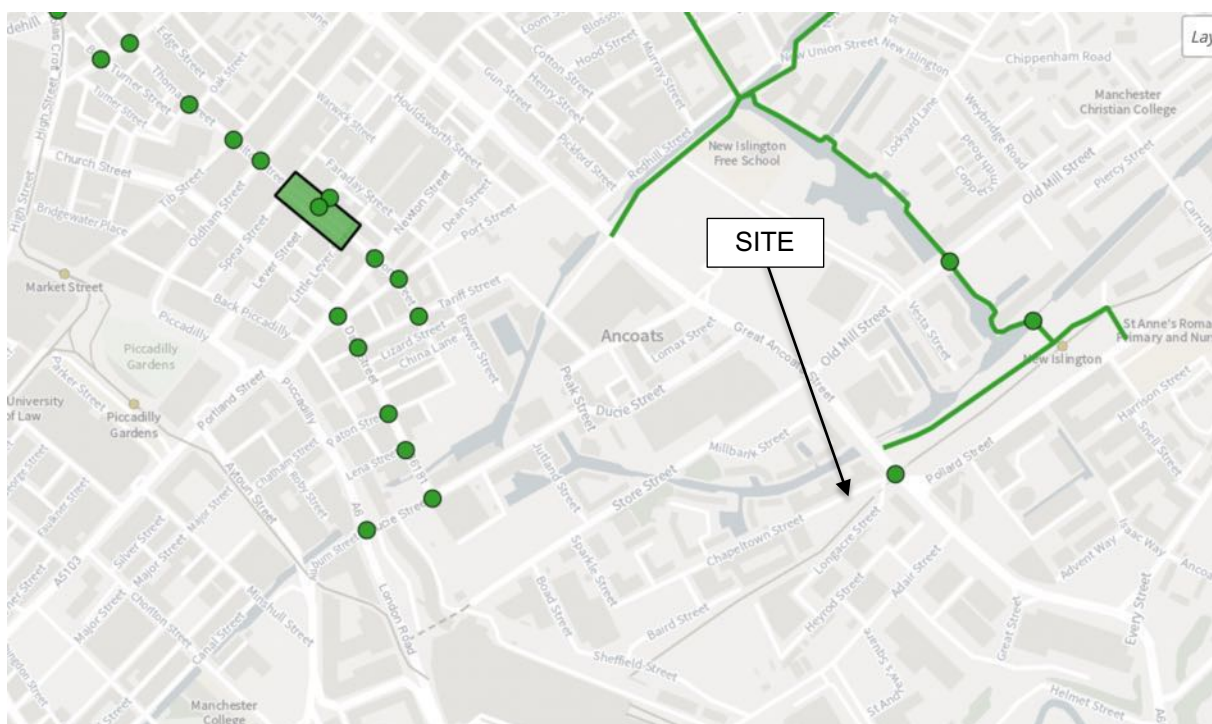


Figure 4.3: Bee Network
[source: MappingGM 021]

- 4.8 The existing infrastructure surrounding the site creates opportunities for access by bike.

Access by Public Transport

- 4.9 Figure 4.4 shows the public transport network serving the site. The site is in the city centre and benefits from good proximity to several bus services and key interchanges. The nearest bus stops to the site are located on London Street, Great Ancoats Street and Piccadilly Approach, all of which are within a five minute walk from the site.
- 4.10 It is reasonable to expect that people will walk further than 400m to access bus services due to the high frequency and assortment of services available in central areas. Access to key bus interchange points, such as Piccadilly Gardens bus station, can also be gained in a short walk (less than 10 minutes) of the site.
- 4.11 The site also relates well to the free bus services (routes 1, 2 and 3) from bus stops on Piccadilly Approach. These services provide a free city centre circular bus route connecting the site to key attractions.
- 4.12 The site is located a five minute walk from Piccadilly Station. Piccadilly Station is the main rail interchange in Manchester with existing services offering coverage of destinations across Greater Manchester region and the UK.

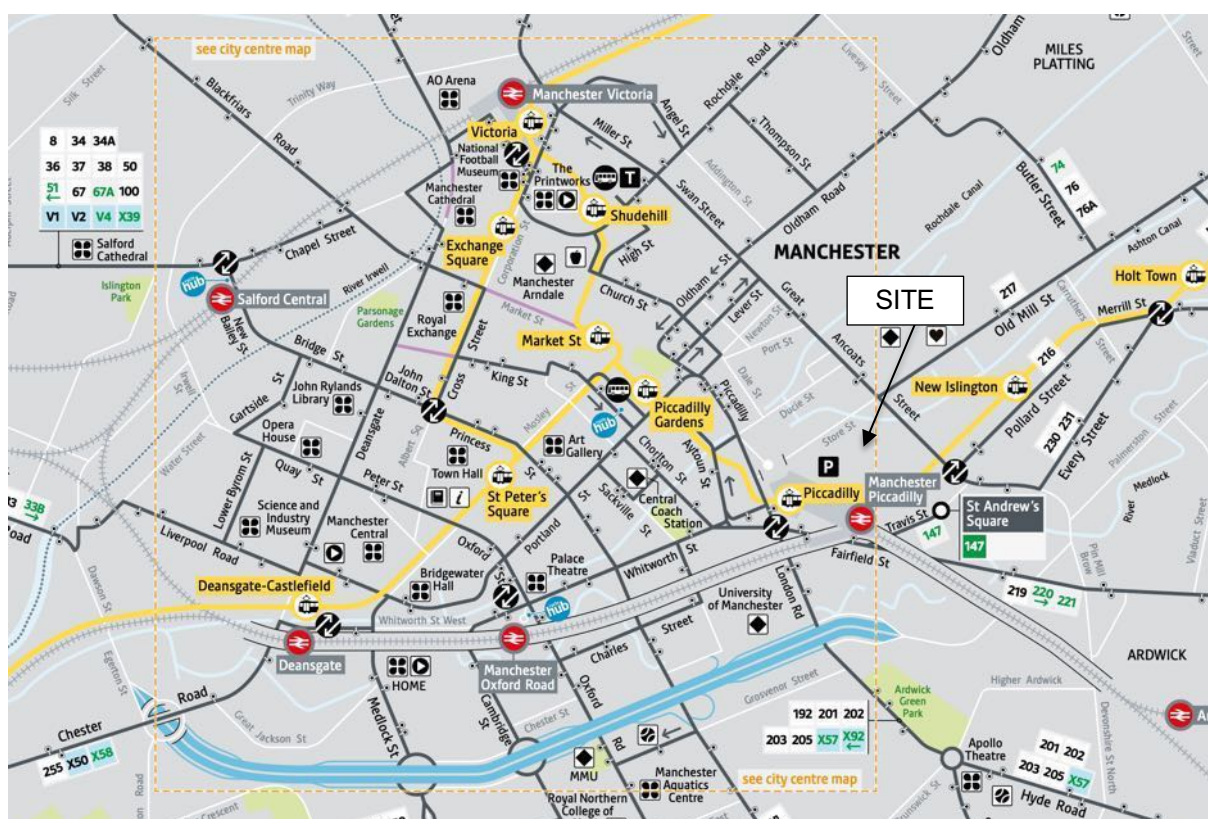


Figure 4.5: Public Transport Network
[source: TfGM 2021]

- 4.13 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM for use in assessing the accessibility by non-car modes of a development site. The tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 4.14 The site has a GMAL of 8, indicating that it benefits from a very high level of accessibility that is the best in Greater Manchester.



Figure 4.6: GMAL
[source: TfGM 2021]

Car Club

- 4.15 There may be occasions when residents at the site require the use of a car. Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 4.16 The nearest vehicles to the site are short walk away including two cars at Piccadilly Place, a car on Dale Street and a car on Tariff Street.

Summary & Policy Compliance

- 4.17 Evidence and research show that people can and will live active, sustainable, low-carbon lifestyles in developments that are located with easy access to employment, local amenities and leisure spaces. The site is sustainably located on the edge of Manchester city centre, which means that residents can access key activity destinations without needing to use, or even own, a car. The assessment shows that the existing infrastructure serving the site provides ample opportunities for access on foot, cycle and public transport. The site is also shown to meet '20 Minute Neighbourhood' principles in that residents can meet their daily needs within a 20-minute sustainable trip from their home.
- 4.18 CIHT published new guidance in 2019² that provides advice on better transport planning to achieve mode shifts away from the car and improve placemaking. CIHT states that a site's location is an important criterion in encouraging active travel and states that they should be designed to 'tip the balance' in favour of sustainable modes to allow genuine opportunities for sustainable modes to be embraced from the outset. CIHT sets the following simple rule:

'Planning for people will result in places for people; planning for cars will result in places dominated by cars.'

- 4.19 The CIHT's simple rule has been applied to the transport strategy so that it has been planned for people rather than cars, so that it results in a place for people, rather than one dominated by traffic. This has clear knock benefits, including improved health and wellbeing of residents and air quality benefits, reduced pressures on highway network operation, and reductions in emissions.
- 4.20 Paragraph 105 of NPPF (2021) states that developments should be focused in locations which are or can be made sustainable, by limiting the need to travel and that offer a genuine choice of transport modes. This is further supported by paragraph 110 which supports developments where appropriate opportunities to promote sustainable transport are available. The proposal is in line with NPPF policy.

² CIHT (2019), Better planning, better transport, better places

- 4.21 The 2020 DfT³ vision sets out how a net zero transport system will be achieved this includes a commitment to introducing measures so that public transport and active travel become the natural first choice for daily activities. Part of the vision is based on place-based solutions to the carbon crisis. This is supported by policies adopted by MCC. Delivering residential developments, such as the site, in sustainable and accessible locations with reduced levels of car infrastructure / parking is key to achieving local and national zero carbon ambitions.
- 4.22 The following transport strategy supports the development:
- Location in Manchester city centre
 - Provision of residential amenity facilities
 - On-site public realm strategy to support pedestrian access and provide amenity space
 - A 20 / 25 minute journey time to key employment, leisure, and retail activity destinations
 - Existing walking & cycling infrastructure connecting to key destinations
 - Resurfacing of footways bounding the site
 - Exceptional level of public transport accessibility within acceptable walk distances of bus, tram, and train services
 - 5 minute walk to existing car club vehicles and a car club bay is provided outside the site
 - 100% cycle parking
 - Visitor cycle parking
 - Travel Plan

5 Traffic & Parking Impact

Current & Future Mobility Trends

- 5.1 CIHT published new guidance on better transport planning to achieve mode shifts away from the car and improve placemaking in 2019⁴. In this CIHT states that local authorities can no longer build themselves out of congestion and that support should be given to new approaches to transport planning to avoid old 'predict and provide' methods that have ultimately led to a dominance of car infrastructure and perpetuating problems with congestion. This old-fashioned type of planning not only reduces the efficiency of sustainable modes but also compounds issues by inducing private car traffic.
- 5.2 CIHT guidance sets out advice on strategies for urban contexts, that supports a reduction in parking levels in these locations to support increased use of sustainable modes. in this CIHT states that:
- 'The range and quality of opportunities for active and public transport can reduce the need for car parking to the same standards as may be necessary elsewhere.'
- 5.3 The CIHT guidance echoes the policy already adopted by TfGM and the 10 Greater Manchester Authorities⁵, which states that:
- 'Urban densification generally leads to more demand for public transport and active travel... Urban densification therefore offers a major opportunity to reduce car dependence.'
- 5.4 The policy goes on to say that:
- '...The design of new development needs to make it easier for people to use sustainable modes... Locating new development where there is good access to public transport and services will reduce car travel and therefore emissions.'
- 5.5 The site layout has been designed to create a people-focused development that uses the space available in the most efficient way to create a community that is not reliant on car use. Creating

³ DfT (2020), Decarbonising Transport: Setting the Challenge

⁴ CIHT (2019), Better planning, better transport, better places

⁵ TfGM (2017), Greater Manchester Transport Strategy 2040

more space for people, rather than cars, has the bonus of embedding healthy, inclusive, and accessible modes of transport right at the heart of the development.

- 5.6 The studies all support the assertion that relying on dated transport planning methods leads to development designs based on growing car ownership and increased car use, which are situations that are now not happening. When considered in this context, the provision of a low parking development on the edge of the city centre, such as the site, will harness these changes in trip and mobility patterns.

Trip Generation & Traffic Impact

- 5.7 The proposal is car-free, other than changes to the TRO on Chapeltown Street to accommodate disabled parking. The existing TRO (Pay & Display controls) in the area will assist in promoting the site as car-free, by reducing the practicability of a resident storing a car on street. The limit on parking, coupled with the fact that most residents in the city centre live without a car will naturally limit traffic generated by the site during the peak hours.
- 5.8 The trip rates used are the same as those accepted by MCC when considering the impact of other development sites in outer areas of the city centre, including Crusader Works and Phoenix. The previously agreed trip rates are replicated in Table 5.1.

	Person		Cycle		Pedestrian		Public Transport		Vehicle	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
AM Peak Hour	0.040	0.454	0.00	0.011	0.017	0.264	0.006	0.144	0.011	0.029
PM Peak Hour	0.667	0.184	0.023	0.00	0.408	0.167	0.207	0.017	0.023	0.006

Table 5.1: Multimodal Trip Rates

- 5.9 Table 5.2 shows the multimodal trips generated by the development.

	Person		Cycle		Pedestrian		Public Transport		Vehicle	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
AM Peak Hour	4	49	0	1	2	28	1	15	1	3
PM Peak Hour	71	20	2	0	44	18	22	2	2	1

Table 5.2: Multimodal Development Trips

- 5.10 Table 5.2 shows that the proposal will be associated with a minimal level of peak hour traffic. The level of traffic will be imperceptible to other road users and is well below DfT significance thresholds.
- 5.11 Based on the above it is concluded that the proposal will not alter existing or impact on highway operation and will not have unacceptable effects on road safety.

Suitability for Car-free Living

- 5.12 A number of factors are considered in evaluating the suitability of sites for reduced levels of parking and this should be set against a background of recent changes in travel and car ownership patterns, particularly in large metropolitan areas.
- 5.13 MCC does not maintain any parking standards for residential developments and each site is taken on its own merits. However, Policy T2 of the Core Strategy states that developments in the city centre should:

‘... provide a level of car parking which reflects the highly accessible nature of the location.’

- 5.14 The site parking strategy is cognisant of this policy requirement and based on this the proposal is car-free, with disabled parking provided on-street. MCC street parking policy also allows blue badge holders are also permitted to park without charge and unlimited duration in Pay & Display bays in the city centre.
- 5.15 The assessment of the suitability of the site for low-free living has been undertaken in line with the assessment method used by SK and accepted by MCC for other developments in the city centre. The following elements are considered:
- Car ownership patterns
 - Accessibility of the development
 - Parking precedents
 - Amenity and road safety effects

Car Ownership Patterns

- 5.16 In the twentieth century growth in prosperity was associated with growth in car ownership. This relationship has changed in the twenty-first century, with growing prosperity in successful cities and large metropolitan areas now associated with decreasing car use. Increased urbanisation and population growth are both leading to higher density locations where the car as a means of travel is less useful and less used.
- 5.17 These trends have been largely found to be the result of factors that lie outside the transport sphere to do with socio-economic and living situations. These factors include increased urban living, changing demographics, shifts in working patterns and a rise in flexible work locations, reduced driving license ownership, changes to when people start a family, and increased take-up of mobile technology. This finding is supported locally by a presentation by TfGM which states that changes in travel behaviour have occurred due to:
- Increasing urban densification and more people living close to regional centres and city centres
 - People in these areas travelling shorter distances to work
 - Rise in the digital economy
 - Changing attitudes to car use/ownership⁶
- 5.18 TfGM, on behalf of the ten Greater Manchester authorities, has prepared the 2040 Transport Strategy for region⁷. The evidence that underpins the 2040 Strategy states that:
- ‘Urban densification generally leads to more demand for public transport and active travel... Urban densification therefore offers a major opportunity to reduce car dependence.’
- 5.19 It is clear that the intensification of population and activity in urban areas is having the effect of lowering per capita car ownership because as car use becomes less necessary for day-to-day journeys the convenience of owning and using also reduces.
- 5.20 Research also shows that residents are self-selectors who choose homes in urban areas to ensure ease of access to key destinations and reduce the requirement to own or use a car. This is supported by research reported by Melia⁸ which shows that many residents who live without a car are people who either make an environmental decision not to own a car or who people who purposefully pick an accessible home location so daily travel needs can be met without needing to own and store a car. These residents tend to display pro-urban characteristics, favouring living in flats which are close to key public transport nodes and local amenities.
- 5.21 CIHT’s 2019 guidance further supports the evidence set out above. CIHT states that the site layouts should be designed to ‘tip the balance’ in favour of sustainable modes to allow genuine

⁶ Nicola Kane TfGM (2017): Travel Demand in Greater Manchester

⁷TfGM (2017), Greater Manchester Transport Strategy 2040

⁸ Melia (2014), Car-free and Low Car Development

opportunities for sustainable modes to be embraced from the outset. The guidance supports providing low or no parking at developments to embed good travel behaviour from the outset.

- 5.22 CIHT also states that to fully encourage walking, cycling and public transport in these urban areas will require restraining the demand for car use and ownership using reduced development parking levels.
- 5.23 A large TfL⁹ study that was undertaken to examine residential parking patterns. The study found that in nearly all cases, as the level of parking provision increases, car ownership rises. This is particularly the case for households living in developments with 0.5 parking spaces per unit or fewer, where residents are found to be significantly less likely to own a car. This means that residential developments with levels of car parking at 50% will not generate demand for parking at off-site locations, such as on street or in local car parks.
- 5.24 2017 data from TfGM 'Travel Diary Surveys' (TRADS) shows that 67% of residents live in the city centre without a car. CIHT 2019 guidance advises caution when using historic data to forecast future traffic and parking patterns. This is because recent research shows that car ownership patterns are continuing to change, particularly in central urban locations such as the site. The TfL study also shows that there is a strong relationship between car ownership and development parking provision, with developments that provide circa 50% parking, or less, attracting a significant number of residents who do not own a car at all, meaning that these developments will not generate any demand for parking, even off-site or on-street.
- 5.25 Notwithstanding the above, the TRADS data does provide a good starting point from which to assess the ability for residents to live without owning a car and it clearly demonstrates that not only is it possible to live without a car, but also there is a large appetite for this in the city centre.
- 5.26 The evidence all shows that developments with more parking have higher levels of car ownership and produce more car travel than similar sized developments with less parking. Proving that, as would be expected, residential on-site parking levels and car ownership are intrinsically linked. This means that developments in the correct locations residential developments can be truly encourage car-free living.

Accessibility of the Development

- 5.27 The accessibility of the site has been assessed in Section 4. This shows that the proposal has the following sustainability qualities:
 - Location in Manchester city centre
 - Provision of residential amenity facilities
 - On-site public realm strategy to support pedestrian access and provide amenity space
 - A 20 / 25 minute journey time to key employment, leisure, and retail activity destinations
 - Existing walking & cycling infrastructure connecting to key destinations
 - Resurfacing of footways bounding the site
 - Exceptional level of public transport accessibility within acceptable walk distances of bus, tram, and train services
 - 5 minute walk to existing car club vehicles and a car club bay is provided outside the site
 - 100% cycle parking
 - Visitor cycle parking
 - Travel Plan

PTAL / GMAL Comparison

- 5.28 The London Authorities have the most experience of successfully delivering car-free housing across Greater London. The draft London Plan (policy T6) states that car-free development should be the starting point for all new development that is well connected by public transport. Policy T6.1 of the Local Plan states that residential developments in all areas of Greater London with a PTAL of between 5-6 should be car-free. Table 5.3 shows that a PTAL of 5-6 is the same as a GMAL of 7-8.

⁹ Transport for London (2012), Residential Parking Provision in New Developments

PTAL	PTAL Index	GMAL	GMAL Index
6b	40.01+	8	25.0+
6a	25.01 to 40.0	8	
5	20.01 to 25.0	7	17.6 to 25.0
4	15.01 to 25.0		

Table 5.3: PTAL / GMAL Comparison

- 5.29 The site has a GMAL of 8, with an index level of 47.31, this equates to a PTAL of 6b confirming that it is a perfect location for car-free living.

Car-free Precedents

- 5.30 A review has been made of recent apartment planning consents in the city centre with a similar level of accessibility as the proposal site.

Site	Area	No. of Units	Standard Parking Rate	Disabled Parking	GMAL
Proposal Site	City Centre – Piccadilly	107	0%	On-street	8
Port Street	City Centre - Ancoats	135	0%	On-street	8
Crusader Works	City Centre - Piccadilly	201	0%	On-street	8
Bendix Street	City Centre - New Cross	161	0%	On-street	8
Oldham Street	City Centre - New Cross	144	0%	On-street	8
Goulden Street	City Centre - New Cross	73	0%	On-street	8
Swan Street	City Centre – New Cross	118	0%	On-street	8

Table 5.4: Car-free Precedents

- 5.31 The comparison shows that the site is appropriate for car-free living based on its very good accessibility level and that this is in line with precedents across the city that have no site parking.

Road Safety & Amenity Effects

- 5.32 Parking is controlled on the streets adjacent to the site between 8am and 8pm (Monday to Sunday). This reduces the practicability of a resident storing a car on street, thereby removing potential for overspill parking from the site.
- 5.33 Evidence is also presented that shows that developments with less than a 50% rate tend to be occupied by residents who do not own a car.
- 5.34 The parking controls and lack of car owning residents at the site mean that there will not be road safety or amenity effects of the parking level at the site.

Summary & Policy Compliance

- 5.35 The assessment shows that the site will be associated with a negligible level of hourly traffic that will be imperceptible to other road users and will not alter or impact on existing highway network operation. It is also shown that the site meets the established criteria for car-free living.

- 5.36 Delivering a car-free development in this location will assist MCC in meeting its wider ambitious to reduce carbon generated by developments and reduce development traffic generations. The principle of car-free living has already been established in this location through the consents for Capital & Centric's other developments on Chapeltown Street.
- 5.37 Paragraphs 107, 108 and 124 of NPPF supports development parking provision being set at levels that acknowledge the accessibility of the site and make efficient use of land to limit future car use. The proposal is in line with this policy.
- 5.38 Paragraph 111 of NPPF states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The proposal is shown to accord with this policy.

6 Conclusions

- 6.1 SK has been appointed to prepare a TS to accompany a planning application for a residential development on Chapeltown Street in Manchester. The proposal will deliver 107 apartments, and commercial and amenity uses.
- 6.2 The TS has been prepared in line with local, regional, and national assessment guidance using standard appraisal methods.
- 6.3 The accessibility analysis shows that the site is well located to allow residents to easily access key activity destinations in Manchester city centre and beyond by sustainable modes. Access can be gained to frequent bus, tram and train services and the site has a GMAL of 8. The site is also shown to meet '20 Minute Neighbourhood' principles in that residents can meet their daily needs within a short sustainable trip length of their home.
- 6.4 The proposal is car-free, and amendments are proposed to the TRO on Chapeltown Street to accommodate disabled spaces. The assessment shows that the site meets the criteria for car-free living and that this is in line with both local and national policy.
- 6.5 The proposal is supported by resident amenity facilities, a high level of cycle parking, visitor cycle parking, reinstatement of footways bounding the site and a Travel Plan.
- 6.6 The traffic impact and road safety assessments show that the proposal will not have an impact on existing highway operation or road safety patterns.
- 6.7 It is concluded that the proposed development meets the requirements of local and national policy, and that the residual traffic and road safety impact of the proposal will not be severe or unacceptable when examined in the context of NPPF. It is also shown that the proposal meets the sustainable transport requirements of NPPF.

Appendix A



0001 Ground Level
01 1:200

KEY

- | | | | |
|--|---|--|---|
| | Planning application boundary | | Proposed mixed ornamental planting at ground level (Refer to Planting Strategy) |
| | Proposed high quality block paving | | Proposed Hedge (Refer to Planting Strategy) |
| | Proposed grass paving system | | Proposed Lawn (Refer to Planting Strategy) |
| | Proposed fixed seating | | Proposed Tree (Refer to Planting Strategy) |
| | Proposed area for flexible seating and tables | | |
| | Proposed spot level | | |
| | Existing retained spot level | | |



0001 Level 14
02 1:200

KEY

- | | | | |
|--|---|--|---|
| | Planning application boundary | | Proposed artificial lawn |
| | Proposed high quality flag paving | | Proposed mixed ornamental planting in raised planter (Refer to Planting Strategy) |
| | Proposed fixed seating integrated into planters | | Proposed Tree (Refer to Planting Strategy) |
| | Proposed area for flexible seating and tables | | |
| | Proposed balustrade | | |

- Notes**
- All dimensions in mm, unless otherwise stated.
 - Scaling from drawing if printed incorrectly may lead to errors.
 - All information outside red line boundary shown for contextual purpose only.
 - This drawing is to be read in conjunction with the following re-form landscape architecture documentation:
 - 0883-RFM-XX-ZZ-DR-L-0002-Planting Strategy
 - Landscape Chapter of Design and Access StatementAND all relevant documentation from the design team
 - Levels information on this drawing illustrates the design intent. The contractor is to check and verify all levels and dimensions against site survey information.
 - Any discrepancies in the design information are to be brought to the attention of re-form landscape architecture, in writing, prior to commencement of construction works.
 - Refer to other consultants' drawings and specifications for the following design information:
 - Foundation details
 - Base course and/or sub bases design & specification
 - Waterproofing of any element
 - Levels & Drainage design and infrastructure
 - Lighting and ducting
 - Existing & proposed utilities

re-form landscape architecture



15.10.21 Planning Issue
Date Description of revision
LI MS DL P01
Drawn Checked Approved Revision

re-form landscape architecture

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Project
FERROUS, MANCHESTER
RF21-883

Client
CAPITAL & CENTRIC

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ILLUSTRATIVE LANDSCAPE GENERAL ARRANGEMENT

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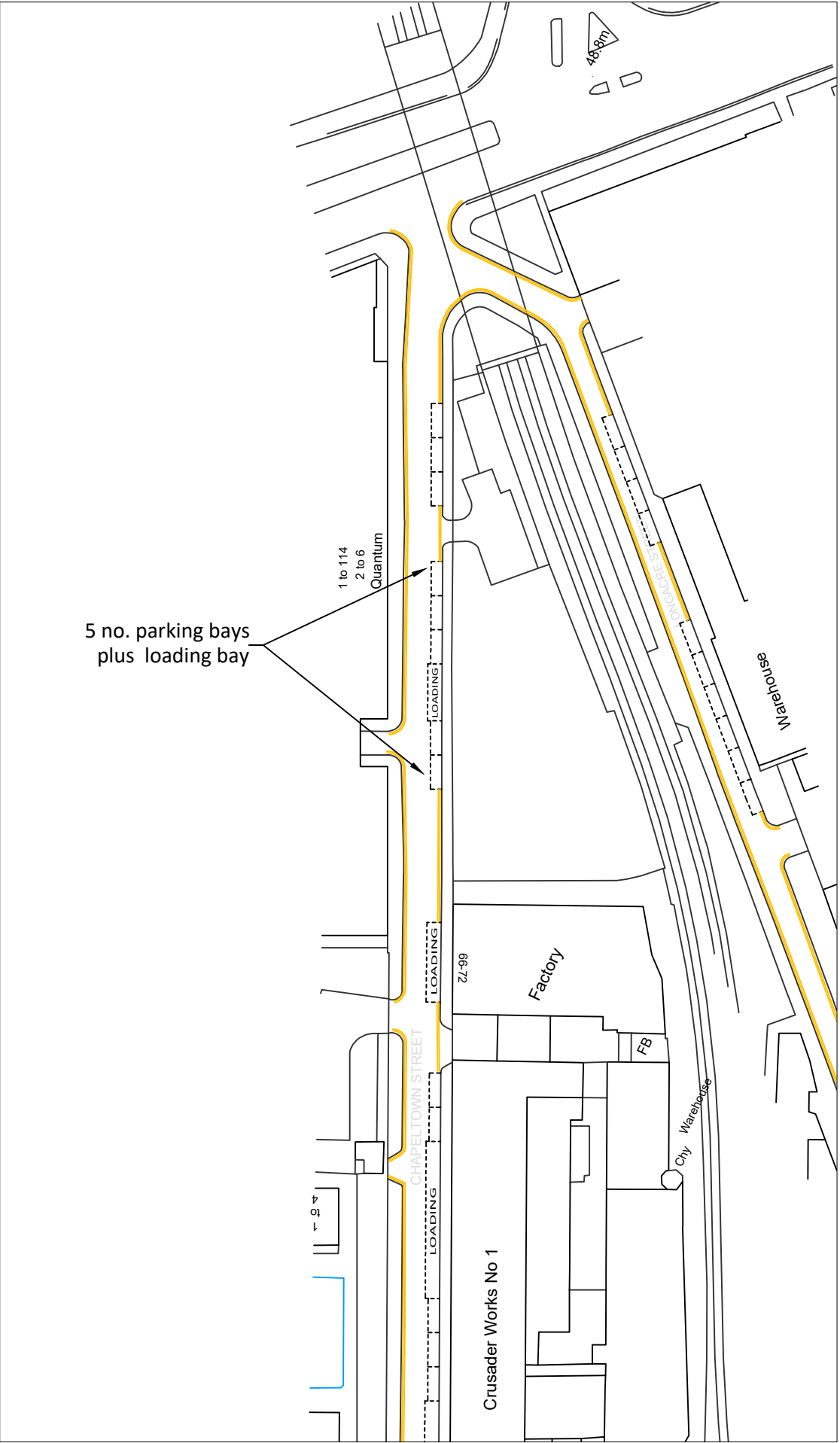
Revision
S2

Drawing number
0883-RFM-XX-ZZ-DR-L-0001

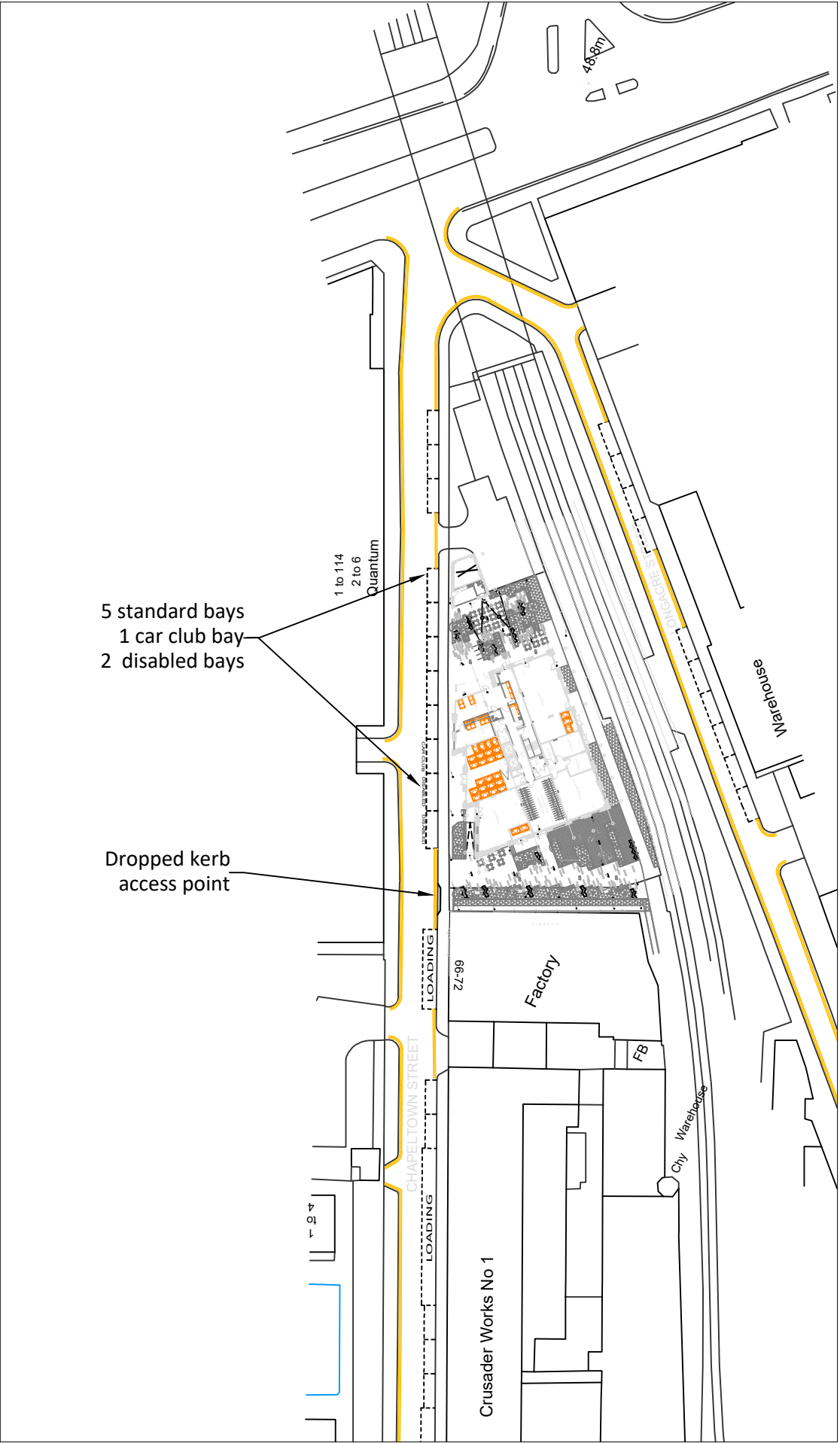
Revision
P01

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Appendix B



Existing



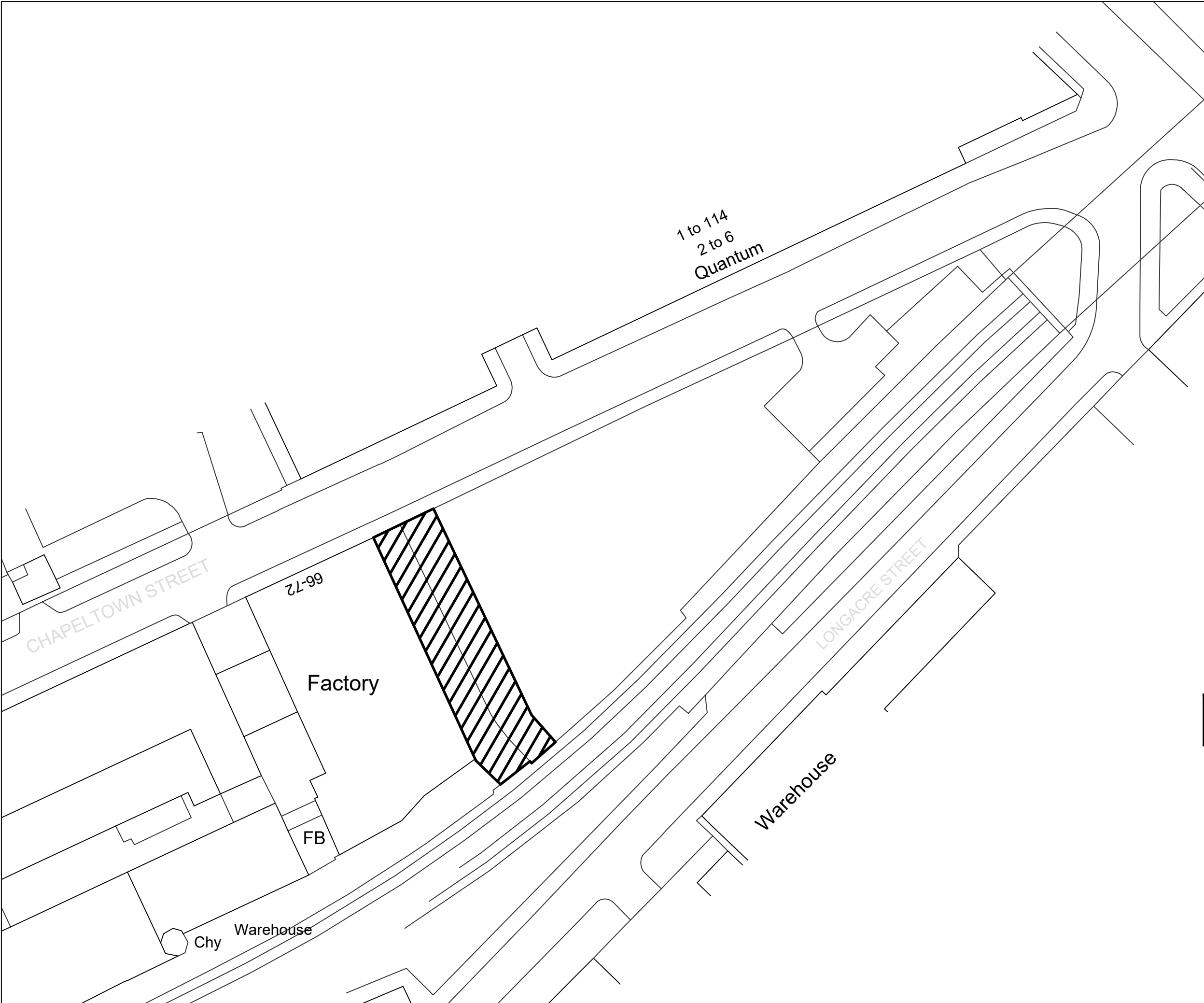
Proposed

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NOTES

Revision Details Site plan updated		By JAT / LGS Check	Date 27.10.21	Suffix A
Drawing Number SK22133-001				
Ferrous, Manchester				
Drawing Title Chapeltown Street TRO Existing & Proposed				
Scale at A3 1:1000				
Drawn JAT		Approved LGS		
Check LGS		Date 08.10.21		
SK SK Transport Planning Ltd Albion Wharf Manchester M1 5LN www.sktransport.co.uk 0161 234 6509				

Appendix C



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NOTES



Area of adopted highway
to be stopped up

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22133-002

Ferrous, Manchester

Drawing Title
Proposed Stopping Up Fair Street, Manchester

Scale at A3
1:500

Drawn	Approved
JAT	LGS

Check	Date
LGS	28.10.21

Appendix D

Ferrous, Chapeltown Street, Manchester

Interim Travel Plan

211027/SK22133/ITP01(-01)

Contents

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2 Audit	4
3 Management	9
4 Toolkit & Action Plan	11
5 Monitoring, Targets & Review Mechanisms	12

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22133	ITP01	-00	Draft	L Speers	LGS	06/10/2021
SK22133	ITP01	-01	Submission	L Speers	LGS	27/10/2021

1 Introduction

- 1.1 SK has been instructed to prepare an Interim Travel Plan for a residential development on Chapeltown Street in Manchester city centre.
- 1.2 A Transport Statement (TS) has been prepared to accompany the planning application and this should be read in conjunction with this document for full details of the development impact and layouts.

Development Proposal

- 1.3 The landscape layout is attached as Appendix A of the TS.
- 1.4 The application seeks planning consent for the erection of a 15 storey building comprising 107 apartments (Use Class C3), residential amenity facilities including a roof terrace, two ground floor commercial units (Use Class E/ Sui Generis), multipurpose event pavilion (Use Class E/ Sui Generis) and associated landscaping.
- 1.5 The main pedestrian entrance is provided from Chapeltown Street. The applicant will fund the re-surfacing of the footway fronting the site on Chapeltown Street. This will include the provision of a dropped-kerb access to allow maintenance of the site and Phoenix. The dropped-kerb layout is shown in Appendix B of the TS. Public realm improvements will also be provided on the Metrolink frontage.
- 1.6 Access is retained via the landscaped area along the western site edge, which provides an access to the cycle store and one of the commercial bin stores. The area will also provide external amenity space for the development and will continue to provide a link between Chapeltown Street and Longacre Street. It is the intention to stop-up the adopted route through the site via the National Case Work Team. The Stopping-up Order application will be made once planning permission has been granted. Appendix C of the TS contains a plan showing the area to be formally stopped-up.
- 1.7 A bike store will be provided at ground floor level with space for 68 bikes (64%). Further bike storage is available in each apartment to bring the total site provision to 100%. The storage of bikes in apartments is in line with Capital & Centric's other schemes, including at Crusader Works next door. Four cycle stands (eight spaces) are provided externally for visitors.
- 1.8 In line with the accessibility requirements, future resident requirements and in keeping with Crusader Works and the Phoenix Building next door, the proposal is car-free. Disabled parking provision will be provided on Chapeltown Street.
- 1.9 There are currently five Pay & Display parking bays on Chapeltown Street and a loading bay. The proposal will amend the TRO on the street to provide two disabled parking bays and a car club bay. Noting the position of the existing loading bay directly outside the adjacent Phoenix building, it is considered unnecessary to retain the additional loading bay on the site frontage. As such, the modifications are possible with no loss of standard pay & display parking bays. The proposed arrangement is shown in Appendix B of the TS. MCC street parking policy also allows blue badge holders are also permitted to park without charge and unlimited duration in Pay & Display bays in the city centre.
- 1.10 The residential bin store access fronts Chapeltown Street. A loading bay is already in place to accommodate the refuse collection vehicle. This loading bay can also be used by vehicles delivering goods to residents. Post boxes and a parcel store is provided in the entrance foyer for residents.
- 1.11 The commercial bin stores are provided separately, and bins will be moved from these stores by the commercial operator for collection by private contract on Chapeltown Street.

Travel Plan Process

- 1.12 A Travel Plan is a tool for managing access to a site that aims to promote access by sustainable modes. It contains a package of measures designed to meet the objective to reduce car use generated from the site by supporting sustainable modes of transport and measures that will build

on the location of a development site. In line with PPG and NPPF, the measures adopted should be commensurate with the scale of impact from the development and the level of intervention required to influence residents to take up sustainable modes and to reduce significant single occupancy car trips.

- 1.13 In this instance, the site is located in Manchester city centre. The TS assessment shows that access can be gained to numerous services and facilities using existing/scheduled sustainable infrastructure and without needing to use or even own a car. The site also meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20 minute journey time. The locational qualities of the site and the infrastructure to be delivered as part of the proposal are reflected in the low level of intervention required from the Travel Plan.
- 1.14 Within a Travel Plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies to meet the needs of the users of the site. A future management and monitoring mechanism are set out for adoption in the final Travel Plan.
- 1.15 The Travel Plan process is not a one-off, static event, but a constantly evolving strategy that should grow and adapt to meet the travel patterns and needs of the end users of the site. This interim version of the Travel Plan is the first stage of the process and outlines the aims and objectives and sets the level of intervention required to encourage and support sustainable living practices at the site.
- 1.16 The Interim Travel Plan draws on the following guidance and best practice:
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
 - MCC (2019) Draft Zero Carbon Framework 2020-2038
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

The Travel Plan Pyramid

- 1.17 The Department of Transport (DfT) states that it is helpful to:

'... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.'¹
- 1.18 The DfT pyramid (shown in Figure 1.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.
- 1.19 At the bottom of the pyramid is the location of the site and at this stage characteristics of access to the site by all modes of travel. This is set out in Section 2 of the Plan.
- 1.20 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. These measures include pedestrian access, car-free and cycle parking proposals. This information is as set out above in Section 1 and also in Section 4.
- 1.21 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. DfT research has consistently demonstrated that investment in *soft* or SMART travel planning measures, when coupled with marketing interventions, can have a very real impact upon influencing travel behaviour. These are set out in Sections 3 to 4 of the Plan. Section 4 also sets out the Travel Plan Action Plan.

¹ Department for Transport (2009), Delivering Travel Plans through the Planning Process

- 1.22 Section 5 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.



Figure 1.1: Travel Plan Pyramid
[source: DfT 2008]

Travel Plan Benefits

- 1.23 Travel plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 1.24 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on resident health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 1.25 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 1.26 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.

Travel Plan Objectives

- 1.27 The main objectives of a Travel Plan are to reduce the environmental effects of transport associated with developments and raise awareness of sustainable means of access. In this instance, residents will already have already chosen to live without owning a car and so the main objective of the Travel Plan is to outline a sustainable and realistic strategy that will provide residents with information on the various travel options available to them.

1.28 A secondary objective of the Travel Plan is to outline an Action Plan for the site that clearly defines the strategy and monitoring measures to be adopted to meet the defined objectives of the Plan. To this end, the Plan seeks:

- To support site users to make informed travel choices
- To set out a suitable monitoring and management structure

2 Audit

Site Location

2.1 Figure 2.1 shows that the site occupies a highly sustainable location to the west of the city centre, at the back of Piccadilly station, and fronting Chapeltown Street. The site benefits from a very close proximity to key public transport nodes and city centre destinations. The sustainable location of the area was established during consideration of the earlier Capital & Centric developments on Chapeltown Street at Crusader Works and Phoenix Building, which were both consented as car-free developments.

2.2 The site has no current active use.



Figure 2.1: Site Location

Local Highway Network

2.3 Access to the site is currently provided from Chapeltown Street. Chapeltown Street is an unclassified road routing southwest-northeast between the Store Street and the A665 Great Ancoats Street.

2.4 Figure 2.2 shows that an adopted footpath routes through the west of the site (known as Fair Street) between Chapeltown Street and Longacre Street. The adopted footpath is restricted for use by pedestrians and cyclists only.



Figure 2.2: Adopted Highway Extent
[source: MCC 2019]

Traffic Regulation Orders

- 2.5 The site sits within the city centre parking zone (zone 4) and residential parking zone (zone 3). The parking restrictions take are enforced by double yellow line markings and parking bays (Pay & Display). The parking restrictions are in force Monday to Sunday, between 8am and 8pm, with a ten-hour maximum stay permitted.
- 2.6 Table 2.1 shows the parking spaces available within a convenient walk of the site.

Location	Control	Spaces	Other Spaces
Chapeltown Street	Pay & Display	21	
Baird Street	Pay & Display	12	
Longacre Street	Pay & Display	10	
Store Street	Pay & Display	15	2 electric vehicle charging
Store Street	Pay & Display	37	-
Store Street	Pay & Display	14	-

Table 2.1: On-street Parking Spaces

- 2.7 Appendix B of the TS shows a plan showing the existing Traffic Regulation Orders on the street. This shows that immediately outside the site five Pay & Display parking bays are present and a loading bay.

- 2.8 The MCC disabled parking strategy allows blue badge holders to park for free for an unlimited duration within standard parking bays and for a maximum of three hours on double yellow lines without loading blips.

Public Car Parks

- 2.9 Table 2.2 shows the public car parks within a 10-minute walk of the site. Table 2.2 shows that there are just under 4,000 parking spaces close to the site.

Location	Spaces	Distance (m)
Ducie Street	151	180
Tariff Street	242	350
Boad Street	857	190
Sheffield Street	160	400
Ducie Street	50	270
The Grand	712	800
Dale Street	265	650
Piccadilly Place	600	800
Piccadilly Station (long stay)	872	500

Table 2.2: Public Car Parks

Access on Foot

- 2.10 The site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is generally of good condition, with sufficient width and street lighting present.
- 2.11 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km, equating to a 25-minute walk time. Figure 2.3 shows a 2km walk catchment from the site. Figure 2.3 shows that all the city centre is within a maximum of 2km from the site, with many key areas of activity being within a 1.6km walk (20-minutes).
- 2.12 The assessment shows that the existing infrastructure surrounding the site creates opportunities for access on foot and that the site is well located to enable residents to access destinations to meet most of their daily requirements.

Access by Cycle

- 2.13 Figure 2.4 shows that access can be gained to Route 66 of the National Cycle Network and the cycle route along the Ashton Canal (Route 86). These routes provide connections to roads in the city centre that are suitable for cycling. Routes 66 and 86 can also be used to access destinations outside the city centre.

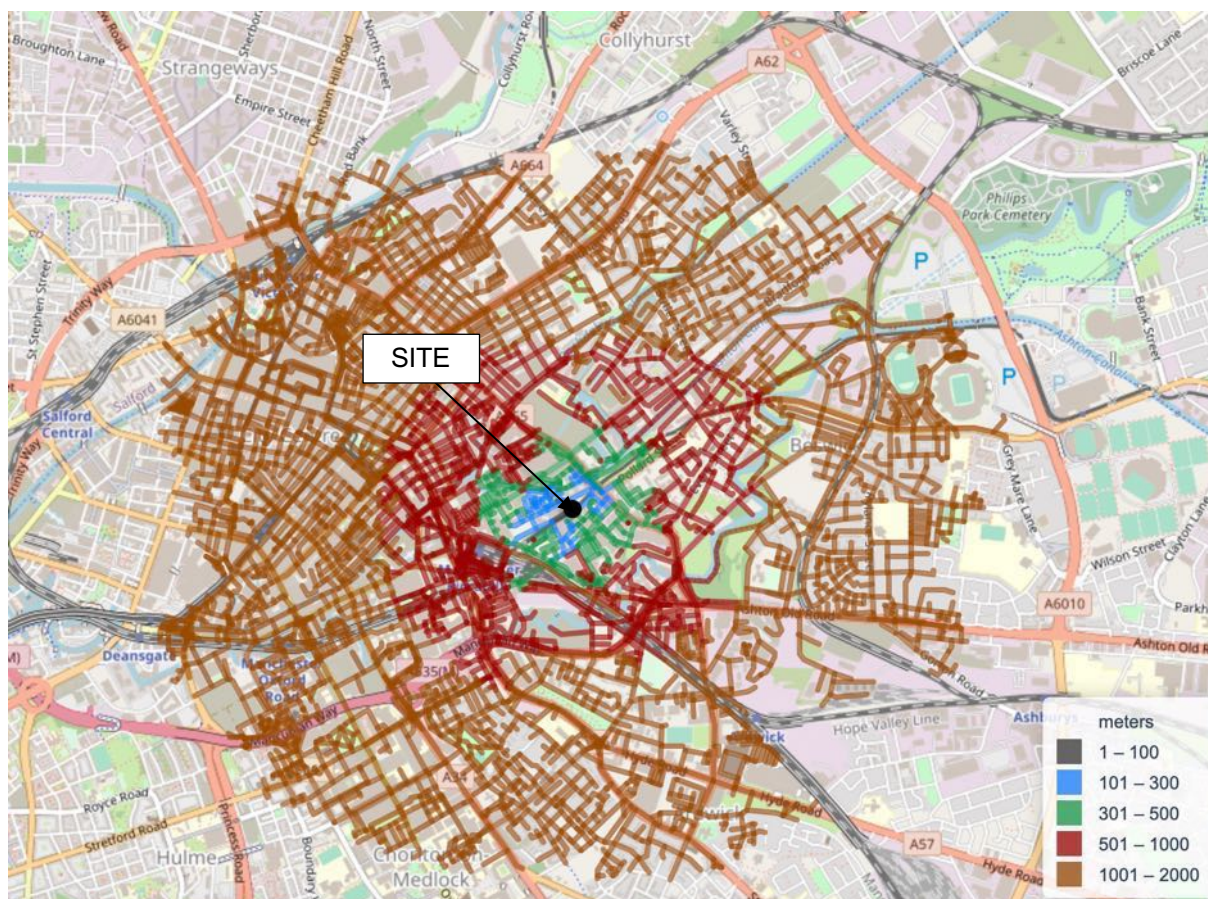


Figure 2.3: Walking Catchment

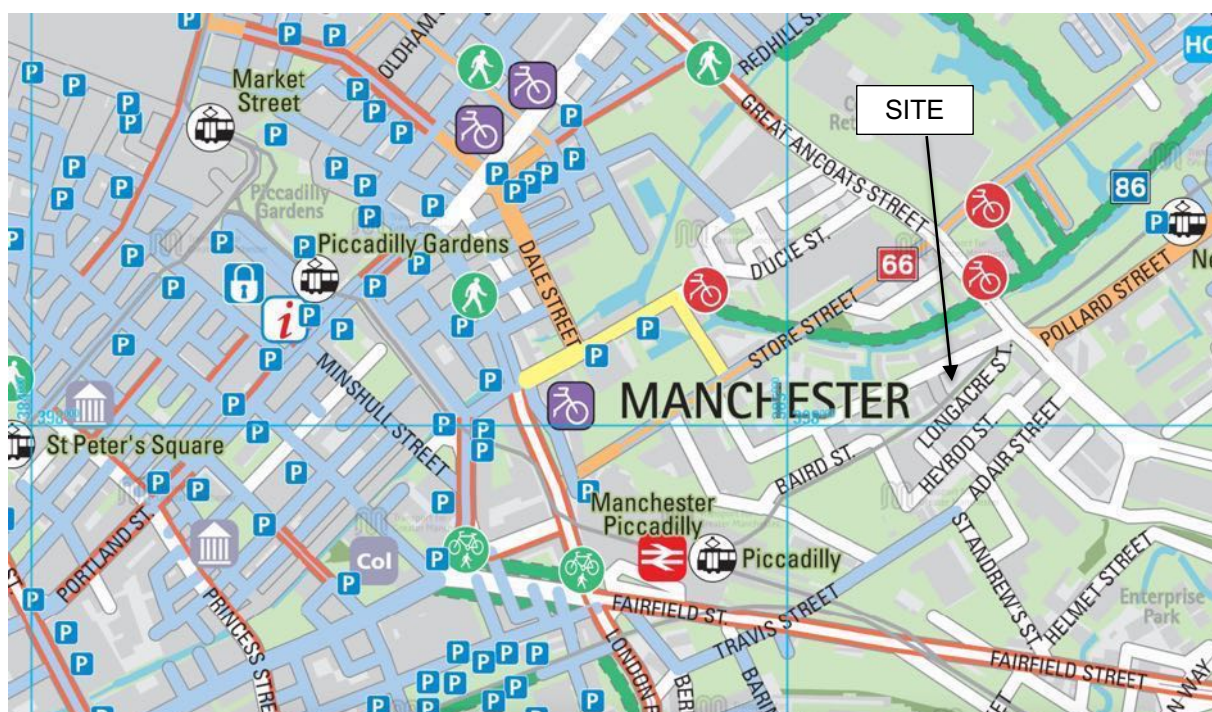


Figure 2.4: GM Cycle Network
[source: TfGM 2021]

- 2.14 Figure 2.5 shows the site in the context of the Bee Network. This shows that funding has been granted by the Mayor's Challenge Fund for improvements to a radial route that will provide improved connections across the north of the city centre. Access to this improved route can be

gained from the Ashton Canal (Route 86). Further isolated improvements are proposed in the city centre on Route 86 to enhance cycle provision at junctions.

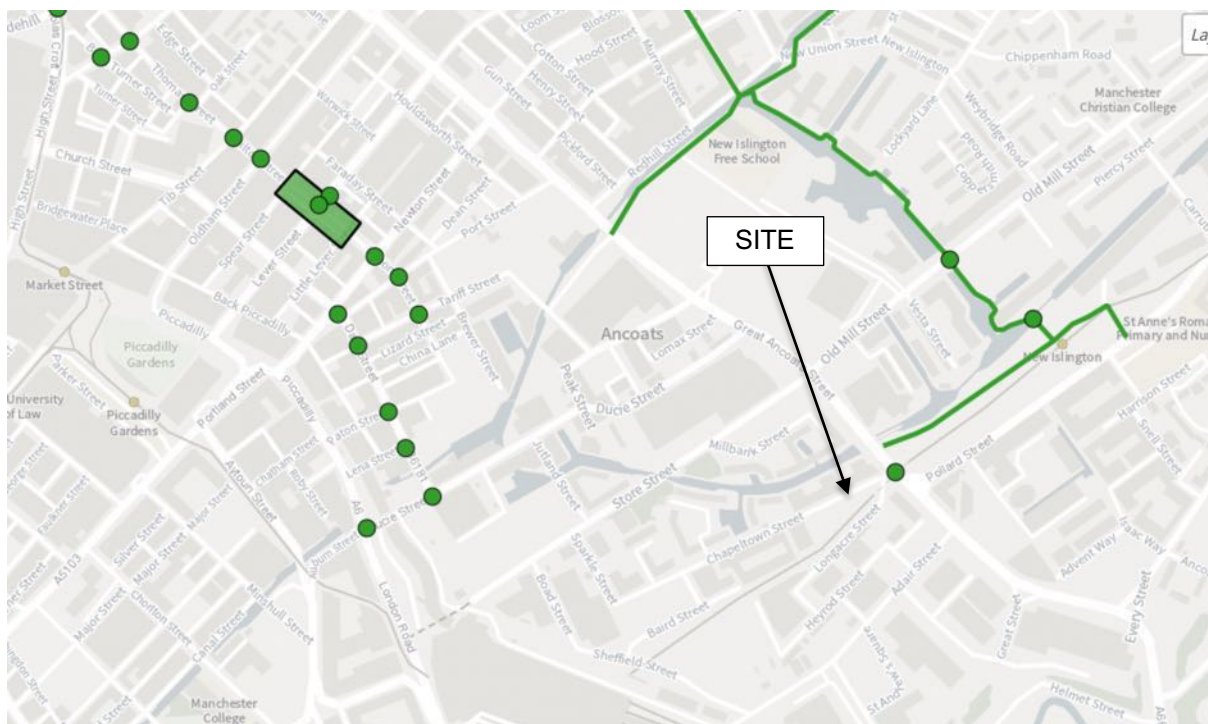


Figure 2.5: Bee Network
[source: MappingGM 021]

- 2.15 The existing infrastructure surrounding the site creates opportunities for access by bike.

Access by Public Transport

- 2.16 Figure 2.6 shows the public transport network serving the site. The site is in the city centre and benefits from good proximity to several bus services and key interchanges. The nearest bus stops to the site are located on London Street, Great Ancoats Street and Piccadilly Approach, all of which are within a five minute walk from the site.
- 2.17 It is reasonable to expect that people will walk further than 400m to access bus services due to the high frequency and assortment of services available in central areas. Access to key bus interchange points, such as Piccadilly Gardens bus station, can also be gained in a short walk (less than 10 minutes) of the site.
- 2.18 The site also relates well to the free bus services (routes 1, 2 and 3) from bus stops on Piccadilly Approach. These services provide a free city centre circular bus route connecting the site to key attractions.
- 2.19 The site is located a five minute walk from Piccadilly Station. Piccadilly Station is the main rail interchange in Manchester with existing services offering coverage of destinations across Greater Manchester region and the UK.

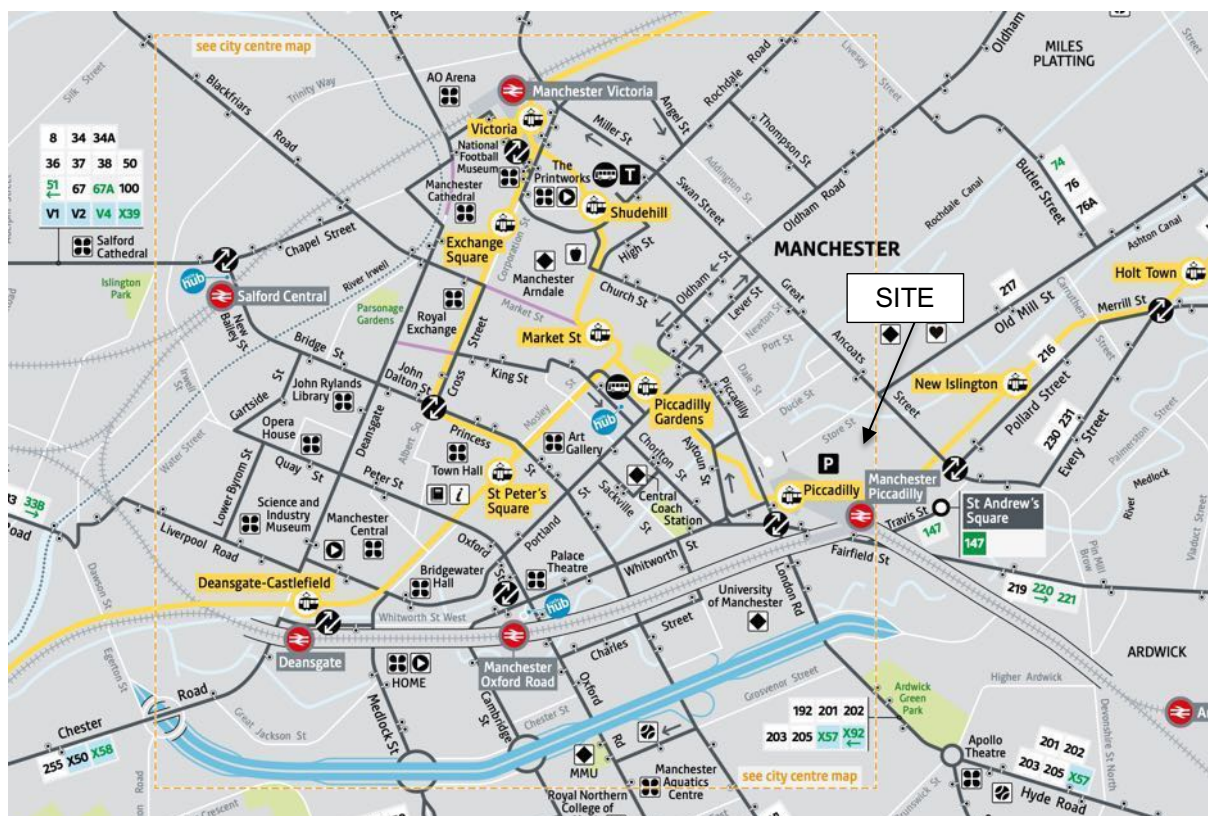


Figure 2.6: Public Transport Network
[source: TfGM 2021]

- 2.20 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM for use in assessing the accessibility by non-car modes of a development site. The tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 2.21 The TS shows that the site has a GMAL of 8, indicating that it benefits from a very high level of accessibility that is the best in Greater Manchester.

Casual Car Use

- 2.22 There may be occasions when residents at the site require the use of a car. Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 2.23 The nearest vehicles to the site are short walk away including two cars at Piccadilly Place, a car on Dale Street and a car on Tariff Street.

3 Management

Travel Plan Coordinator

- 3.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Interim Plan and is committed to its successful implementation on completion of the development.
- 3.2 The applicant, or their successor in title, will continue to have a regular overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.

- 3.3 Travel Plan Co-ordinators play an important role in developing, implementing and managing Travel Plans. The Travel Plan Co-ordinator for the site will be identified prior to occupation of the development and contact details provided to MCC.
- 3.4 The Co-ordinator will form the main point of contact for the local authority and residents. The Co-ordinator will also be responsible for raising awareness and marketing the Travel Plan and surveying its effectiveness and assessing this against the stated objectives and targets.
- 3.5 In summary, the Travel Plan Co-ordinator's general role and responsibilities will include:
- Implementing the Plan measures
 - Providing a point of contact for site residents, the local community and MCC
 - Publicising and raising awareness of local and national initiatives
 - Preparing and issuing the travel packs
 - Providing periodic updates to residents on changes to local services and facilities
 - Monitoring and surveying travel patterns
 - Periodically reporting to MCC

Funding Mechanisms

- 3.6 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated plan objectives.
- 3.7 The applicant has confirmed that it will fund the cost of time for the Travel Plan Co-ordinator to implement Plan measures, respond to resident issues, and undertake the annual survey and Plan review.

4 Toolkit & Action Plan

Promotion & Marketing

- 4.1 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them. Research undertaken by DfT shows that promotion and marketing of Travel Plan's is one of the most important measures in encouraging people to travel sustainably and actively. This is particularly the case for a site such as this development that occupies an exceptionally sustainable location with very good opportunities for sustainable trip making from day one of the development.
- 4.2 The Travel Plan Coordinator will be responsible for marketing and promoting the Travel Plan. The following measures will be used to promote the Travel Plan:
1. Travel packs for all new households
 2. Promotion of local authority / local area travel campaigns / networks
 3. Distribution of promotional materials
- 4.3 In summary, the travel packs will provide:
1. Travel Plan Co-ordinator contact details
 2. Information on TfGM on-line and phone app journey planning software
 3. Information on TfGM cycle and walking route maps
 4. Information on TfGM bus maps and timetables
 5. Details of current TfGM local initiatives
- 4.4 Residents will be encouraged to familiarise themselves with the journey planning websites and phone apps promoted by TfGM on its website. These included : [Traveline](#), [Citymapper](#) and [Transit](#).
- 4.5 The Travel Plan Co-ordinator will also be responsible for making residents aware of the many benefits for travelling more sustainably:
1. Improve health and wellbeing
 2. Save money

3. Reduce traffic congestion
4. Increase physical activity and fitness
5. Improve air quality
6. Reduce carbon emissions
7. Meet new people

Walking

- 4.6 TfGM states that the growth in residential development in urban centres has led to an urban renaissance that has reduced car ownership and use. This is because people can work and play within walkable distances of their front door. The proposal site is a continuation of this, as the site is located in Manchester city centre which can be accessed in a short walk.
- 4.7 The CIHT's simple rule has been applied to the layout and the transport strategy so that it helps the city centre become a place that is planned for people rather than cars, so that it results in a place for people, rather than one dominated by traffic. The proposal is car-free and this has clear knock benefits, including improved health and wellbeing of residents and air quality benefits, and reduced pressures on highway network operation, and reductions in emissions.
- 4.8 Information on local walking routes will be provided to residents in the travel pack. The travel pack will also include details of on-line and phone app journey planning software that is available from [TfGM](#).

Cycling

- 4.9 The site relates well to streets that are suitable for cycling. The proposal includes a high level of cycle parking for residents and visitor cycle parking.
- 4.10 TfGM also offer [free cycle training and maintenance sessions](#) for adults. The cycle training and maintenance will be promoted to residents by the Travel Plan Co-ordinator and information relating to this is provided in the travel pack.
- 4.11 Details of regular cycle events, such the Summer Cycle Camp, Let's Ride Pop-Up and HSBC's Let's Ride Manchester are provided on the [TfGM](#) website. TfGM offer a cycle newsletter service is frequently updated with new route information and activities. This can be signed up for by using the [TfGM](#) website. These information resources will be promoted to residents in the travel pack.
- 4.12 Bikes and equipment can be purchased from [The Manchester Bike Hire](#), [Harry Halls Cycles](#) and [Evans Cycles](#). Manchester Bike Hire also provides a hire service whereby cycles are dropped off at local homes. These information resources will be promoted to residents in the travel pack.

Public Transport

- 4.13 The assessment shows that the site is within a short walk of bus, tram and train services. The site is shown to have a GMAL of 8, which indicates an exceptional level of public transport accessibility.
- 4.14 The travel pack will include information relating to phone app and on-line journey planning information available on [TfGM](#).
- 4.15 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and new initiatives.

Reducing the Need to Travel & Efficient Vehicle Use

- 4.16 The proposal is car-free with disabled parking provided on-street. Disabled drivers are also permitted to park for free and unlimited periods in standard street parking bays in the city centre.
- 4.17 Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car. Car clubs are located across the city

centre and a new car club bay is provided outside the site in the TRO scheme. These will be promoted to residents in the travel packs.

- 4.18 The travel pack will include information on on-line food retail facilities that serve the area, including [Sainsburys](#), [Tesco](#) and [Ocado](#).

Action Plan

- 4.19 An Action Plan has been developed that summarises the key actions from the Travel Plan. This will be reviewed and updated as part of each monitoring period.
- 4.20 The Action Plan has been split into four key output periods based on the following:
- Quick Wins (Q) – prior to occupation
 - Short (S) – can be achieved within 12 months of occupation
 - Ongoing (O) – no set timescales as will be regularly reviewed and updated

General	• Appointment of the Travel Plan Co-ordinator (Q) • Agreement of Travel Plan budget (Q) • Collection of latest travel information and update briefing (Q) (O) • Introduction of identified <i>firm</i> measures (Q)
Marketing	• Official launch of the Travel Plan (S) • Preparation of travel packs (Q) (O) • Promotion of national campaigns (O) • Preparation of material to update residents with any service changes (O)
Infrastructure	• Provision of secure cycle parking (Q) • Provision of car-free scheme (Q) • Amendments to TRO on Chapeltown Street (Q) • Promotion of car club (O)
Monitoring	• Baseline travel survey (S) • Review and update of targets (S) • Periodic travel surveys (O) • Preparation of periodic monitoring reports (O)

Table 4.1: Action Plan

5 Monitoring, Targets & Review Mechanisms

Data Collection & Analysis

- 5.1 Travel surveys will be undertaken within six months of the site being occupied and the results from the survey will be then used to set the targets for the Travel Plan and to update the measures, if required. A monitoring report will set out the results of the survey and any changes to the targets/measures and this will be issued to MCC within three months of the survey.
- 5.2 The surveys will investigate the following information:
1. Place of residence
 2. Usual mode of travel
 3. Car and cycle ownership
 4. Initiatives that would encourage a change in mode
- 5.3 Following the baseline survey, surveys will be undertaken periodically over a three-year period.

Interim Targets

- 5.4 In line with DfT guidance, action-based targets have been set for the Interim Travel Plan. Action-based target are based on the Travel Plan reaching set milestones or indicators.
- 5.5 The following action-based targets have been set:

- Prepare/issue travel packs for each resident on occupation
- Survey existing resident travel patterns within 6 months of occupation

5.6 Quantitative targets also provide a useful indicator against which the performance of the Travel Plan can be assessed. The targets are required to be SMART (Site-specific, Measurable, Achievable, Realistic and Timed). These targets are used to review and assess the impact of the Plan overtime. The final targets for the Plan will be set following the first travel surveys.