

Potato Wharf Blocks 3 and 4

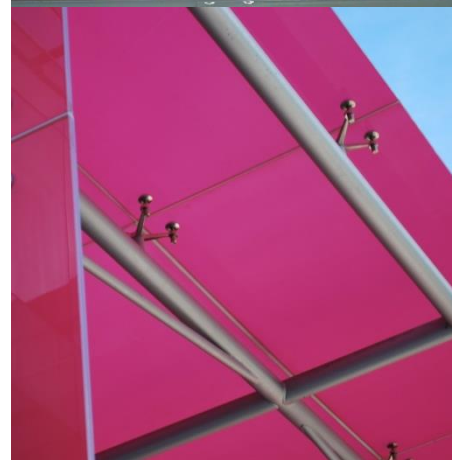
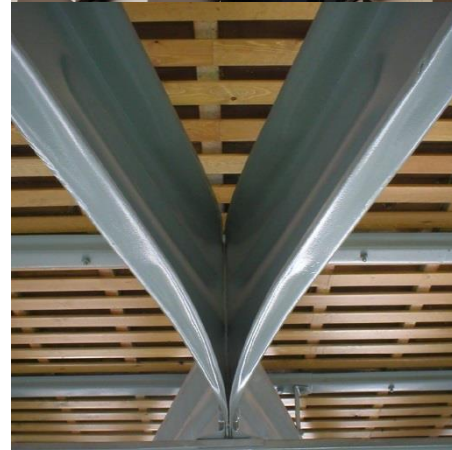
Framework Travel Plan

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Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

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Author	Signature	Date
Lynnie Ler MEng (Hons) Transport Planner		12 October 2021

Reviewed	Signature	Date
Carl Peers BA (Hons) MSc CMILT MCIHT Technical Director		12 October 2021

Authorised	Signature	Date
Carl Peers BA (Hons) MSc CMILT MCIHT Technical Director		12 October 2021

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Appendix A – Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Lend Lease to provide transport planning advice in relation to a residential development on Potato Wharf, to the west of Manchester City Centre.
- 1.1.2 The development proposals were submitted (Manchester City Council Planning Reference: 109335/FO/2015/C1) for the *“Erection of two residential buildings (Use Class C3) comprising 191no apartments, car parking, bicycle parking, public realm and landscape works, access and servicing arrangements, and associated works, following demolition of the existing buildings and plant. | Potato Wharf Manchester M3 4LA”*.
- 1.1.3 Since then, the application has been granted planning permission (subject to conditions) in November 2015, and the development is currently undergoing construction and approaching completion. The development is due to complete in February / March 2022.
- 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 In 2015, a combined Transport Statement (TS) with a Framework Travel Plan (FTP) chapter was prepared by Shepherd Gilmour Infrastructure Ltd to support the planning application. Notwithstanding, Condition 29 of the planning consent states:

“Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) *the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development*
- ii) *a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time*
- iii) *mechanisms for the implementation of the measures to reduce dependency on the private car*
- iv) *measures for the delivery of specified travel plan services*
- v) *measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car*

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.”

- 1.3.2 There are two parts to this condition. This TP is prepared to partially discharge the above condition, pertaining to the Travel Plan to be submitted prior to occupation of the development. This TP also makes reference to and updates the measures and responsibilities (where appropriate) proposed in the earlier FTP.
- 1.3.3 An FTP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development, and also during a pre-occupation phase. 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.
- 1.3.4 Transport for Greater Manchester (TfGM) 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 Transport for Greater Manchester’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, Transport for Greater Manchester, 2013*

1.3.5 This document has been written with reference to 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, Transport for Greater Manchester, 2021; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.3.6 A Full Travel Plan, complete with results from a residents travel survey, will be prepared post-occupation in accordance with the above planning condition.

1.4 Document Structure

1.4.1 As outlined in the 2015 consented FTP, the structure of the document will be as follows.

1.4.2 **Section 2** describes the existing situation and surrounding area, including the local highway layout.

1.4.3 **Section 3** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.

1.4.4 **Section 4** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.

1.4.5 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.6 **Section 6** outlines the Travel Plan target strategy and 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.

1.4.7 **Section 7** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is located in Castlefield, c. 2km to the south-west of Manchester City Centre. The site is located adjacent to the A57 Inner Ring Road (although there is no vehicular link from Potato Wharf onto the ring road), which is a key arterial route around Manchester City Centre.
- 2.1.2 In a more local context, the site is enclosed by the Bridgewater Canal to the north and New Elm Road beyond, the Potato Wharf residential development to the east across the basin (Manchester City Council Planning Reference: 081118/FO/2006/C3, completed and occupied since 2015), railway arches to the south, and the A57 Egerton Street to the west. **Figure 2.1** below shows the site in a local context relating to the local highway network.

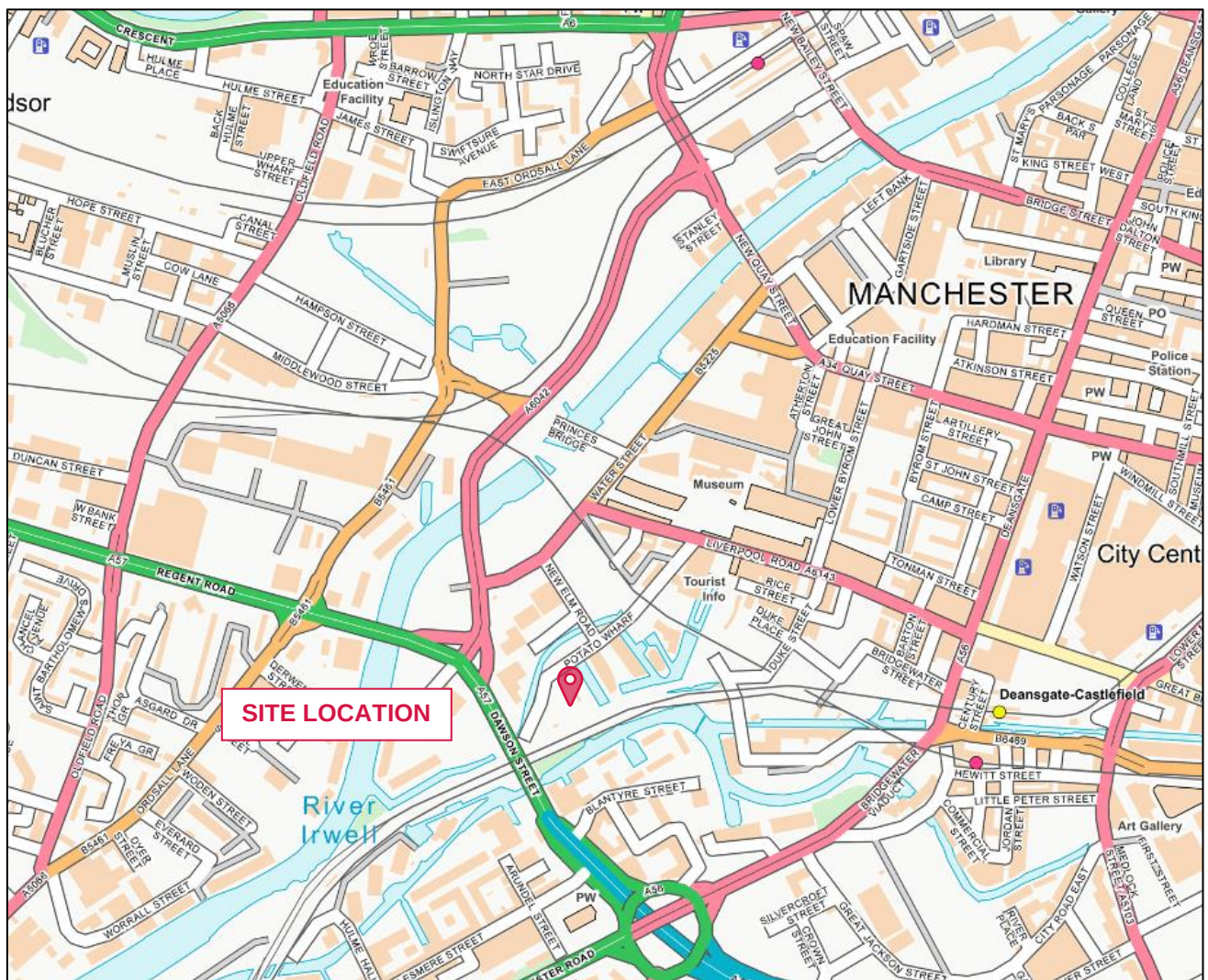


Figure 2.1 – Site Location in Relation to the Regional Highway Network

(Source: OS Maps, 2018)

2.2 Existing Use and Access Arrangements

- 2.2.1 The site is currently undergoing construction and approaching completion. When complete, the site will comprise 191 apartments across 2 blocks. The site would be permeable for pedestrian and cycle access via Potato Wharf which leads to an entrance podium (square with trees and access to building cores, with visitor cycle parking provided). There would also be an extension of the shared footway / cycleway along the A57 Egerton Street into the site, with access-controlled gates for security.
- 2.2.2 The site would comprise a garden adjacent to the shared footway / cycleway along the western portion of the site, and a private courtyard accessed from the entrance podium. The temporary car park on the corner of New Elm Road and Potato Wharf would also be reinstated to a formal lawn / 'pocket park' for public use. General vehicular access to the car park would be via the east of the site off Potato Wharf, with a controlled gate to prevent unauthorised access. The car park is located under the viaduct.
- 2.2.3 As part of the proposals, there will be car parking spaces for visitors outside of a secure fenced area for the residents' car park. There will be a total of 115 car parking spaces for residents, 7 of which would be disabled bays. There would also be 6 motorcycle parking spaces within the residents' car park. At the back of the car park, there would be a sheltered and secure bike store with a total of 120 cycle parking spaces.
- 2.2.4 Prior to the development, it is noted that the site was previously used as a concrete batching plant, which was demolished to accommodate the proposals. The concrete batching plant was accessed off Potato Wharf by vehicles, whereas the pedestrian and cycle link between Potato Wharf and the A57 Egerton Street was open to public access.

2.3 Surrounding Highway Network

A57 Inner Ring Road

- 2.3.1 The A57 Inner Ring Road encircles Manchester City Centre, with the section to the west of the site known interchangeably as Egerton Street and Dawson Street. The A57 Egerton Street extends between the Deansgate Interchange (A57 Mancunian Way, A56 Chester Road and A5067 Chorlton Road roundabout) in the south and the A57 Egerton Street / Trinity Way / Regent Road / Water Street junction to the north.
- 2.3.2 Both junctions were part of the Manchester and Salford Inner Relief Route Improvement Scheme which was completed in November 2019. Works to these junctions included the following, according to the description provided by Manchester City Council:
- A57 Dawson Street / Trinity Way / Regent Road / Water Street junction:
 - provide three lanes in each direction on Regent Road between Water Street and Ordsall Lane;
 - provide three lanes which turn from Dawson Street into Regent Road towards Salford;

- provide crossings for pedestrians and cyclists at all junctions;
- convert the crossing on Regent Road so that it can be used by pedestrians and cyclists and move it closer to the junction;
- geometric changes at the junction enable signal staging and phasing and stage timings to be optimised;
- reduce the speed limit from 40mph to 30mph; and
- prevent loading at any time at Water Street junction with Trinity Way, and Water Street junction with Dawson Street;
- Deansgate Interchange:
 - extra lanes and give more options at the roundabout including:
 - two extra lanes on the roundabout between Chorlton Road and A56, one of these will provide a new right turn onto the A56 towards Deansgate; and
 - one extra lane between Mancunian Way and the A56 towards Deansgate, this provides a right turn onto the A56 towards Chester Road;
 - one extra lane between the Mancunian Way and Chorlton Road; and
 - larger islands on Chester Road allowing better routes for pedestrians and cyclists through the junction.

2.3.3 In the immediate vicinity of the site, the A57 Egerton Street comprises a dual carriageway with a total width of c. 32m and up to three lanes in either direction. There are wide footways of c. 3m on both sides of the carriageway, with a pedestrian footpath onto New Elm Road and the former pedestrian / cycle connection onto Potato Wharf on the eastern side of the carriageway, and stepped access to the Bridgewater Canal Towpath further to the south of the site from the western side of the carriageway.

2.3.4 Controlled crossing facilities are available to the north and south of the site at both the A57 Dawson Street / Trinity Way / Regent Road / Water Street junction and Deansgate Interchange junction, with dropped kerbs, tactile paving, and added provision for cycle lanes and crossings separated from the main carriageway at the Deansgate Interchange junction. There is a painted cycle lane either side of the A57, which merges with the footway to form a shared pedestrian footway / cycleway at certain parts of the carriageway.

2.3.5 The road is subject to a speed limit of 30mph.

Potato Wharf

2.3.6 To the north of the site, Potato Wharf extends for a length of c. 350m from a priority junction off the A6143 Liverpool Road and terminates within the site. The road comprises a single two-way carriageway with an average width of 5m, with wide footways of c. 2-3m and dropped kerbs in the vicinity of the neighbouring residential development. Further towards Liverpool Road, the footways narrow to c. 1.5-2m wide, however the entirety of the road is well-lit with street lights at regular intervals.

- 2.3.7 Potato Wharf is subject to a speed limit of 20mph and comprises mostly cobblestone roads instead of tarmac surfaced roads, and there are speed bumps on approach to the potato Wharf residential site. It is also subject to Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions (no waiting at any time) to restrict on-street parking.
- 2.3.8 Pedestrians can walk along Potato Wharf and onto Liverpool Road to access the Deansgate and Deansgate-Castlefield rail and Metrolink stations c. 850m to the east of the site.

2.4 Access for Mobility and Visually Impaired Users

- 2.4.1 The site benefits from its location near Manchester 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 wide footways surrounding the site, and dropped kerbs (some with 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.

3.0 Accessibility by Sustainable Modes of Travel

3.1 Introduction

3.1.1 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, and 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.

3.1.2 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.

3.2 Pedestrian Accessibility

3.2.1 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 development. These are reproduced in **Table 3.1** below:

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 3.1 – CIHT Suggested Acceptable Walking Distances

3.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips have been considered. These are a good approximation for resident trips associated with the development.

3.2.3 Within 500m of the site, the area surrounding the site is surrounded by residential areas, with some light industrial, office, and leisure uses. This includes the neighbouring residential development to the east, the Vie Building to the west, privately owned car parks and a self-storage warehouse to the north, hotels and hostels, Castlefield Bowl, the Science and Industry Museum with the old Manchester

Liverpool Road Railway Station, gyms, office buildings, and restaurants and bars along Liverpool Road to the east of the site.

3.2.4 Most notably, the bus stops along the A57 Regent Road and A6143 Water Street / Liverpool Road can be accessed within a 500m walk. These bus stops host services to areas within Greater Manchester such as Eccles and Worsley, and around Manchester City Centre (i.e. the free bus service) (detailed in **Section 3.4** below).

3.2.5 Additional facilities and amenities in addition to those mentioned above can be accessed within 1,000m of the site, such as the Deansgate and Deansgate-Castlefield rail and Metrolink stations c. 850m to the east of the site, open / green spaces such as Castlefield Urban Heritage Park, Castlefield Basin and St John's Gardens, retail uses such as Regent Retail Park to the west of the site (comprising a KFC and McDonalds takeaway / drive-through / sit-in restaurant, Sainsbury's supermarket, gym, cafés, pharmacy, department stores, pet shops, petrol station, and other small shops and charity shops), public houses and bars around the Castlefield Basin, and the Great Northern shopping and entertainment complex (comprising shops, restaurants, bars, cinema, bowling alley, public square, hotels), Manchester Studios, and areas to the south of Spinningfields to the north.

3.2.6 Within the wider 1,000m – 2,000m catchment, a significant proportion of Manchester City Centre can be accessed, with additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores accessible along Spinningfields, Oxford Road, the Central Retail District, Salford Central, and Blackfriars. To the west and north, this catchment includes all of Ordsall and areas near The University of Salford, such as Peel Park. To the south of the site also lies Old Trafford and Hulme where there are additional residential areas, food and drinks outlets / public houses, schools, local shops, parks, supermarkets and community centres.

3.2.7 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 at major junctions with pedestrian refuge islands, dropped kerbs, and tactile paving.

3.2.8 In summary, the site is accessible on foot.

3.3 Accessibility by Cycle

3.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. 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)"*.

- 3.3.2 This is reinforced by data from the 'National Travel Survey' (2019), which reports that the average cycle trip takes 23 minutes. Combining this with the typical commuting cycle speed of 12 miles per hour presents a distance of c. 4.6 miles (c. 7.4 kilometres) that can be reached within the average cycle trip.
- 3.3.3 The 8km catchment encompasses all of Manchester City Centre including key transport links. The catchment also extends as far as Crumpsall to the north, Gorton to the east, Chorlton and Withington to the south, and Eccles, Trafford Park, and Stretford to the west.
- 3.3.4 The site is well situated to benefit from existing cycle provision, with the wider local highway network in the vicinity of the site comprising on-road routes, low speed limits, shared footway / cycleways, and additional cycle infrastructure within Manchester City Centre. The site is also located to the north of the Bridgewater Way, which is one of six 'Cycleways' in Greater Manchester.
- 3.3.5 The Bridgewater Way is a completely traffic-free route linking Altrincham to Castlefield in Manchester City Centre and the Trafford Centre. There are many access points along the route, and the path has a cycle-friendly all-weather surface, with solar lighting to guide cyclists in the dark in some sections.
- 3.3.6 The local cycle network in the vicinity of the site is shown in **Figure 3.1** below:

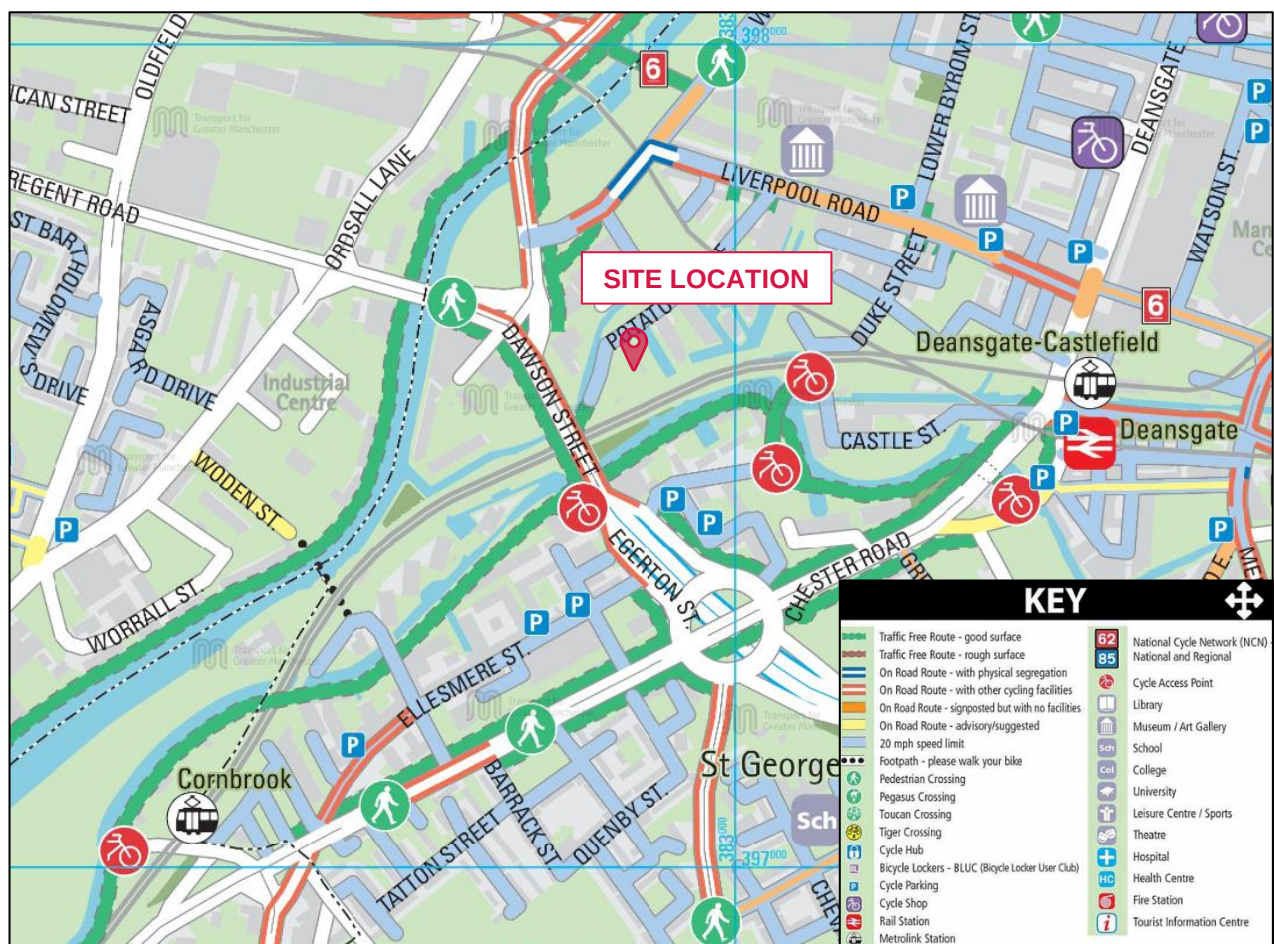


Figure 3.1 – Local Cycle Infrastructure
(Source: Transport for Greater Manchester, 2019)

3.3.7 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 known as 'Beeways' that mark the most direct and pleasant way to navigate an area on foot or by bike. The site is located in close proximity of confirmed Bee Network improvements as follows:

- The Ordsall Filtered Neighbourhood – Part of the Mayor's Cycling and Walking Challenge Fund (MCF), the scheme will put people first, reducing the need to use a car and rat-running through the neighbourhood. It will create a nicer experience for those travelling to join public transport by foot or by bike. It will allow people to travel between Manchester City Centre and Ordsall riverside and Salford Quays on foot or by bike, easily and safely. This work includes 10 junction upgrades, six new parallel crossings and 0.6 miles of light protected cycle lanes; and
- Manchester to Chorlton Cycleway – The first section between the Deansgate Interchange and Stretford Rod is now open, including the UK's first CYCLOPS junction (Cycle Optimised Protected Signals) – an innovative junction that has been designed to protect cyclists from general motor traffic, while allowing everyone to use the junction safely. The CYCLOPS junction maximises the opportunities for safe cycling and walking, while making the performance of the junction more efficient for all users and transport types.

3.3.8 The Bee Network proposals along with Beeways are illustrated in **Figure 3.2** below, allowing residents that cycle to benefit from better safety and quality of commute.

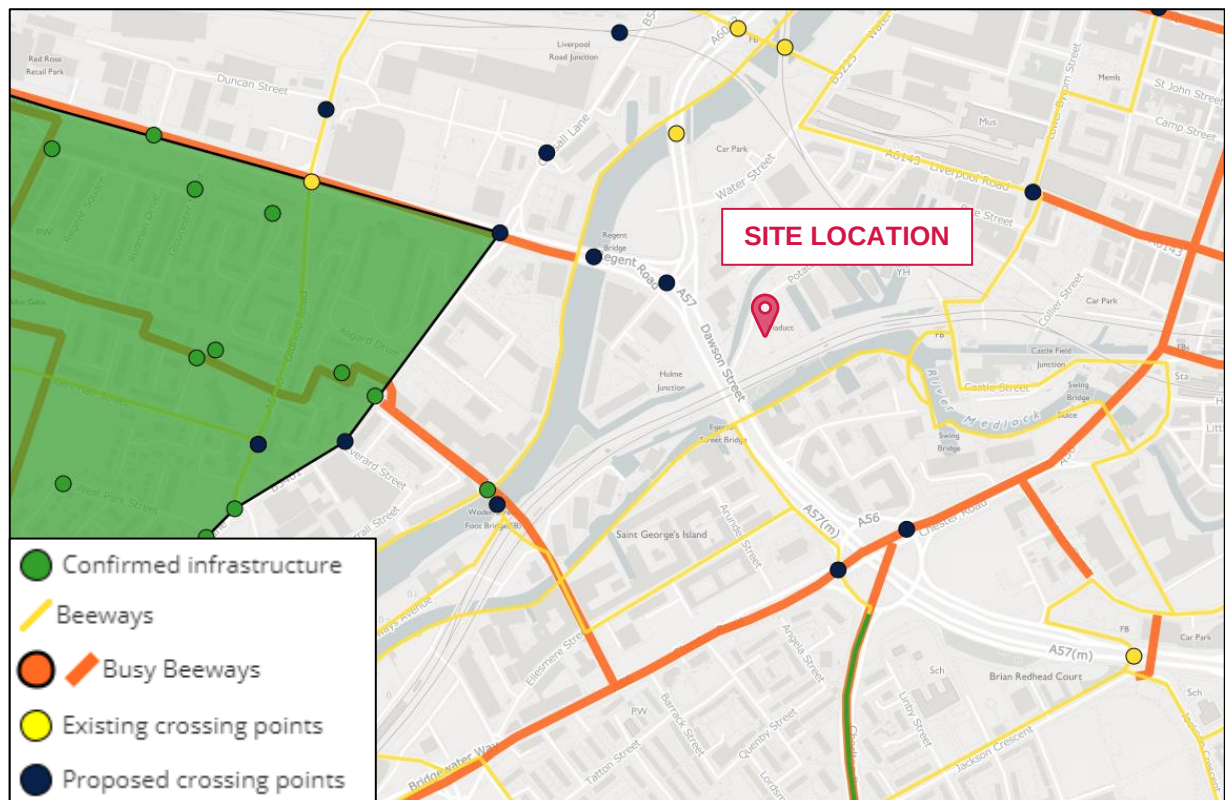


Figure 3.2 – Bee Network Map
(Source: MappingGM, 2021)

3.3.9 The site is therefore ideally placed to take advantage of the cycle connections around Manchester City Centre. Furthermore, the development will provide cycle parking spaces for residents in a secure cycle store and for visitors in the form of Sheffield stands in the public realm to encourage cycling.

3.3.10 In summary, it is considered that cycling is a realistic mode of travel to and from the site.

3.4 Accessibility by Public Transport

3.4.1 Developed by Transport for Greater Manchester, 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.

3.4.2 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 6 and 7, and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester City Centre.

3.4.3 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 3.3** below:



Figure 3.3 – Public Transport Network in the Vicinity of the Site

(Source: Transport for Greater Manchester, 2019)

Bus Accessibility

3.4.4 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

Situation	Maximum Walking Distance (m)
Less frequent routes	300
Town/city centres	250

Table 3.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 3.4.5 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.
- 3.4.6 The nearest bus stop to the site is located c. 300m to the north of the site, along Water Street, although this bus stop only hosts one service into Manchester City Centre. The bus stop hosting the similar service in the opposite direction (to Worsley) is located c. 400m to the north-east of the site, along Liverpool Road. **Table 3.3** below details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
33	Shudehill – Ordsall – Weaste – Eccles – Winton – Worsley	Every 30 mins	Every 30 mins	Hourly

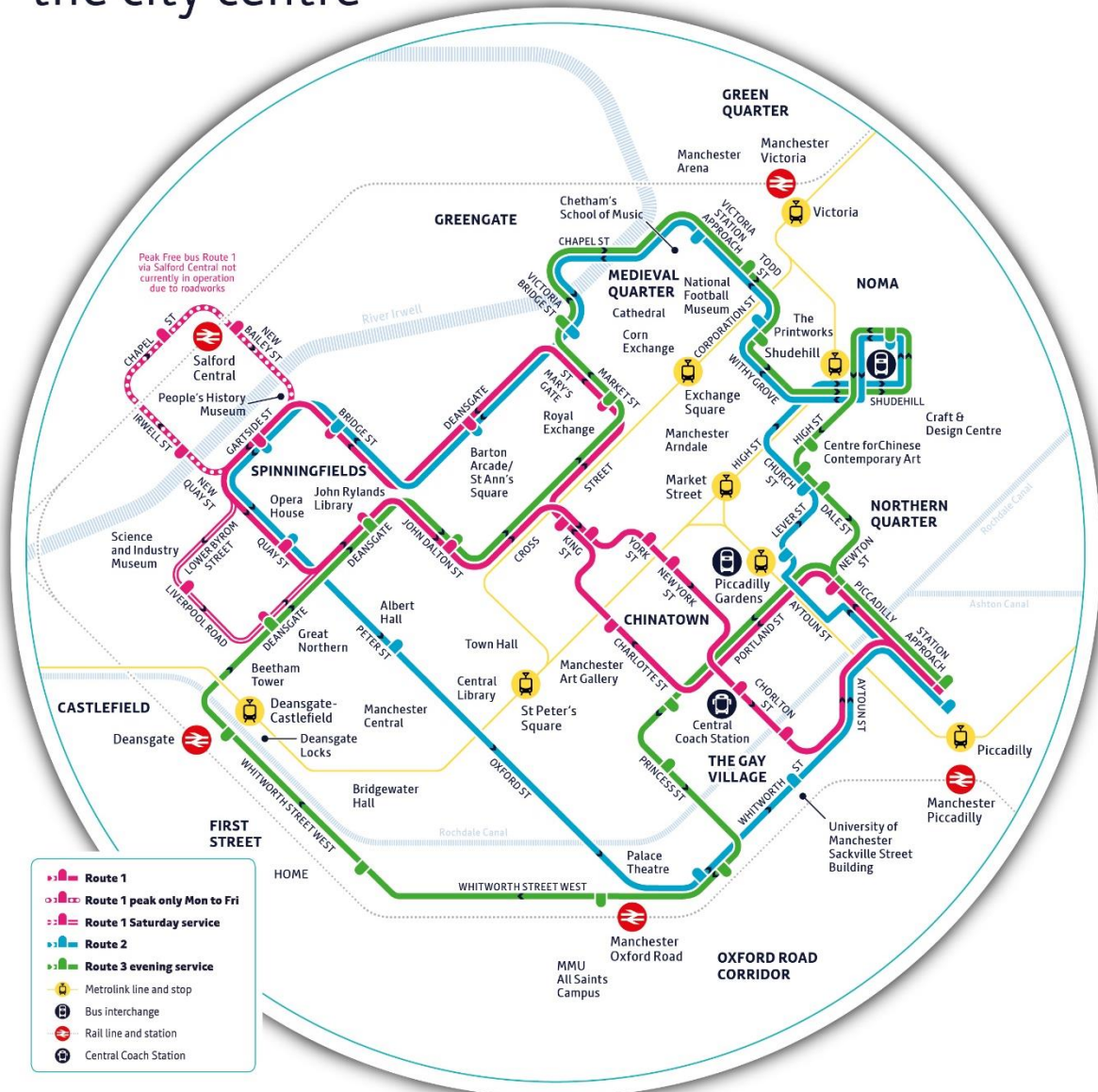
Table 3.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

- 3.4.7 The above service links the site to Manchester City Centre.
- 3.4.8 Additionally, within a 550m walk from the Site lies a bus stop along the A6143 Liverpool Road, opposite Castlefield Urban Heritage Park, which serves as a stop for Route 1 of the Manchester free bus on Saturdays. Residents can also walk a further 200m to Deansgate, where there are stops for the more regular Routes 1 and 3 every day. 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 3.4** 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 3.4 – Free Bus Route and Timetable

(Source: Transport for Greater Manchester, 2021)

3.4.9 It is noted that the provision of bus services will change 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 Transport for Greater Manchester's website: tfgm.com/public-transport/bus.

3.4.10 Overall, the site is well served by bus. The site also benefits from the locality of the free bus service.

Rail Accessibility

3.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

3.4.12 The closest rail station to the development is Deansgate, located c. 850m to the east of the site. **Table 3.4** below shows the frequencies of regular trains that run from Deansgate. 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
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, Woodsmoor, Hazel Grove.	Hourly to Manchester 2 per hour to Blackpool North	Hourly to Manchester 2 per hour to Blackpool North	Hourly in each direction

Table 3.4 – Summary of Rail Service Frequencies

- 3.4.13 Facilities at Deansgate rail station are good, where there is a staffed ticket office open between 06:20 – 23:40 on Mondays to Saturdays, and 08:10 – 23:30 on Sundays. There are also automated ticket machines, with train running information provided via Customer Information Services (CIS) screens, CCTV coverage, and 6 cycle parking spaces outside the station. There is also step-free access throughout the whole station in the form of ramps and lifts.
- 3.4.14 Most trains calling at Deansgate are also operated by Northern Rail, where passengers can take their bicycles on any train for free, provided there is space. All trains can accommodate up to 2 bicycles and space is allocated on a first come, first served basis.
- 3.4.15 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 frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: northernrailway.co.uk/travel/timetables.
- 3.4.16 The trains that service Deansgate rail station regularly run 7 days a week from a number of different locations within the North West; this provides frequent access for users of the site.

3.4.17 In summary, it is considered the site is accessible via rail.

Metrolink (Light Rail) Accessibility

3.4.18 There are Metrolink stops located at Deansgate-Castlefield, located at a c. 850m (c. 10-minute) walk from the site. The following services call at the station:

- **Blue Line** – Ashton-under-Lyne to Eccles;
- **Navy Line** – Manchester Airport to Manchester Victoria;
- **Pink Line** – Rochdale Town Centre to East Didsbury; and
- **Purple Line** – Altrincham to Manchester Piccadilly.

3.4.19 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; and
- **Brown Line** (East Didsbury to Shaw and Crompton) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink (East Didsbury to Rochdale Town Centre) Line.

3.4.20 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.

3.4.21 Users can change at Cornbrook or Market Street stations to access additional services to the Trafford Centre and Bury, as shown in the Metrolink map in **Figure 3.5** below.

3.4.22 In summary, it is considered the site is accessible by Metrolink (light rail).

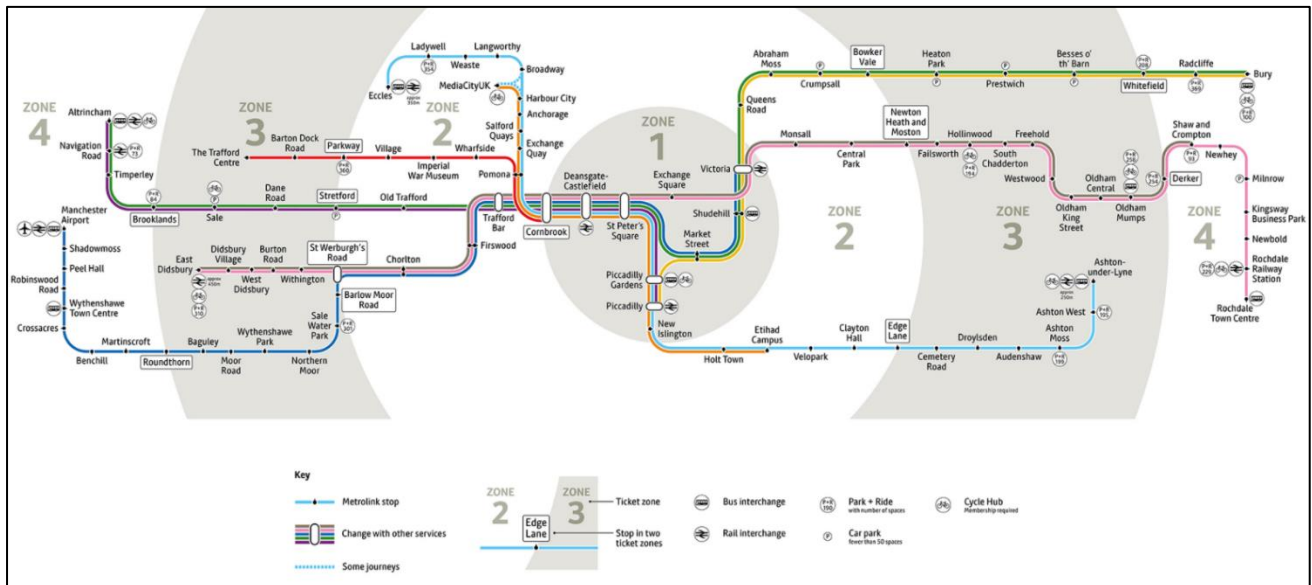


Figure 3.5 – Transport for Greater Manchester Metrolink Network Map

(Source: Transport for Greater Manchester, 2021)

3.5 Summary

- 3.5.1 This section has demonstrated that 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.

4.0 Travel Plan Benefits

4.1 Introduction

4.1.1 The benefits from a Travel Plan can be loosely categorised under three main headings:

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

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

4.2 Environmental Benefits

4.2.1 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.

4.2.2 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.

4.2.3 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**.

4.2.4 In January 2021, Transport for Greater Manchester 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 Transport for Greater Manchester to be £1.3 billion per year.

4.2.5 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.

4.2.6 Under Policies 3, 4, and 10, the Transport Strategy states that Transport for Greater Manchester 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.”*

4.2.7 In July 2019, a motion asking Manchester City Council 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 Manchester City Council’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, Manchester City Council, 2019.

- 4.2.8 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.

4.3 Health Benefits

- 4.3.1 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.

- 4.3.2 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.
- 4.3.3 Further examples of the impact of travel behaviour on public health is shown in **Figure 4.1** below:

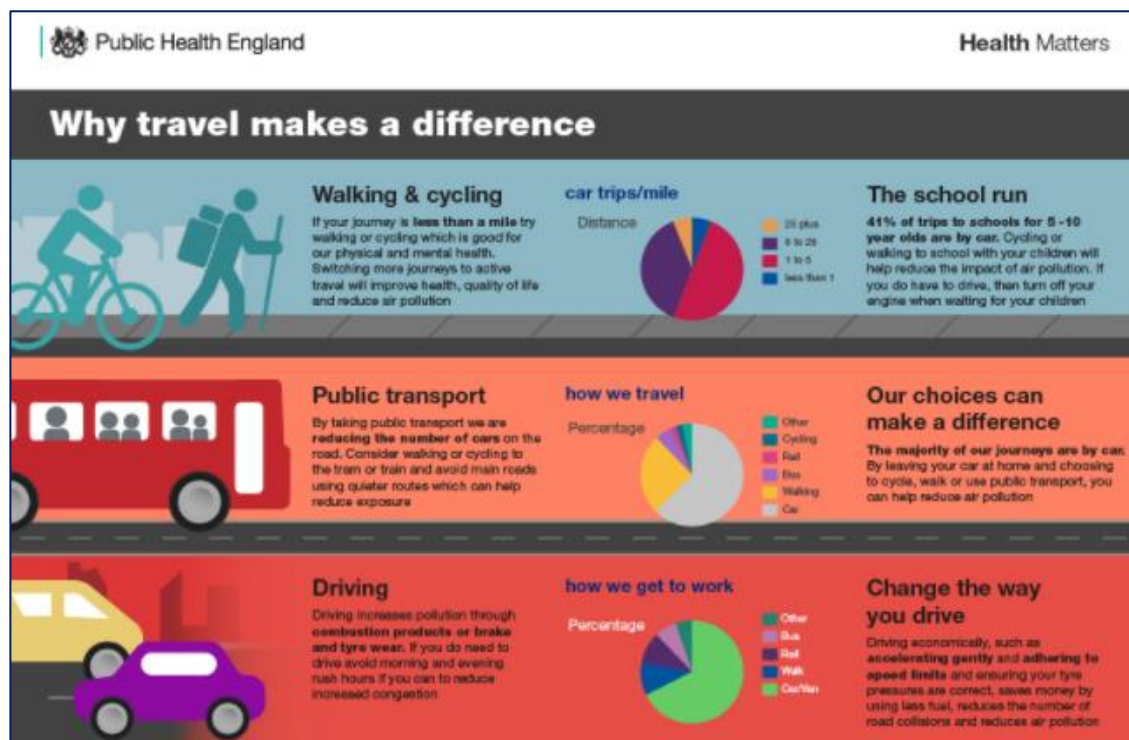


Figure 4.1 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England)

4.4 Financial Benefits

- 4.4.1 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.

- 4.4.2 Individuals can also benefit financially from travelling to and from a site with a Travel Plan 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, Travel Plan 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.
- 4.4.3 An effective Travel Plan 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.

4.5 Social Benefits

- 4.5.1 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.

4.6 Mutual Benefits

- 4.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Framework Travel Plan 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.

4.7 Travel Plan Aims and Objectives

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

4.7.2 The aims of this Framework Travel Plan will be supported with the following objectives:

- **Objective TP1** – To ensure that residents and other users of the site are aware of the travel choices available and are encouraged to use sustainable modes of transport when accessing the site (i.e. walking, cycling, and public transport);
- **Objective TP2** – To encourage active and sustainable travel; and
- **Objective TP3** – To reduce reliance on single occupancy car travel.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Considering the location and accessibility of the site, residents will be encouraged to travel to / from the site via sustainable modes of travel.
- 5.1.2 This section of the FTP sets out the initiatives that could be implemented in a Full Travel Plan. The initiatives have been 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 4** of this document.
- 5.1.3 The initiatives are indicative at this stage, as the development has not yet been occupied and the residents surveyed. One of the primary reasons for undertaking a modal split survey is to ensure the Travel Plan initiatives are tailored accordingly. For example, if the majority of residents already travel by public transport, the initiative could focus on encouraging walking and cycling. The final measures will be included in the Full Travel Plan.

5.2 Appointment of Travel Plan Coordinator

- 5.2.1 At least one month before operation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The TPC role is likely to be assigned to the Property Manager Agent and will be confirmed in due course.
- 5.2.2 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 6** of this report.

5.3 Production of Travel Packs

- 5.3.1 Travel Packs can be important in influencing travel patterns from the outset and therefore it is envisaged that Travel Packs will be supplied to all residents associated with the development. The contents of the Travel Packs will include the following based on the 2015 consented FTP:
- Local plans showing locations of employment places, shopping areas, doctor's surgeries, hospitals and leisure facilities;
 - Walking and cycle maps to key destinations including universities, rail and tram station, bus and coach station etc;
 - Information on cycle and walk buddy schemes (if applicable, see walk- and cycle-specific measures in below subsections);
 - Information on local cycle stores; and
 - Information on car share schemes and local car clubs.

5.3.2 In addition, the following would also be beneficial to be added to a Travel Pack:

- 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 Transport for Greater Manchester's online journey planning resources: tfgm.com/plan-a-journey;
- Links to up-to-date public transport services, i.e. public transport operator websites with timetables and routes; and
- Details of the TPC.

5.3.3 The information contained with the Travel Packs would be periodically updated by the TPC. The information above could also be sent to residents electronically, or placed on notice boards in communal areas (where applicable).

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 3** of this FTP 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:

- During construction:
 - Clear signing of pedestrian routes within and adjacent to the site to main destinations;
 - General lighting to be installed within the site to provide a safe and secure environment;
- Promote / raise awareness of the health benefits of walking via the Travel Pack;
- Periodically review and update information (if necessary) provided within the Travel 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 sufficient interest.

5.5 Measures to Encourage Cycling

5.5.1 It has been demonstrated throughout **Section 3** of this FTP 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:

- During construction, provide signage within and around the site;
- Promote / raise awareness of the health and wellbeing benefits of cycling via the Travel Pack;
- Periodically review and update information (if necessary) provided within the Travel 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 Transport for Greater Manchester 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 sufficient 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/@53.4749869,-2.2594045,17z/data=!5m1!1e3>.

5.6 Measures to Encourage Public Transport

5.6.1 It has been demonstrated throughout **Section 3** of this FTP that the site is 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:

- Periodically review and update information (if necessary) provided within the Travel Pack / notice boards, such as:
 - Transport for Greater Manchester'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.

5.7 Measures to Encourage Use of Car Sharing and Car Clubs

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. To aid the coordination of car sharing, it is suggested that the TPC would

promote the www.liftshare.com/uk website via the Travel Packs, where prospective car sharers can search for matches on their own by filtering via location and time of departure.

- 5.7.2 Alternatively, the www.carsharegm.com website, which has been developed by Transport for Greater Manchester to organise car shares, will also be promoted to residents via the Travel Packs. 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.

Car Club

- 5.7.3 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.
- 5.7.4 The nearest Car Club bay is located at 3 Duke Street, M3 4NF, which is a c. 500m walking distance (6-minute walk) towards the north-east of the site. **Figure 5.1** below shows additional locations in the vicinity of the site that Enterprise Car Club currently operate in:

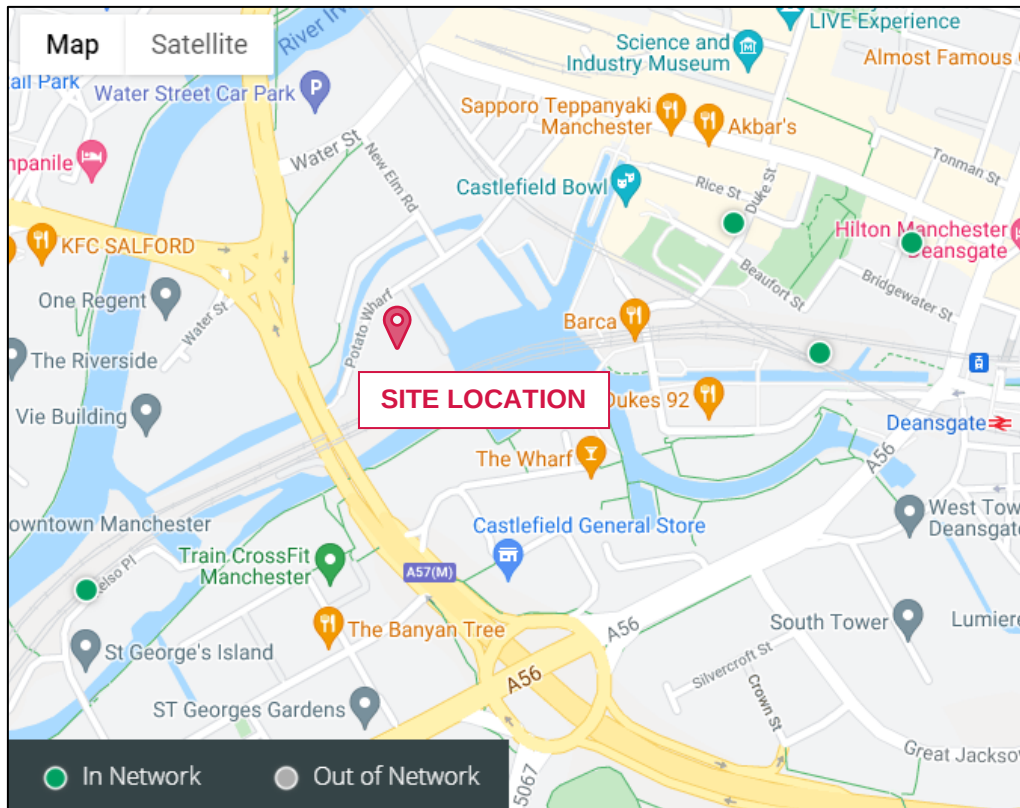


Figure 5.1 – Enterprise Car Club Locations in the Vicinity of the Site
(Source: Enterprise Car Club, 2021)

- 5.7.5 **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.enterpriseclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>.
- 5.7.6 It is considered that the Car Club could therefore be an attractive facility for residents who require occasional private car use, therefore minimising the highway impact. The Car Club will be promoted to residents via the Travel Pack.

6.0 Targets and Monitoring

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 to inform the full Travel Plan.
- 6.1.2 This section of the report also sets out the proposed management arrangements associated with the FTP. It also sets out the next steps with regards to converting this FTP into a Full Travel Plan.
- 6.1.3 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.

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

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 at this stage.
- 6.2.2 In order to understand travel habits, a sample survey will be undertaken within three months following occupation (in accordance with point (ii) of the planning condition in **Section 1.3** above), and its results incorporated into a Full Travel Plan within six months following occupation (to discharge the second part of the planning condition in **Section 1.3** above). Recipients will be encouraged to participate, and the surveys would extract the following key information:

- Place of work;
- Usual mode of travel and reason for modal choice;
- Any barriers to sustainable modes; and
- Initiatives that would encourage residents 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 SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents will be sent this link in the early stages of operation to access an internet-based survey.

6.2.5 The information obtained will be used to undertake a modal split analysis, and any comments raised in the open-ended questions will be reviewed.

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:

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	Overall Modal Shift Target
By Car, as a Single Occupant	28%	- 3.0 %
Active Travel	54%	+ 1.5 %
Public Transport	15%	+ 1.5 %

Table 6.1 – Modal Shift Targets

6.3.4 As can be seen from the targets, they 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, such as by active travel (walking and cycling) and public transport. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.

6.3.5 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. 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 the measures.

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

6.4 Responsibility and Management

6.4.1 Overall responsibility for the FTP will lie with Lend Lease. Following operation of the development, the FTP will need to be updated to a Full Travel Plan. This will involve the distribution of travel surveys and Travel Packs.

6.4.2 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.

6.4.3 At this point, the day-to-day responsibility will shift from Lend Lease to the appropriately appointed TPC.

6.5 Travel Plan Coordinator

6.5.1 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 upon first occupancy of the site;
- Monitoring the TP and detect trends in change against targets and report to the relevant parties (i.e. Manchester City Council and Transport for Greater Manchester); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

6.5.2 A TPC will be nominated for the development approximately a month before occupation of the development. The TPC role is likely to be assigned to the Property Manager Agent and will be confirmed in due course.

7.0 Conclusion

7.1 Action Plan

7.1.1 **Table 7.1** 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.	Lend Lease
Appoint TPC	One month before occupation.	Lend Lease
Implement TP Initiatives	To be started once TPC is appointed, ongoing throughout development lifespan where appropriate.	TPC
Produce Travel Pack	First occupation of the development.	TPC
Undertake Initial Travel Surveys and Decide Modal Split Targets	Within three months of occupation.	TPC
Update FTP to a Full Travel Plan	Within three months of undertaking the initial survey / six months of occupation.	TPC

Table 7.1 – Action Plan

Appendix A – Site Layout



- Canalside access road:**
Access road to resident and visitor car-parking off Potato Wharf.
- Footpath link to Castlefield:**
Pedestrian walkway 1.5 m wide connecting Potato Wharf to re-opened bridge over Bridgewater canal. Works to canal bridge outside scope of contract.
- Secondary car-park:**
7 additional spaces for outside of secure fenced area of main car-park
- Main car-park:**
114 spaces including 7 accessible spaces for residents and 6 motorcycle spaces. Car park secured by 2m high dark grey, steel vertical bar railings to match Phase 1 with fob controlled vehicular and pedestrian gates.
- Advertising hoarding:**
Pedestrian access for hoarding maintenance via route from car-park. Access to car-park via notification to management company.
- Riverside Footway:**
Existing route proposed to be narrowed to 3m and re-located adjacent to river wall. 1m protective planted buffer zone adjacent to wall with cast iron post and rail fence.
Walkway in vicinity of Block 4 close to existing riverside to be a minimum of 2m wide with 1400 mm high balustrade.
- Garden:**
Area of soft landscaping consisting of mounded buffer zone adjacent to footway/cycleway and area of groundcover/hedge/tree planting. Formal lawn surrounded by margin of longer grass/wildflower meadow. Substation screened by steel framed, timber trellis to be screened with climbing plants.
- Courtyard:**
Private courtyard space as route from car-park to cores. Planted boundary to either edge offering privacy to ground floor apartments. Seating areas within courtyard.
- Entrance area:**
Access only for maintenance vehicles/fire tenders to front of building. Level access to front entrance. Planting beds containing trees and low shrub planting defining routes through to building. Cycle hoops for visitor parking.
- Riverside landscaping:**
Existing landscape at top of embankment cleared of scrub and re-planted using a mix of low - medium height native shrubs and groundcover. River edge protected by continuation of existing cast iron balustrade. Installation of two Kingfisher nesting boxes and associated perch as Ecologist's recommendations.

Lower part of embankment; existing planting to remain undisturbed.
- Townhouse parking and garden**
Space for two cars to park outside single townhouse property. Private garden area screened by 2.1m high timber fence (top 300mm trellis) fence to eastern and southern edge. Access gate in southern edge.
- Pocket park:**
Old coach house site providing greenspace adjacent to riverside footway. Relocated footpath connecting to end of Potato Wharf and canalside access road. See LP drawing 254173-LPP-94-SW-L00-DPL-L-0011 for details.
- Cycle store:**
Two tier cycle store for 131 cycles within walls of existing building. Cycle storage to be split into two section by a 2m high mesh fence and gate. See LP drawing 254173-LPP-90-SW-L00-DET-L-0200
- Riverbank Stabilisation:**
Reinforced earth stabilisation to engineer's details. To be seeded with native wildflower mix and planted where possible with native shrub species.
- Canalside**
Trees removed along canal coping as Peel's planning application. Earth embankment down from kerbline to carpark down to canal embankment, seeded.

REV R1 RD 2021-09-02 Record Drawing

landscapeprojects

31 BLACKFRIARS ROAD
SALFORD
MANCHESTER
M3 7AQ
+44 (0) 161 839 8336
www.landscapeprojects.co.uk
post@landscapeprojects.co.uk

JOB TITLE Potato Wharf 3&4

LOCATION Manchester

CLIENT Lendlease

TITLE Landscape GA

SCALE 1:300 @ A1

STATUS Final Construction

DATE 2019-05-21

DRAWN RD

CHECKED NS

REFERENCE 254173-LPP-90-SW-L00-DPL-L-0001 REV R01

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(1) Do not scale from this drawing - use written dimensions only. (2) All dimensions are in millimeters unless noted. (3) All dimensions shall be verified on site before proceeding with the work. (4) Contractor to report and discrepancies or errors before proceeding on site. (5) Landscape Projects shall be notified of any discrepancies. (6) Engineer to specify all sub-bases. Any below ground construction is indicative.



Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com