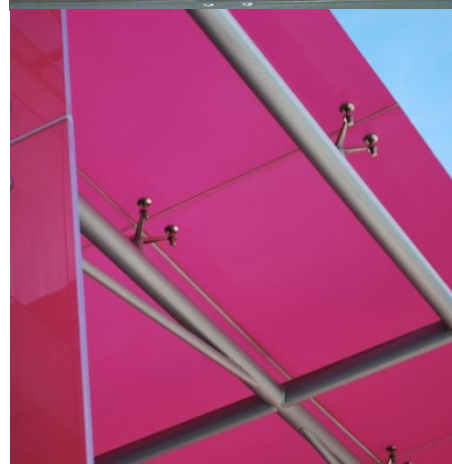
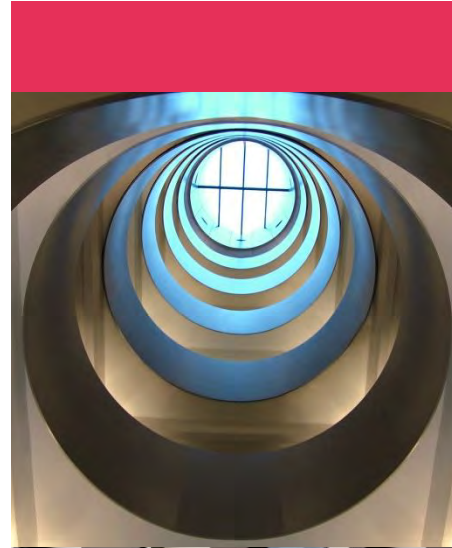


Circle Square Plots 2, 3 & 4, Plots 5 & 6, and Plots 7 & 8 Site Wide Management Strategy

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Client Name: Bruntwood + VITA



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) Graduate Transport Planner		23 July 2020

Reviewed	Signature	Date
Matt Thorley BA (Hons) MSc Senior Transport Planner		23 July 2020

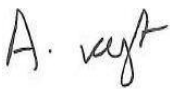
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		23 July 2020

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Appendices

Appendix A – Masterplan
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1.0 Introduction

1.1 Project Introduction

1.1.1 Curtins has been appointed on behalf of Bruntwood + VITA to provide traffic and transportation advice in relation to development on the following plots at Circle Square, Oxford Road, Manchester:

- Plots 2, 3 & 4 (MCC Planning Ref: **111025/FO/2016/C1** and **121851/JO/2018**);
- Plots 5 & 6 (MCC Planning Ref: **116450/FO/2017**); and
- Plots 7 & 8 (MCC Planning Ref: **111027/FO/2016/C1** and Non-Material Amendment (NMA) **117610/NMC/2017**).

1.1.2 A masterplan showing the proposed plot numbers is included in **Appendix A** at the rear of this report.

1.1.3 For reference purposes and for a detailed description of the proposals, the planning application for Plots 2, 3 & 4 was submitted and subsequently granted planning permission in 2016 with the following description, with an additional application regarding variation of conditions submitted and approved in 2018 (MCC Planning Ref: **121851/JO/2018**):

“Variation of condition 2 (approved dwgs) attached to application ref no 111025/FO/2016/C1 (as amended by application ref no 121851

Blocks 2,3 and 4 - Erection of two buildings (18 and 14 storeys (Blocks 2 and 4)) comprising offices (Class B1) with ground and mezzanine floor commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - Creche only) and D2 (Assembly and Leisure - Gym only)) and rooftop restaurant (Class A3) with associated external terrace (Block 4), creation of public green space with pavilion building (Block 3) for events space / uses within Classes A1, A3, A4, D1(Exhibition Hall / Public Hall only) , D2(Concert Hall / Music Hall only)(Sui Generis) accessed from ground level within basement level below alongside creation of areas of public realm including tree planting and all associated access and servicing.”

1.1.4 The planning application for Plots 5 & 6 was submitted and granted planning permission in 2017 with the following description:

“Resubmission of application ref no 111026 (as amended by 116413/NMC/2017) (Blocks 5 and 6) to incorporate amendments comprising additional floor of accommodation (now 37 storeys but overall height of tower element reduced 0.5m)and changes to number (6 additional) and mix of apartments.

Original consent for Erection of part 17, part 36 storey building to comprise 411 residential apartments (Class C3) (14 studios, 136 x 1 bed, 228 x 2 bed and 33 x 3 bed) with mid and top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses and lower ground,

ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only)) and associated junction improvements to Oxford Road / Charles Street, access, servicing, and landscaping)."

- 1.1.5 The planning application for Plots 7 & 8 was submitted and granted planning permission in 2016 with the following description:

"Erection of 17 storey building to comprise 266 residential apartments (Class C3) (14 studios, 56 x 1 bed, 168 x 2 bed and 28 x 3 bed) with top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses including a gym and home working lounge, plus ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - creche only) and D2 (Assembly and Leisure - gym only)) and associated access, servicing, and landscaping."

- 1.1.6 A Non-Material Amendment (NMA) (MCC Ref: **117610/NMC/2017**) pertaining to Plots 7 & 8 was also submitted and approved in 2017.

1.2 Purpose of the Report

- 1.2.1 This Site Wide Management Strategy (SWMS) has been prepared to discharge Conditions 16, 12 and 17 attached to the Circle Square Development for Plots 2, 3 & 4, Plots 5 & 6, and Plots 7 & 8 respectively. For clarity, the precise wording of the conditions is provided below:

Plots 2, 3 & 4	Plots 5 & 6	Plots 7 & 8
Condition 16	Condition 12	Condition 17
Prior to first occupation of the development, details of how 24-hour management of the site in particular in relation to the following: (a) servicing and refuse (storage and removal); (b) misuse of Brancaster Road as a rat-run; shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.	Prior to first occupation of the development details of how 24-hour management of the site in particular in relation to the following: (a) servicing and refuse (storage and removal); (b) drop off and pick up for residents (including removals / deliveries) and taxis; (c) noise management of communal areas; (d) misuse of Brancaster Road as a rat-run; shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.	Prior to first occupation of the development details of how 24-hour management of the site in particular in relation to the following: (a) servicing and refuse (storage and removal); (b) drop off and pick up for residents (including removals / deliveries) and taxis; (c) noise management of communal areas; (d) misuse of Brancaster Road as a rat-run; shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

1.3 Structure of the Report

- 1.3.1 Following on from this introduction, **Section 2** of this report considers the waste management strategy which details access arrangements and frequency of use for refuse vehicles. **Section 3** then considers the access arrangements for delivery vehicles and details about time restrictions to reduce conflict with other users of the public realm.
- 1.3.2 **Section 4** gives an overview of the taxi strategy for residents and visitors to the site and how vehicles would manoeuvre along the access route. **Section 5** then considers the pick-up and drop-off strategy for students, particularly in the beginning and end of the academic year which are peak periods for students moving in and out of student accommodation.
- 1.3.3 **Section 6** considers measures to prevent misuse of Newman Street (formerly known as Brancaster Road) as a rat-run from Oxford Road onto the A34 Princess Street.
- 1.3.4 **Section 7** considers the travel planning measures to ensure that all future site users have genuine opportunities to travel via sustainable modes.
- 1.3.5 **Section 8** summarises noise management strategies for communal areas, and **Section 9** provides a report summary and conclusion.

2.0 Waste Management Strategy

2.1 Introduction

2.1.1 A site-wide Waste Management Strategy (WMS) is required to consider the potential refuse and recyclable waste volumes of the development, management strategy and collection arrangements.

2.1.2 In 2016, Vectos were appointed to prepare separate WMS for the separate plots to support the outline scheme. These reports comprise details regarding the proposed uses of the buildings, forecasted waste volumes and justification of number of bins provided, along with the outline of internal stores, segregation of waste and recycling, and routes between bin stores and collection points. These reports were submitted to discharge the relevant planning condition within each approved scheme:

- Plots 2, 3 & 4 (Vectos Document Ref: **VN50526/Building 2, 3 and 4 (V5)**);
- Plots 5 & 6 (Vectos Document Ref: **VN50526/Building 5 and 6 (V5)**); and
- Plots 7 & 8 (Vectos Document Ref: **VN50526/Building 7 and 8 (V5)**).

2.1.3 The various plot-specific WMS have collated into an overall Masterplan document that summarises the estate-wide strategy. This is appended in **Appendix B** at the rear of this report.

2.2 Internal Arrangements

2.2.1 The occupiers of all buildings would initially have bins (in kitchens, back-of-house, housekeeping, and apartment units) and bin stores within their own demise. They would typically have bins for general refuse, paper/card, co-mingled recyclables (glass/metal/plastic) and organic waste.

2.2.2 Some occupiers may generate more specific waste streams depending on the type of use. It will be the responsibility of the occupier to separate the waste at source and put that into the appropriate bin. That waste would then be transferred to the bin store by the occupiers, staff, or their cleaner under their direction.

2.3 Collections

2.3.1 Each building includes a bin store and a transfer route to bring the bins out ready for collection. The collection and movement of waste would be agreed between the occupier and the site management team and they may then employ cleaners or use the waste collection company operatives to transfer the waste for collection.

2.3.2 The on-site management team would coordinate the waste collection enabling economies of scale and to reduce the number of individual vehicles entering the site.

2.3.3 Assuming that there is coordination of waste collection, it is estimated that the following number of waste collection vehicles would serve Circle Square every day:

- General Refuse 1 x refuse vehicles for Materials Recycling Facility
- Paper /Card 1 x refuse vehicles for recycling
- Glass 1 x refuse vehicles for recycling
- Oil Collection Every Other Day 1 x 7.5t lorry for Recycling into Energy
- Food Waste 1 x mid-sized Refuse vehicle (for Anaerobic Digestion)
- Confidential Waste 1 x Shredding Vehicle (once every month)

2.3.4 Refuse vehicles would enter the Newman Street (formerly known as Brancaster Avenue) public realm corridor from Oxford Road. They will then travel in an easterly direction towards the A34 Princess Street before bearing north at Medlock Place (bisecting Plots 7 and 8 and the Phase 1A site), then turning west towards the large area of public realm (Plot 3) opposite Plots 5 and 6. They will then travel in a southerly direction past the eastern side of Plots 2 and 4 before turning east back onto Newman Street. Where this meets the A34 Princess Street, vehicles will turn right towards the Mancunian Way and A34 Brook Street. This is illustrated in **Figure 2.1** below, which is an excerpt from **Drawing 74976-CUR-00-XX-DR-TP-05001-P01** included in the WMS in **Appendix B**.

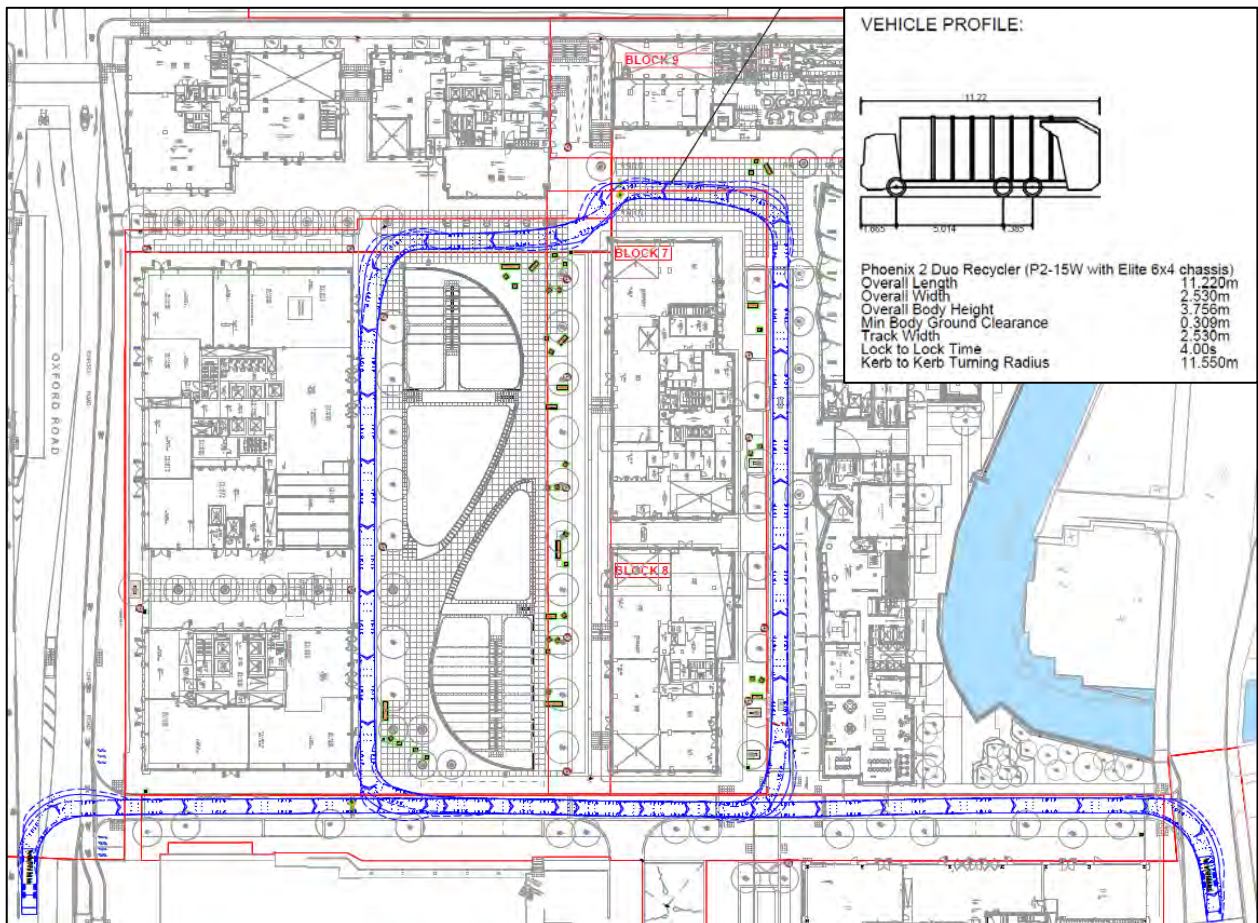


Figure 2.1 – Refuse Vehicle Circulatory Route

- 2.3.5 Refuse vehicles could also enter the Circle Square site via the Multi-Storey Car Park (MSCP) access off the A34 Brook Street. They will travel in a northerly direction towards the Phase 1A site and directly onto Medlock Place, then continuing along the same route as above. The refuse vehicles can pull up to all the collection points without the need for a reversing manoeuvre.
- 2.3.6 Whilst travelling along this route, refuse vehicles would pull up adjacent to the roads and bins would be collected from numerous dedicated collection points adjacent to the buildings. Bins would be brought out immediately prior to collection and returned immediately after. This process would be undertaken by the waste operatives ensuring that the bins are not left out on street. All the routes that the bins would be transferred along would be step free.
- 2.3.7 The collection points are shown in **Figure 2.2** below.

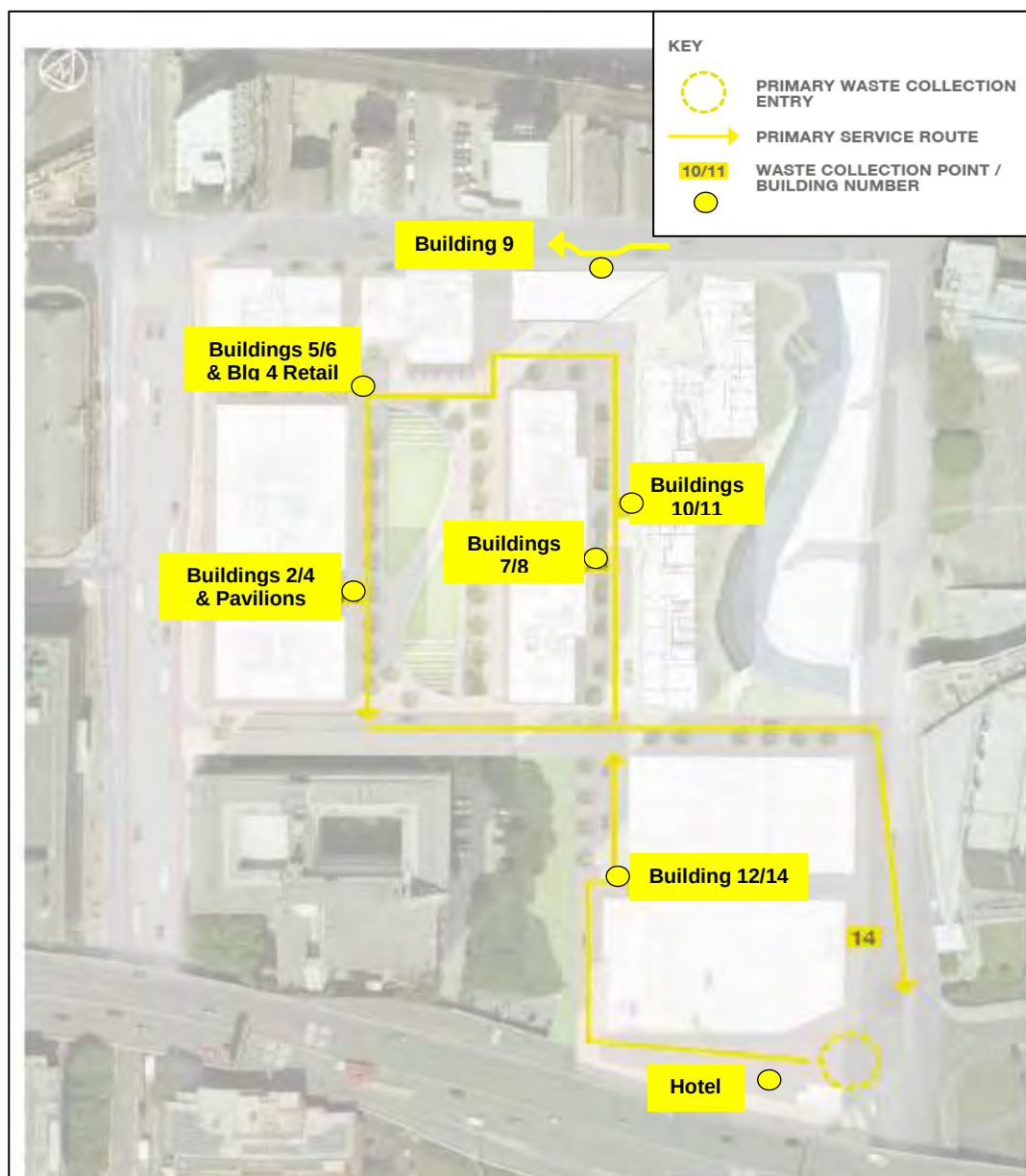


Figure 2.2 – Refuse Collection Points

2.3.8 **Figure 2.2** also shows that the proposed Plot 12 office development (MCC Planning Ref: **125451/FO/2019**) located to the south of Newman Street can also be serviced as part of this collection route.

2.3.9 All collections shall be strictly in accordance with Conditions 22, 17 and 21 of each Plot's planning permission and will not take place outside the hours:

- 07:30 to 20:00 Monday to Saturday; and
- 10:00 to 18:00 Sundays and Bank Holidays.

2.4 Summary

2.4.1 The WMS conclude that the site will be served by private refuse collections. The bins will be transported to the collection point via back-of-house routes (or via a lift for basement storage) by the management company and onto separate Plot-specific collection points.

2.4.2 The scale of development means that typically there may be 4 refuse vehicles serving the site per day with occasional additional collections for specific waste streams.

2.4.3 The collection frequency is subject to be updated following occupation, as typically the waste generated by both residential, office and commercial uses varies significantly based on the final occupier.

3.0 Servicing Strategy

3.1 Introduction

- 3.1.1 The Circle Square development will attract a wide variety of service vehicles arising from food shops, Amazon / online shopping deliveries, commercial products etc. For robustness, vehicle tracking has been undertaken using a 10m rigid Heavy Goods Vehicle (HGV) which is considered representative of service vehicles that could frequent the site.
- 3.1.2 It is envisaged that all service vehicles will undertake similar circulatory routes with two primary options:
1. Entering the Newman Street (formerly known as Brancaster Avenue) public realm corridor from Oxford Road, then travelling in an easterly direction towards the A34 Princess Street before bearing north at Medlock Place (bisecting Plots 7 and 8 and the Phase 1A site), then turning west towards the large area of public realm (Plot 3) opposite Plots 5 and 6. Vehicles will then travel in a southerly direction past the eastern side of Plots 2 and 4 before turning east back onto Newman Street. Where this meets the A34 Princess Street, vehicles will turn right towards the Mancunian Way and A34 Brook Street; and
 2. Entering the Circle Square site via the Multi-Storey Car Park (MSCP) access off the A34 Brook Street. They will travel in a northerly direction towards the Phase 1A site and directly onto Medlock Place, then continuing along the same route as above.

3.2 Service Loading Bays

Plots 7 & 8

- 3.2.1 Service vehicles will first travel along Medlock Place, where loading bays are located to the north and east of the buildings as illustrated in **Figure 3.1** below, extracted from the Design and Access Statement which accompanied the planning application of the plot:

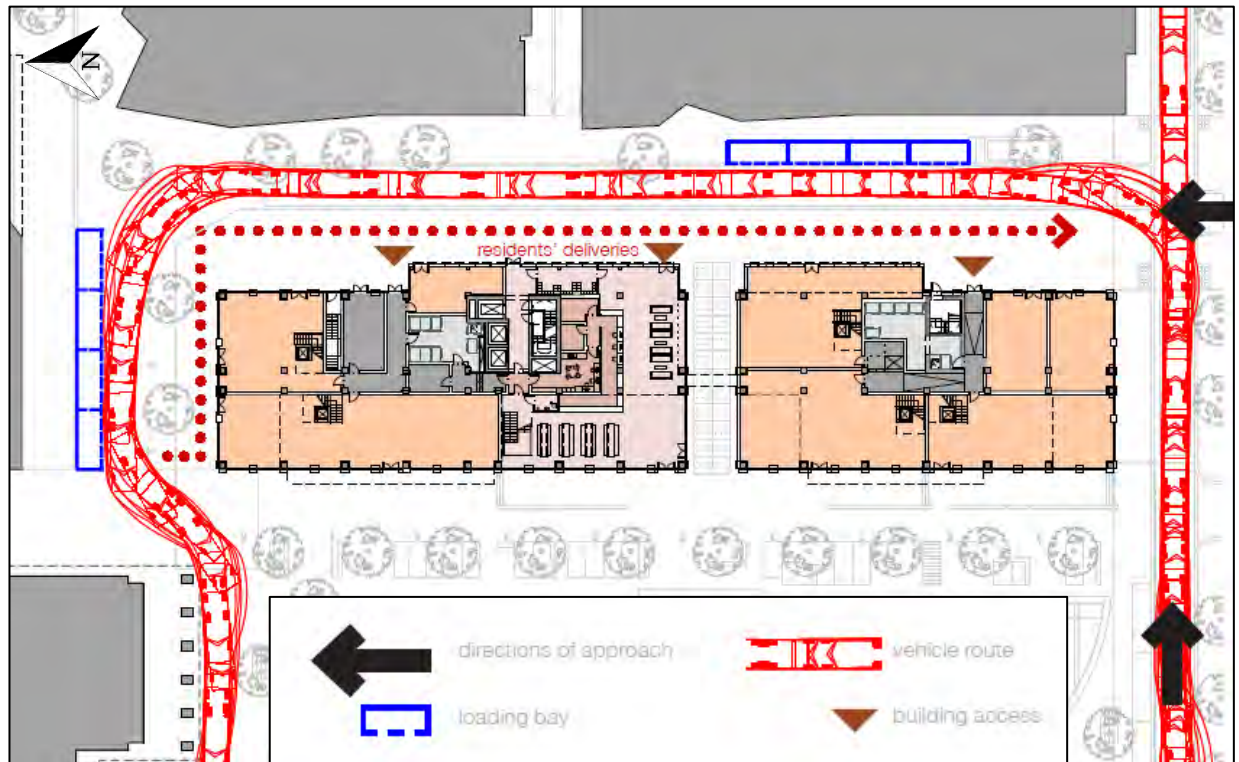


Figure 3.1 – Plots 7 & 8 Servicing Strategy as per Design and Access Statement

- 3.2.2 Whilst the completed loop can accommodate vehicles up to 11m long, smaller vans will also be permitted to turn around at the north of Plots 7 & 8 and return down the 2-way Medlock Place. Residents' deliveries can be left at reception and then stored in the adjacent residents' stores.
- 3.2.3 The entrance lobby can be accessed from the east via the brown arrow shown in **Figure 3.1**. The east elevation also gives access to the commercial back-of-house corridors.

Plots 5 & 6

- 3.2.4 As vehicles progress from the south-east corner of Plots 5 & 6, the residents' entrance lobby can be accessed from the south and the east of the building as shown in **Figure 3.2** below, also from the Design and Access Statement. Alternatively, service vehicles could utilise the loading bays located to the south of Plot 9 and to the north of Plots 7 & 8 for level access to commercial back-of-house areas.

- 3.2.5 Deliveries can also be made to the building from the north, off Charles Street. Similar to Plots 7 & 8, residents' deliveries can be left at reception and then stored in the adjacent residents' stores.

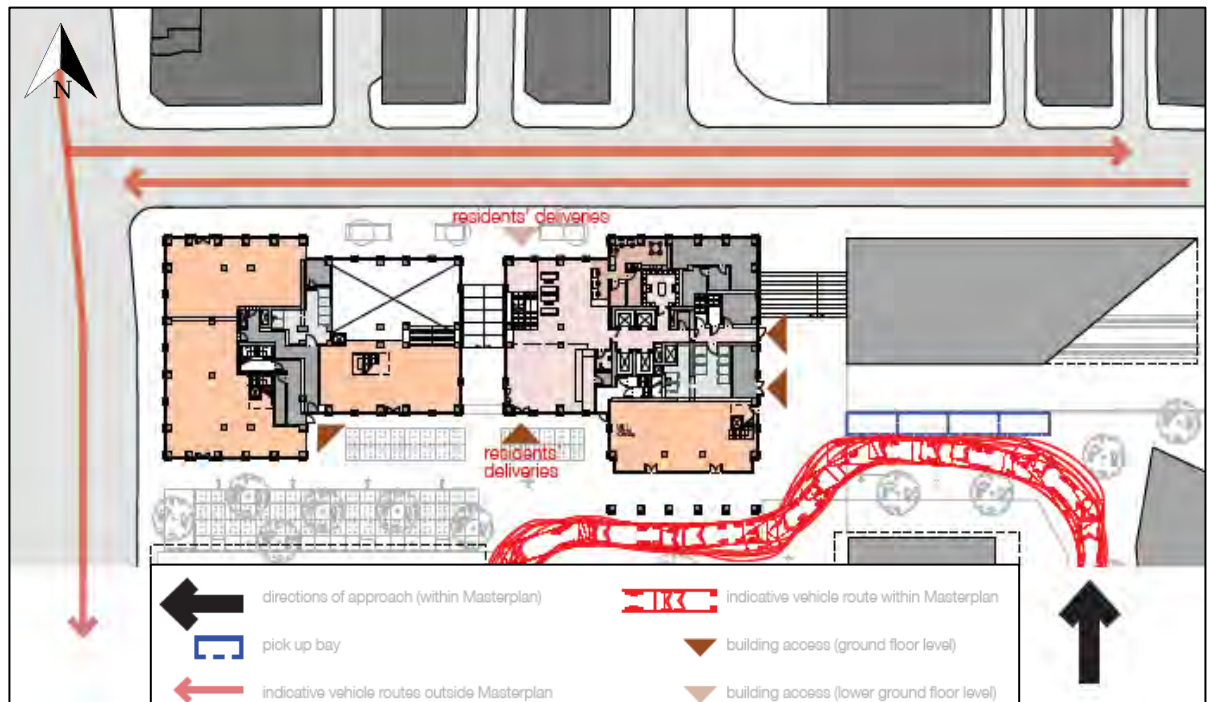


Figure 3.2 – Plots 5 & 6 Servicing Strategy as per Design and Access Statement

Plots 2, 3 & 4

- 3.2.6 It is envisaged that deliveries to the ground floor retail units will be via direct access to the individual units, whereas deliveries to the upper floors will be via the ground floor lobby areas where the concierge/reception will log and sign the delivery in. Upper floors will be accessed via a shared service lift within the lift lobby area.
- 3.2.7 The primary delivery route for smaller scale deliveries will be via laybys located along Newman Street. Larger deliveries will be via the public realm route within restricted times.

Plot 12

- 3.2.8 Similar to the above, deliveries to the ground floor retail units will be via direct access to the individual units, whereas deliveries to the upper floors will be via the ground floor lobby areas where the concierge/reception will log and sign the delivery in. Upper floors will be accessed via a shared service lift within the lift lobby area.
- 3.2.9 Service vehicles would access Plot 12 from the entrance to the MSCP off the A34 Princess Street, which leads directly to the western perimeter of Plot 12. The servicing zone would be in the form of a layby adjacent to the west of the plot and fronting the commercial / retail units as shown in **Figure 3.3** below, extracted from the Design and Access Statement:

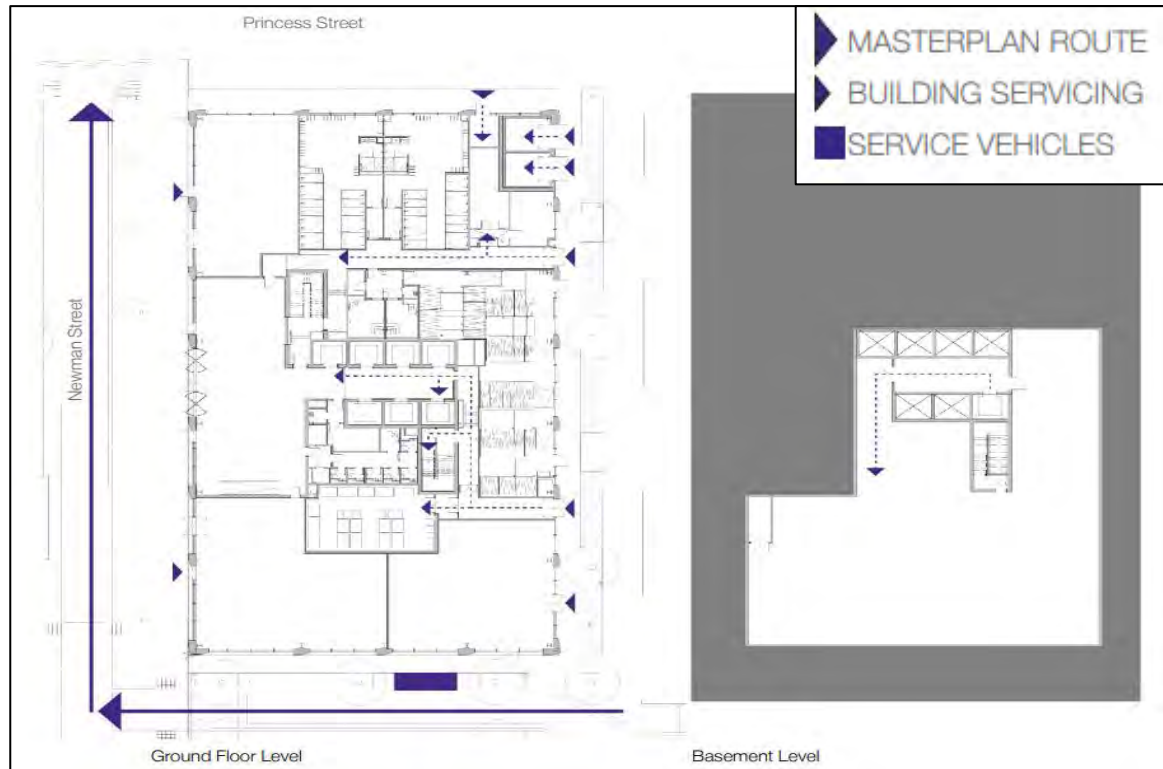


Figure 3.3 – Plot 12 Servicing Strategy as per Design and Access Statement

3.3 Timings

- 3.3.1 It is important to note that the internal circulatory route within the site will only be available to service vehicles at certain times of the day. All deliveries shall be strictly in accordance with Conditions 22, 17 and 21 of each Plots Planning Permission and will not take place outside the hours:
- 07:30 to 20:00 Monday to Saturday; and
 - 10:00 to 18:00 Sundays and Bank Holidays.
- 3.3.2 This is because service vehicles will share public realm routes which will need to be protected for pedestrian and cycle amenity. The time restrictions will also be limited to avoid conflict with business hours of the commercial premises.
- 3.3.3 There will be staff onsite to monitor the deliveries into the site. Upon turning onto Newman Street, all vehicles would be required to push a button on the intercom system which would instantly connect them to a 24-hour central management operation room, located within Plot 4 of the wider Site, for verification and entry.
- 3.3.4 It is envisaged that the delay time for response from an operator would not exceed one minute and would not incur instances of congestion from queueing back to the junction.

4.0 Taxi Pick-Up and Drop-Off Strategy

4.1 Introduction

- 4.1.1 A key ambition of the project to is limit vehicle movement through the site in order to ensure secure and attractive pedestrian and cycle routes. Notwithstanding, it is envisaged that taxis and disabled user vehicles would need to advance closer to the entrances onsite, therefore a pick-up and drop-off strategy along designated vehicular routes would be required.
- 4.1.2 The general vehicle access strategy is illustrated in **Figure 4.1** below, extracted from the Design and Access Statement which accompanied the planning applications of the plots:

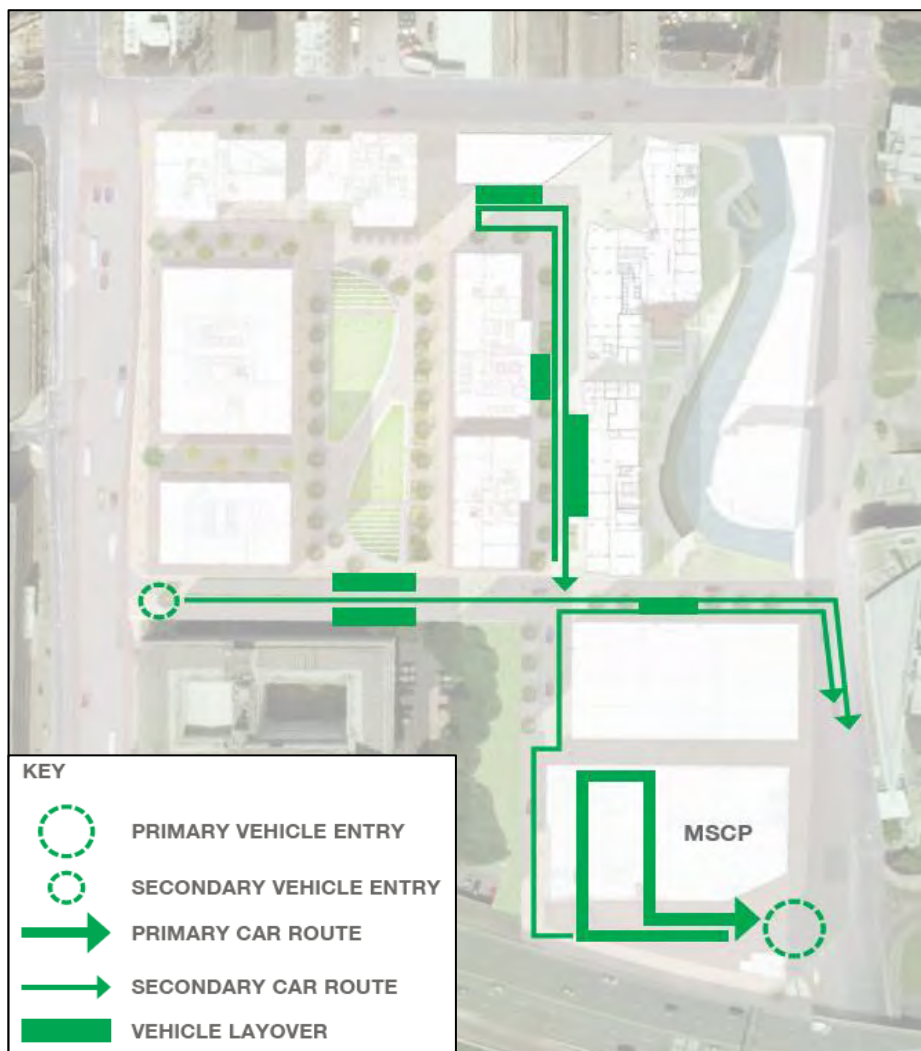


Figure 4.1 – Vehicle Access and Circulation Strategy as per Design and Access Statement

- 4.1.3 It can also be seen from **Figure 4.1** that pick-up / drop-off for Plots 2, 3 & 4, and Plot 12 are possible at vehicle layover points along Newman Street (formerly known as Brancaster Road).

4.2 Medlock Place

- 4.2.1 Access Plots 7 & 8 for pick-up / drop-off purposes can be achieved via Medlock Place, which is subject to two-way traffic in the northbound and southbound direction. The strategy allows for designated pick up bays to the north and east of Plots 7 & 8 for easy access to both the residents' entrance lobby and adjacent commercial units.
- 4.2.2 There will be no vehicular access to the west facade of Plots 7 & 8 / adjacent to Plots 5 & 6 in order to preserve the pedestrian-focused nature of the public realm here, and the relationship of the building with The Green (Plot 3). As such, taxis will undertake a U-turn at the northern terminus of Medlock Place and exit back onto Newman Street as shown in **Figure 4.2** below, also from the Design and Access Statement:

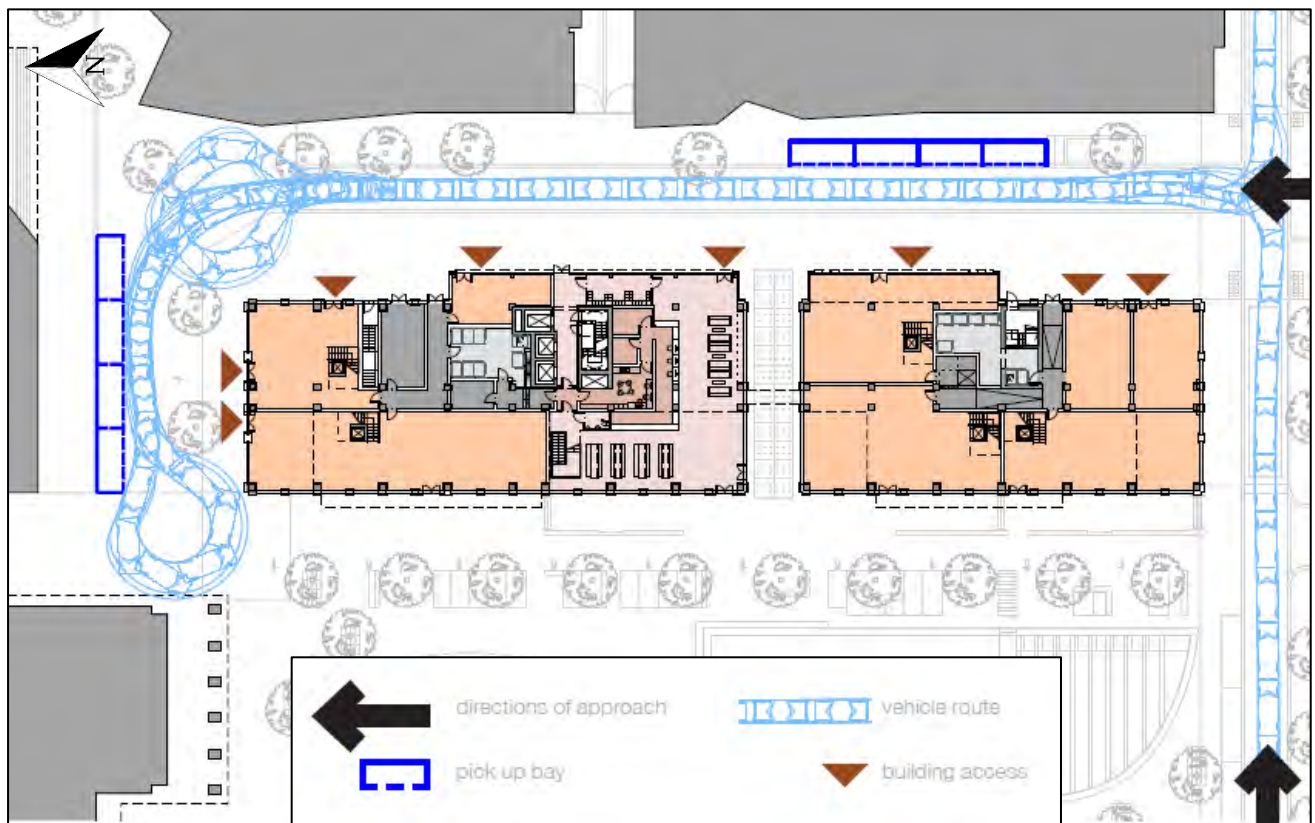


Figure 4.2 – Plots 7 & 8 Pick-up / Drop-Off Strategy as per Design and Access Statement

- 4.2.3 The vehicle tracking in **Figure 4.2** illustrates the route and turning circles for a panel van approximately 5.3m long x 2m wide. This allows for larger 5-seater taxis and is therefore ample provision for saloon and hatchback vehicles.
- 4.2.4 Access onto Newman Street from Oxford Road will be time restricted (due to the bollard system in place, detailed in **Section 6** below), whilst access into Medlock Place from the MSCP (off the A34 Princess Street) will be available at all times.

4.3 Charles Street

- 4.3.1 Due to its location on the perimeter of the Masterplan, all motorists will be able to access Plots 5 & 6 directly from Charles Street as shown in **Figure 4.3** below, also from the Design and Access Statement. Notwithstanding this, if there are Traffic Regulation Orders (TROs) present on Charles Street to prevent stopping, vehicles would have to approach from within the site instead (off Medlock Place).

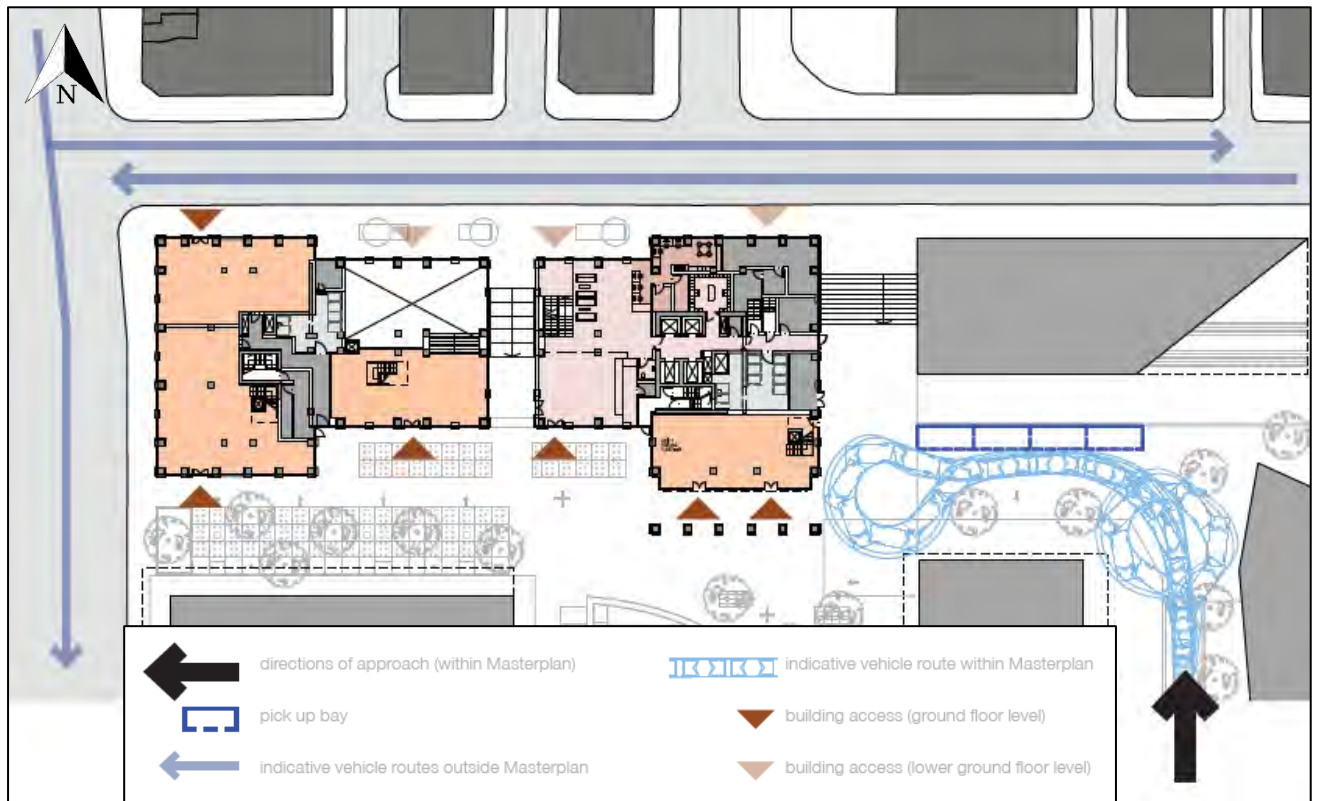


Figure 4.3 – Plots 5 & 6 Pick-up / Drop-Off Strategy as per Design and Access Statement

4.4 Summary

- 4.4.1 Most routes across the masterplan will be physically capable of accommodating vehicular traffic, however the majority of routes will have restricted access to general road users. Whilst drop-off and restricted vehicle access has been provided along Medlock Place (bisecting Plots 7 & 8 and 10 & 11), it is intended that all parking for disabled users is provided within the MSCP (Block 14), and accessible routes created across the masterplan.

5.0 Student Intake Plan

5.1 Introduction

- 5.1.1 Whilst this is more applicable to Plots 9, 10, and 11, a student intake plan is also relevant to the Circle Square site as a whole and is therefore included in this section.
- 5.1.2 It is expected that many students will be moving in at the start of the academic year via cars. At the end of the academic year, students tend to move out over a longer period of time as university courses and exams end on different date, and as such congestion will be less of an issue.
- 5.1.3 Whereas, in general, residents of the private apartment units would move in or out throughout different times of the year, and congestion caused by private owners / renters is not envisaged to be significant.
- 5.1.4 Notwithstanding this, based on experience of VITA schemes in locations nationwide, a fully detailed arrival procedure will be prepared by VITA to ensure that at the beginning/end of the tenancy, the students' arrivals and departures are carried out with the minimum of disruption to the surrounding highway operation as well as creating a good impression for the arriving students.

5.2 Arrivals

- 5.2.1 There will be proposed drop-off areas on the layby adjacent to Plots 9, 10, and 11. Information will also be given to students prior to arrival that they are not allowed to park on Newman Street (formerly known as Brancaster Road) to limit any harmful impacts on the local residents.
- 5.2.2 The intention is to use an electronic pre-booked arrival system whereby each student will be assigned a time slot to arrive onsite. This would be over several weekends leading up to the start of the academic year (typically in mid to late September) and will be spread out over 10 hours a day (between 08:00 and 18:00). Students will be offered a limited 15-minute maximum timeslot to drop off their bags at the layby.
- 5.2.3 These timeslots include buffer time to account for students exceeding their time limit, where on the online system the timeslots will be displayed to students in 20-minute intervals. The buffer time will also provide for allowance and extra time in case students arrive outside of their allocated slots.
- 5.2.4 This arrangement provides flexibility for future residents bringing different amounts of belongings as based on VITA statistics for similar residences in other cities in the UK, over 80% of the students are internationally based. The vast majority of these students will be arriving from the airport/train station/bus and coach station and will bring fewer belongings with them, which enables them to be typically more mobile than domestic students. This reduces the likelihood of any local disruption or congestion caused by having to unload large amounts of belongings.

- 5.2.5 The appointment system will be implemented, as successfully used at other VITA residences, to enable students to choose the time of their arrival and restricts the number of vehicles utilising the drop-off area at any one time.
- 5.2.6 At the appointed time, these drop-off areas will be ready for cars to pull in where staff will be stationed to coordinate the process and to assist with moving all goods. They will be easily visible by the use of flutter flags, and maps will be provided prior to the day with the location of the drop-off areas.
- 5.2.7 Cars will be unloaded immediately onto trolleys within the time allocated, and for car drivers utilising the layby, they will be sent away with a map showing where the closest car park is located (the Circle Square MSCP) and how to walk back to the residence.
- 5.2.8 The student and their belongings will be taken into the scheme by the residence staff and taken straight up to their studio, where the trolley will be unloaded and returned to the respective drop-off areas. A staff member will remain with the student to arrange the short check-in procedure before spending 5 minutes explaining all the appliances and equipment within the apartment.
- 5.2.9 Additional staff will be brought in for the weekend to assist in the smooth arrival of student residents. This commitment indicates the importance which VITA places on the arrival process and the need to integrate into the local community. Two main company Directors and the Residence Manager will be involved on the weekend to ensure that in the event of multiple arrivals, quick decisions can be made to alleviate any bottleneck and ensure students are welcomed properly.
- 5.2.10 Alternatively, students could also park at the MSCP and walk back to the residence. This method of arrival would not require any booking in advance and could be done at each resident's convenience.

5.3 Departures

- 5.3.1 At the end of the tenancy, the moving out process will be reversed and will typically happen over a period of several months, generally around May to July and August to September, depending on the tenancy length. In addition, some courses start in January, therefore not all rooms will be changed at once in the beginning of the academic year (September).
- 5.3.2 Because departures are spread widely across a period of many weeks, there is generally not a time when a mass departure occurs. As such, this process requires less detailed planning and/or allocation of timeslots. If necessary, the layby adjacent to Plots 9, 10, and 11 will be available for use by moving vans for up to a maximum amount of time to be further determined by the onsite management.
- 5.3.3 VITA will implement clear and concise departure policies for all its residents and will ensure that pick-up vehicles are brought to the drop-off areas where belongings can be quickly loaded, and the car

driven away. Because there is no check-out process to conduct, individual departures can be planned by each resident and undertaken without any delay or inconvenience.

6.0 Newman Street (formerly known as Brancaster Road)

6.1 Introduction

- 6.1.1 Newman Street (formerly known as Brancaster Road) would be the primary route for service, refuse, and emergency vehicles entering from Oxford Road. Upon completion, Newman Street would comprise strategic placement of street furniture for a clear demarcation between 'safe pedestrian zones' and zones for vehicle routes, which aims to achieve one of the main objectives of the Masterplan scheme to create a pedestrian-focused development where the public realm prioritises pedestrians and cyclists.
- 6.1.2 At present, the section of Oxford Road between Hulme Street comprises a bus gate in the southerly direction, where general traffic is prohibited from travelling through the bus gates between 06:00 and 21:00 from Monday to Sunday. Newman Street is subject to a one-way restriction where vehicles can only travel eastbound.
- 6.1.3 Notwithstanding this, the northbound lane of this section is still open to general traffic and, in turn, the right turn manoeuvre from Oxford Road onto Newman Street, and the right turn onto Princess Street.

6.2 Proposals to Restrict Access

- 6.2.1 Signage would be provided along Oxford Road at distances of c. 10m from the Oxford Road / Newman Street junction and at the entrance to Newman Street, indicating "Access Only – No Through Route" to deter general traffic from turning in.
- 6.2.2 Additionally, there would be a set of bollards c. 45m east of the Oxford Road / Newman Street junction, which would be controlled by a central intercom system.
- 6.2.3 Upon turning onto Newman Street, all vehicles would be required to push a button on the intercom system which would instantly connect them to a 24-hour central management operation room, located within Plot 4 of the wider Site, for verification and entry.
- 6.2.4 It is envisaged that the delay time for response from an operator would not exceed one minute and would not incur instances of congestion from queueing back to the junction. If a vehicle is identified to be using the road for purposes other than access, they would still have to be let through (due to the one-way system of the road), but the provision of bollards is inherently expected to act as a deterrent.
- 6.2.5 **Figure 6.1** overleaf shows that a total of three 11.2m Large Refuse Vehicles, or three 10m Heavy Goods Vehicles (HGVs), or six large cars / taxis can queue behind the bollards and along the road without blocking back onto Oxford Road.

74976 Circle Square Plots 2, 3, 4, 5, 6, 7 & 8 Site Wide Management Strategy

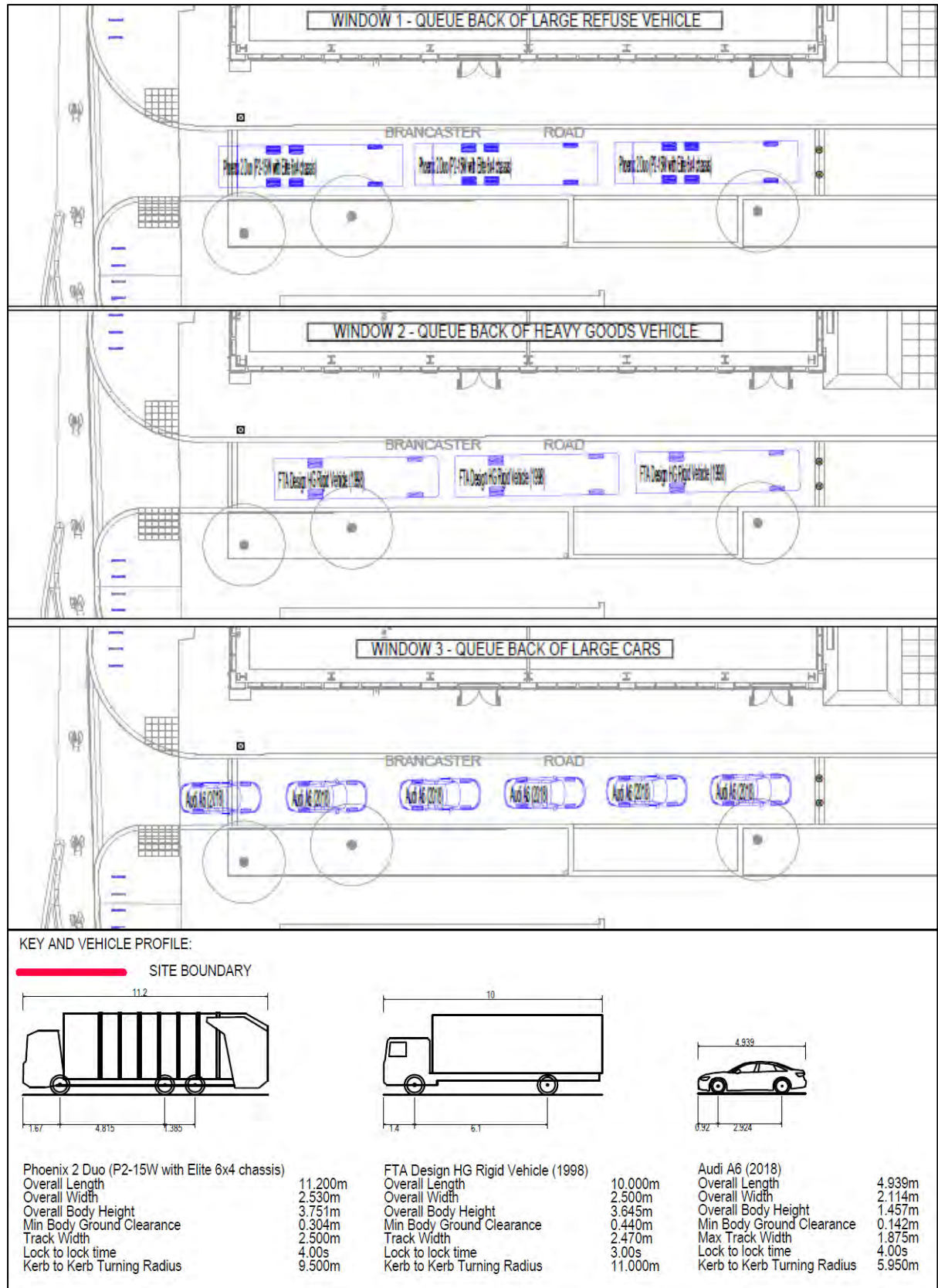


Figure 6.1 – Queue Back of Vehicles along Newman Street (formerly known as Brancaster Road)

- 6.2.6 As general traffic would not be encouraged to use Newman Street as a rat-run, instances of vehicles waiting for entry will demonstrate to other road users that the road is to be used as access only into private property and is not a traffic-free through route.
- 6.2.7 Signage would also be used to alert vehicles that the bollard system is in place.
- 6.2.8 Additionally, the streetscape of Newman Street would be appropriately designed to achieve its 'equal priority / balanced street' vision, for example by contrasting kerb/channels in the ground, reflective studs, raised tables, low speed limits, and cobbled streets to enforce low speeds.

7.0 Travel Planning

7.1 Introduction

7.1.1 A Travel Plan (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.

7.1.2 Curtins have been appointed to prepare separate TPs for the separate plots to support the outline scheme. These reports comprise a detailed audit of the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling, initiatives that will encourage maximum uptake in sustainable modes of travel, a target strategy and monitoring and review process, and an Action Plan including the next steps as the TP process progresses. These reports were submitted as follows:

- Plots 2, 3 & 4 (Curtins Document Ref: **75010-CUR-00-XX-RP-TP-001-V01_TP**);
- Plots 5 & 6 (Curtins Document Ref: **49238-CUR-00-XX-RP-TP-001-V02_TP**); and
- Plots 7 & 8 (Curtins Document Ref: **49239-CUR-00-XX-RP-TP-001-V02_TP**).

7.1.3 The reports are appended in **Appendix C** at the rear of this report, with the key travel planning measures summarised below.

7.2 Travel Plan Initiatives

7.2.1 Considering the high levels of accessibility, it is considered the vast majority of users will travel to/from the site via sustainable modes of travel. Notwithstanding this, the following measures will be provided in order to encourage residents, staff and visitors to walk, cycle, and travel by public transport:

- Provision of Welcome Packs for residents and staff, comprising:
 - Introduction to the TP concept detailing objectives and aspirations, health benefits of walking, cycling and environmental benefits of sustainable modes of transport; and
 - Maps showing local walking / cycling routes and places of interest;
- Information provision via travel notice boards / bulletin boards throughout the development;
- Clear signing of pedestrian routes within and adjacent to the site;
- Providing storage for staff at the commercial and retail elements;
- Promoting the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot;
- Promoting the Cycle2Work scheme;
- Maintaining cycleways in the site, repairing them immediately when necessary;
- Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;

- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk; and
- Distribute details of the My TfGM mobile app;
- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Implement a policy of using public transport for travel in the course of work wherever feasible;
- Provide up to date bus details including timetables/contact information in the welcome packs; and
- Provision of new and improved inter-connecting footways, and cycle links and road crossings to surrounding public transport infrastructure as part of the development.

7.2.2 Alternatively, car sharing and car club schemes would be promoted as they are an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. Staff and residents would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares; or register and book vehicles appropriately through the website: www.enterprisecarclub.co.uk.

7.2.3 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising in the Welcome Packs and advertising around the site.

7.3 Monitoring and Evaluation

7.3.1 The monitoring of travel behaviour is vital to measure progress towards modal shifts and its associated targets. Apart from receiving regular updates from occupiers and liaising with MCC on transport related matters, the main monitoring process will involve travel surveys as described in the respective TPs.

7.3.2 The results of travel surveys would be used to review progress against targeted modal splits, where the percentage share of all travel modes to and from the site will be calculated. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

7.3.3 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys and throughout the lifetime of the development until otherwise agreed upon with MCC to ensure that the TP reflects current opportunities and local circumstances.

7.4 Summary

7.4.1 As outlined above, the accompanying TPs demonstrates that the site is accessible by active and sustainable modes of travel, and it is in line with the key ambition of the project to limit vehicle movement through the site in order to ensure secure and attractive pedestrian and cycle routes.

8.0 Noise Management

8.1 Noise Management and Mitigation

- 8.1.1 The increase in road traffic noise upon completion and during operation of the Circle Square is likely to be negligible/minor as appropriate control measures would be implemented, including acoustic attenuation measures (such as sound insulation and self-closing doors) and good management practices (such as the control of music/loudspeaker systems and delivery hour restrictions).
- 8.1.2 All deliveries, servicing and collections (including waste collections) shall be strictly in accordance with Conditions 22, 17 and 21 of each Plot's planning permission and will not take place outside the hours:
- 07:30 to 20:00 Monday to Saturday; and
 - 10:00 to 18:00 Sundays and Bank Holidays.
- 8.1.3 Through a combination of appropriate design secured by planning obligations, additional planning restrictions, licensing restrictions, lease agreements and tenant's handbooks, noise generated by the Commercial (Retail and Food and Beverage) Units can be mitigated to a negligible level. For example, breakout noise from the ground floor areas of the building is mitigated as there are no external speaker / AV systems specified as part of the design, no openable windows, and no entrance lobbies with automatic doors being incorporated in the design.
- 8.1.4 Suitable internal noise levels, as recommended in BS 8233, are achievable within the proposed residential properties. This would be achieved via the use of suitable glazing and ventilation, which would be secured through appropriate planning obligations. Tenants would then be responsible for controlling noise by limiting their activities and/or providing additional attenuation where required.

9.0 Summary and Conclusions

9.1 Summary

9.1.1 Curtins has been appointed on behalf of Bruntwood to provide traffic and transportation advice in relation to a development on the following plots at Circle Square, Oxford Road, Manchester:

- Plots 2, 3 & 4 (MCC Planning Ref: **111025/FO/2016/C1**);
- Plots 5 & 6 (MCC Planning Ref: **116450/FO/2017**); and
- Plots 7 & 8 (MCC Planning Ref: **111027/FO/2016/C1** and Non-Material Amendment (NMA) **117610/NMC/2017**).

9.1.2 The proposed development is part of Phase 1B of the endorsed masterplan, which comprises four planning applications summarised as follows:

1. Private Residential Sector (PRS) Buildings 5 & 6 by VITA Group;
2. PRS Buildings 7 & 8 by VITA Group;
3. Commercial Buildings 2&4 and public realm including Commercial Building 3 (Pavillion) by Bruntwood Limited; and
4. MSCP by Bruntwood Limited.

9.1.3 Curtins has been appointed to prepare this Site Wide Management Strategy (SWMS) has been prepared to discharge Conditions 16, 12 and 17 attached to the Circle Square Development for Plots 2, 3 & 4, Plots 5 & 6, and Plots 7 & 8 respectively.

9.1.4 The Waste Management Strategies (WMS) conclude that the site will be served by private refuse collections. The bins will be transported to the collection point via back-of-house routes (or via a lift for basement storage) by the management company and onto separate Plot-specific collection points.

9.1.5 These collection points will be served by vehicles entering Brancaster Avenue from Oxford Road which travel in an easterly direction before bearing north at Medlock Place, then turning west towards the large area of public realm opposite Plots 5 and 6. They will then travel in a southerly direction past the eastern side of Plots 2 and 4 before turning east back onto Brancaster Avenue. Where this meets the A34 Princess Street, vehicles will turn right towards the Mancunian Way and A34 Brook Street.

9.1.6 Servicing and deliveries would also be done via a similar route, with dedicated loading bays to allow for easy access into the entrance lobbies or commercial back-of-house corridors of the site. It is important to note that the internal circulatory route within the site will only be available to service vehicles at certain times of the day and will not take place outside the hours:

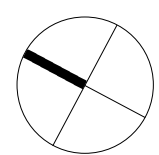
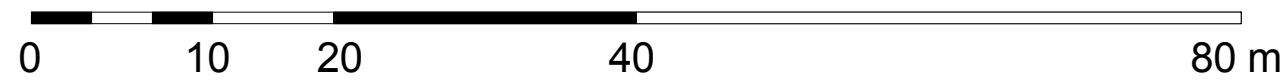
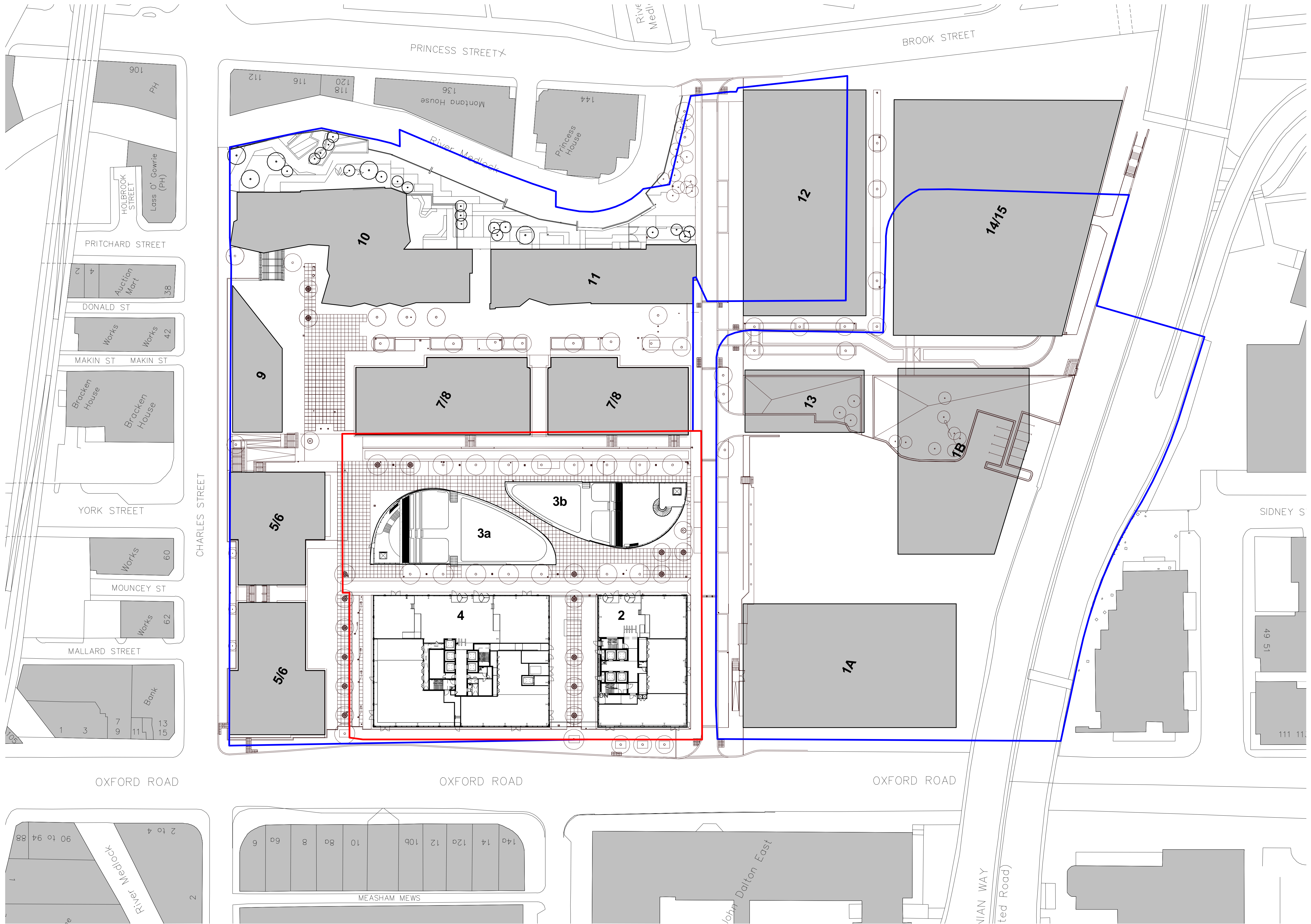
- 07:30 to 20:00 Monday to Saturday; and
- 10:00 to 18:00 Sundays and Bank Holidays.

- 9.1.7 Most routes across the masterplan will be physically capable of accommodating vehicular traffic, however the majority of routes will have restricted access to general road users. Whilst drop-off and restricted vehicle access has been provided along Medlock Place, it is intended that all parking for disabled users is provided within the MSCP (Block 14), and accessible routes created across the masterplan.
- 9.1.8 There will be no vehicular access to the west facade of Plots 7 & 8 / adjacent to Plots 5 & 6 in order to preserve the pedestrian-focused nature of the public realm, and the relationship of the building with The Green (Plot 3).
- 9.1.9 A fully detailed arrival procedure will be prepared by VITA to ensure that at the beginning/end of the tenancy, the students' arrivals and departures are carried out with the minimum of disruption to the surrounding highway operation as well as creating a good impression for the arriving students.
- 9.1.10 Several initiatives such as signage, bollards, and 'equal priority / balanced street' streetscape design would be implemented to prevent misuse of Newman Street (formerly known as Brancaster Road) as a rat-run between Oxford Road and the A34 Princess Street.
- 9.1.11 The accompanying Travel Plans (TPs) also demonstrate that the site is accessible by active and sustainable modes of travel, and it is in line with the key ambition of the project to limit vehicle movement through the site in order to ensure secure and attractive pedestrian and cycle routes.
- 9.1.12 Through a combination of appropriate design secured by planning obligations, additional planning restrictions, licensing restrictions, lease agreements and tenant's handbooks, noise generated by the Commercial (Retail and Food and Beverage) Units can be mitigated to a negligible level.

9.2 Conclusions

- 9.2.1 The Site Wide Management Strategy will remain in operation in perpetuity and will be regularly monitored and reviewed and updated as appropriate to ensure that the document reflects the changing requirements of the development and the servicing / delivery options available.
- 9.2.2 From a traffic and transportation perspective, it can be ensured that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally friendly way, and there is safe, inclusive and suitable access for pedestrians, cyclists, and motorists at various points throughout the site which would enhance user amenity.

Appendix A – Masterplan



FeildenCleggBradleyStudios
LLP
London Office
Tottenham Street
London
W1T 4RG
t +44 20 7323 5737
e london@fcbstudios.com

Amendment
P1 Issued for Planning
P2 Issued for Planning
P3 Issued for Planning - Minor Material Amendments

Date
15.01.2018
19.01.2018
02.10.2018

Job/Drawing No
1813-FCBS-A-0110
Circle Square : Plots 2, 3 + 4
Proposed Masterplan

Amendment
P3

Scale 1 : 500 @ A1
Date 09/18/18
Drawn London Studio

Do Not Scale
All Dimensions to be checked on site

Appendix B – Waste Management Strategy

**Bruntwood Circle Square 4 Ltd/
Manchester Charles Street Residential Scottish Ltd**

**CIRCLE SQUARE SITE MANAGEMENT
CONDITION DISCHARGE
OXFORD ROAD, MANCHESTER**

Waste Management Strategy

VN91386

February 2020



REPORT CONTROL

Document: Waste & Service Strategy Report

Project: Circle Square, Oxford Road, Manchester

Client: Bruntwood Circle Square 4 Ltd / Manchester Charles Street Residential Scottish Ltd

Job Number: VN91386

File Origin: N:\Vectos Job Data\2020\VN201554 Circle Square\Docs\Reports\Site Wide Waste Management Strategy V1 06.02.209

Document Checking:

Primary Author	Gareth Davis	Initialled:	GD
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Contributor	Tim Ashley	Initialled:	TA
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Review By	Gareth Davis	Initialled:	GD
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Issue	Date	Status	Checked for Issue
1	06.02.20	V1	GD
2			
3			
4			



CONTENTS

1	INTRODUCTION	1
1.1	Introduction.....	1
1.2	Masterplan Land Uses.....	1
1.3	Waste Strategy	3
1.4	Waste Collection Frequency	5
1.5	Waste Collection Routes	6
1.6	Summary	7
1.7	Conclusion	8

Drawings

Dwg PL1502-MP-SK-008	Site Masterplan
Dwg 74976 CUR 00 XX DR TP 05001 P01.	Autotrack of Refuse Vehicle through Core Site

1 INTRODUCTION

1.1 Introduction

1.1.1 This Waste and Servicing Strategy Report has been prepared by Vectos to assist in the Discharge of a planning condition relating the Site Management Strategy for Circle Square.

1.1.2 Circle Square will be a new neighbourhood whose purpose is to create a diverse and unique community. It presents an opportunity for a comprehensive, employment led mixed-use regeneration and is situated in the heart of the Corridor Manchester. It will be surrounded by leading centres of knowledge, art, music and innovation within the city.

1.2 Masterplan Land Uses

1.2.1 The masterplan for the site including the Building/Plot numbers is given in **Dwg PL1502-MP-SK-008** and the land uses are described below in **Figure 1.1**.



Figure 1 Circle Square Proposed Land Uses

1.3 Waste Strategy

- 1.3.1 In this assessment we have not included the waste collections associated with the Manchester Technology Centre or its food/retail units (including Tesco Express and Hatch Phases 1&2) but they are accessed from Brancaster Road. This area is subject to further masterplanning.
- 1.3.2 This Waste Strategy has been based on the latest information available. There are some plots that are yet to be confirmed and some retail units where the end occupier is not known. In these situations, the forecast waste generation and collection regime is based on the likely outcome/end user or what has been approved in planning.
- 1.3.3 Using the previously submitted waste forecasts for each Building, we can total the volume of waste generated per week and the consequent number of bin lifts per week based on collections by 1100 litre Eurobins. Where there are occupiers generating large volumes of food waste these would be stored in 240litre wheeled bins due to the weight but where possible these large Kitchens will include a dewatering unit which reduces the volume of waste by up to 80% and removes the adverse environmental issues. Other collections may include specific waste such as waste cooking oil, confidential waste paper, printer cartridges, WEEE which can be collected/recycled separately from the main waste streams.
- 1.3.4 The residential land uses includes luxury apartments and student accommodation. These buildings incorporate waste chutes which are managed by the on site FM team. The student accommodation and serviced apartments include a housekeeping service. Waste will be collected frequently, once a day in some Buildings, by a licensed commercial waste collection company. There is a Hotel land in Building 14 above the car park that has a commercial waste collection.
- 1.3.5 The Retail land use is a flexible term covering land uses A1,A2,A3,A4,B1,D1 & D2. These land uses have been reviewed and include a mix of occupier types depending on the size of unit, the location and likely footfall and prominence of the unit. This mix of land uses has been assessed with each building application and includes a mix of cafes, restaurants, Grab & Go Food, Bars, a live music venue at the base of Building 4, a Foodhall, bar, restaurants and gym in the Pavilions. This variation in occupiers helps balance out the waste demand.
- 1.3.6 For some land uses (such as Foodstore/local supermarket) and some chain retailers the waste collection is managed by a backhaul system whereby the waste is collected in cages by the delivery vehicle.

1.3.7 The forecast waste generation by each building and by the main land use is given in **Table 1.1**.

Weekly Waste Forecast	Retail		Office Land Use		Accommodation *		Total	
	Volume Litres	Bin Lifts	Volume Litres	Bin Lifts	Volume Litres	Bin Lifts	Volume Litres	Bin Lifts
Building 1A	18,720	17	148,075	135			166,795	152
Building 1B	11,250	10	110,160	100			121,410	110
Building 2	6,310	6	91,670	80			104,550	86
Building 3	22,875	21					15,000	21
Building 4	11,300	26	103,865	94			131,995	125
Building 5/6	25,545	24			58,032	60	75,227	84
Building 7/8	36,675	33			43,509	37	80,524	70
Building 9	8,550	8			37,400	35	42,600	43
Building 10	2,860	3	1,555	1	44,280	40	48,695	44
Building 11					37,400	34	37,400	34
Building 12	4,050	4	126,800	115			142,465	119
Building 13			52,500	48			52,500	48
Building 14	2,360	2			28,800	26	4,550	28
Public Realm							2,100	2

*Accommodation Types

Apartments
Student Accommodation
Hotel

1.4 Waste Collection Frequency

- 1.4.1 The frequency of waste collection depends on the volume of waste generated, the number of waste streams, the size of the bin stores and whether there is any processing of waste such as compaction. In this development there is no centralised waste collection point but each building includes a Bin Store and a transfer route to bring the bins out ready for collection. In addition, some of the Retail premises may store their bins within their own demise and bring those out ready for collection.
- 1.4.2 To avoid any adverse environmental problems all bin stores would be overseen by the on-site management company to ensure bin stores and waste transfer routes are kept clean and that any transfer of waste is made in spill proof containers. The collection and movement of waste would be agreed between the occupier and the site management team and they may then employ cleaners, or use the waste collection company operatives to transfer the waste for collection.
- 1.4.3 Most buildings are likely to see a daily collection of one waste stream or another. The scale of some of the buildings may see several collections per day.
- 1.4.4 The on-site management team would coordinate the waste collection enabling economies of scale and to reduce the number of individual vehicles entering the site.
- 1.4.5 Assuming that there is coordination of waste collection we estimate the following number of Waste Collection vehicles serving Circle Square every day:
- General Refuse 1 x refuse vehicles for Materials Recycling Facility
 - Paper /Card 1 x refuse vehicles for recycling
 - Glass 1 x refuse vehicles for recycling
 - Oil Collection Every Other Day 1 x 7.5t lorry for Recycling into Energy
 - Food Waste 1 x mid sized Refuse vehicle (for Anaerobic Digestion)
 - Confidential Waste 1 x Shredding Vehicle (once every month)

1.5 Waste Collection Routes

1.5.1 Waste collection vehicles are permitted to enter the core site of Circle Square for collection and would be timed to do so early in the morning. It is expected that most of these vehicles will pick up from numerous locations around the site. The proposed servicing routes and the waste collection points are shown in **Figure 2**.

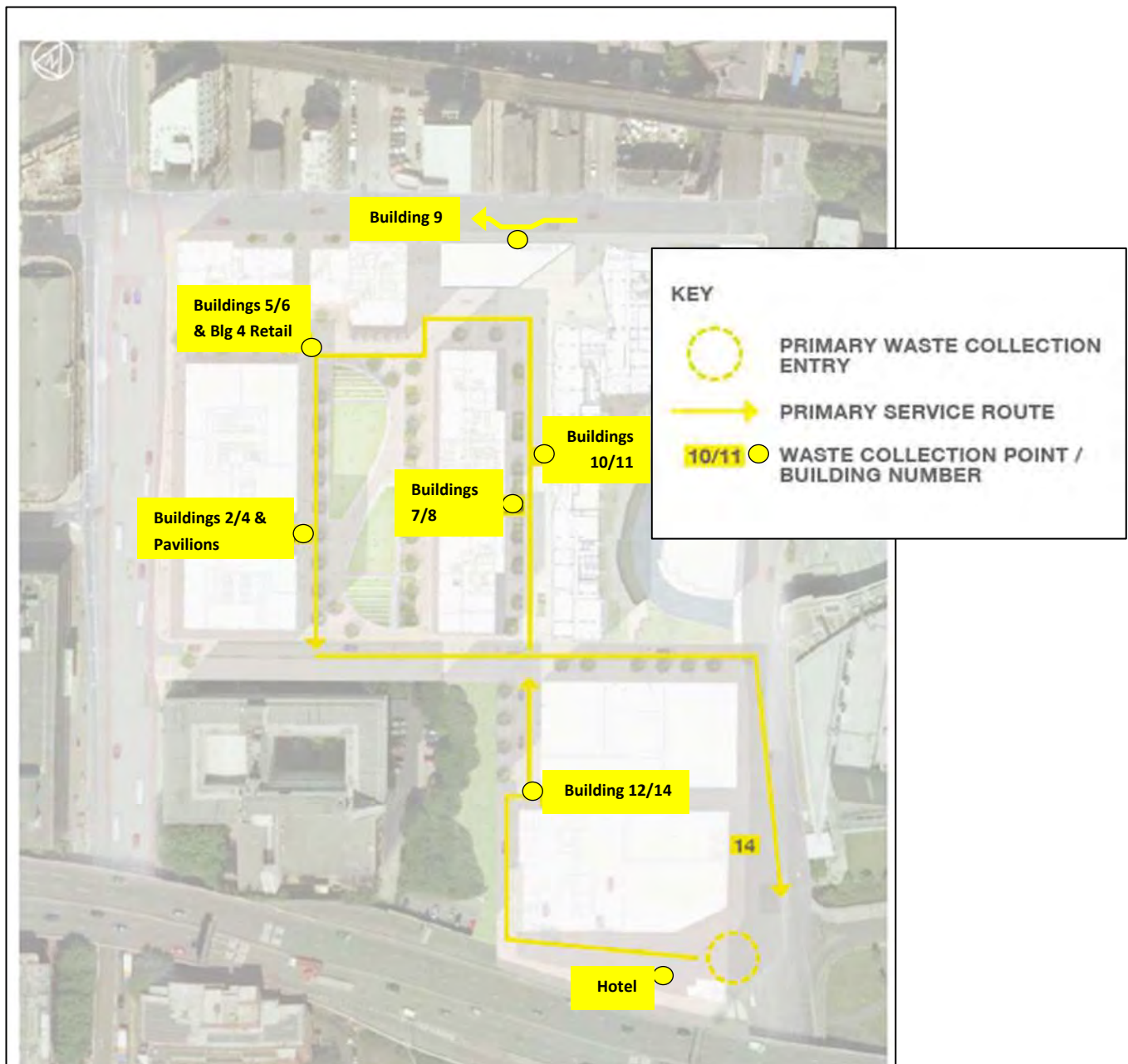


Figure 2 Waste Collection Routes

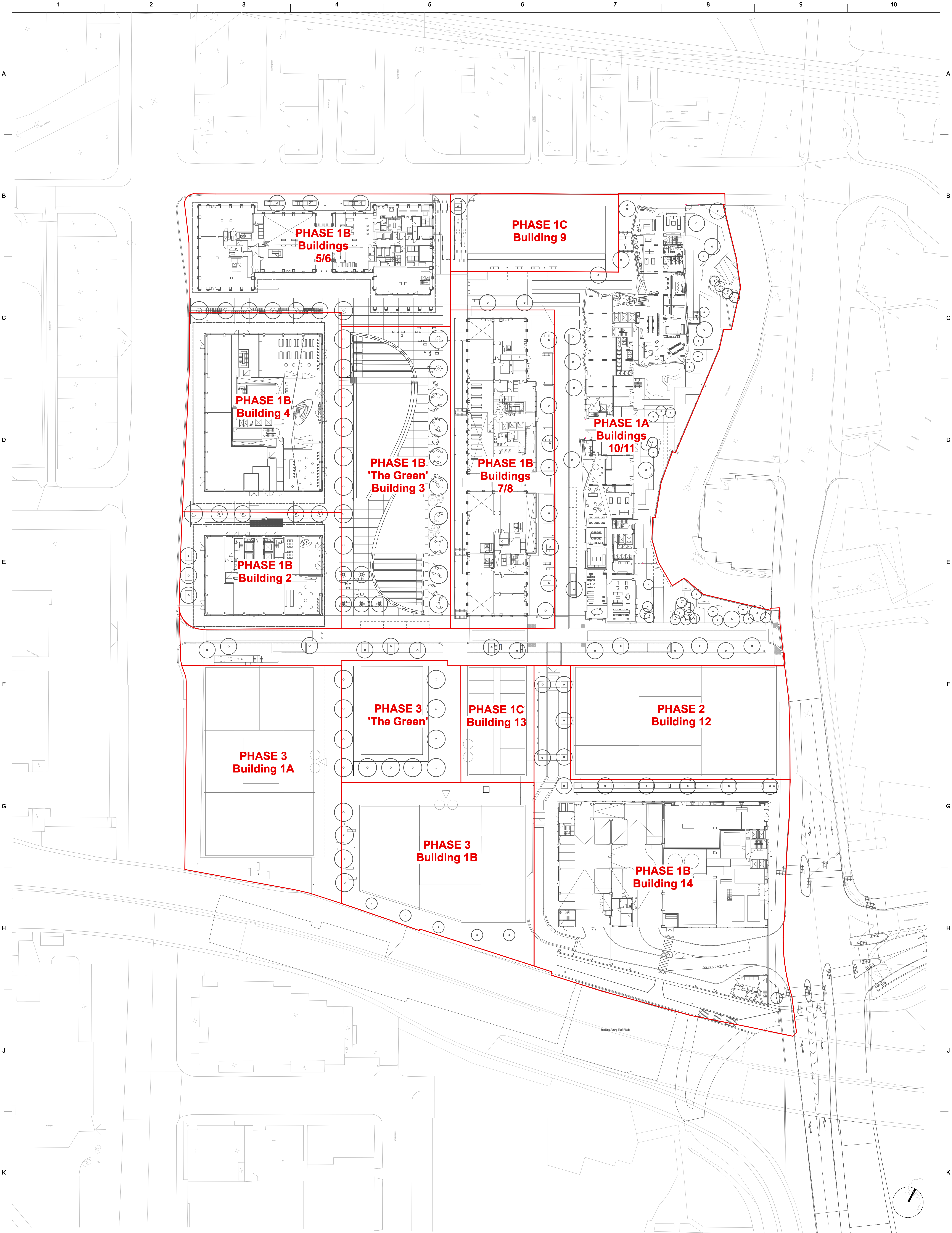
- 1.5.2 Immediately after collection it is the responsibility of site management to ensure the bins are returned to the premises. This may be undertaken by the Retail/Commercial tenants or the waste operatives. All the routes that the bins would be transferred along would be step free.
- 1.5.3 The tracking of the vehicles that will get access to the Core Site of Circle Square and pass through the public realm is shown in **Dwg 74976 CUR 00 XX DR TP 05001 P01**.
- 1.5.4 The refuse vehicles can pull up to all the collection points without the need for a reversing manoeuvre.
- 1.6 Summary**
- 1.6.1 The Waste Management Strategy for each plot has been prepared with reference to the Manchester City Guidance GD04, British Standard 5906-2005 as well as National Regulations on Recycling, Storage and the Duty of Care for producers and handlers of waste. We have then collated the information for each plot and the likely occupiers and forecast the overall waste volumes.
- 1.6.2 The Strategy incorporates provision for recycling from the outset and the volume of waste generated has been forecast for the expected land uses based on robust British Standard rates.
- 1.6.3 The site management team would have overall responsibility to oversee waste collection. They would work with the occupiers for a coordinated strategy of waste collection to minimise the number of vehicles expected on site.
- 1.6.4 To help minimise the adverse environmental implications of food waste it is recommended that large kitchens use a dewatering unit to dramatically reduce the volume of waste and its smell.
- 1.6.5 Some of the units may employ a bin press compactor to help manage the volume of waste.
- 1.6.6 The routes for bin transfer will be step free and the door widths will not be less than the recommended 1.3m.
- 1.6.7 The scale of development means that typically there may be 4 x refuse vehicles serving the site per day with occasional additional collections for specific waste streams.
- 1.6.8 The refuse vehicle can pull up to the collection point without the need for a reversing manoeuvre.

1.7 Conclusion

- 1.7.1 It is concluded that the forecast deliveries, waste management and refuse collection proposed is appropriate for this scale of development and that servicing, and waste collection can be undertaken in an efficient manner.



DRAWINGS



Collaborator:
FeildenCleggBradleyStudios

04	02/09/16	For Planning	WS	MW
Issue	Date	Status	Drawn	Approved

Client	Oxford Property Trading Ltd
Project	Circle Square
Dwg Title	Phasing Boundaries
Created on	02-12-2015
Created by	MW
Approved by	
Scale	1:500
Size	A1
Status	Information
Dwg No.	PL1502-MP-SK-008
Issue	04

**PlantIntelligent Environments LLP**
E: info@plantint.com W: plantint.com

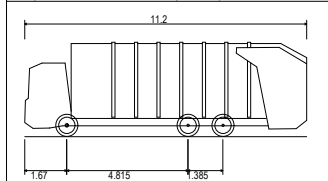
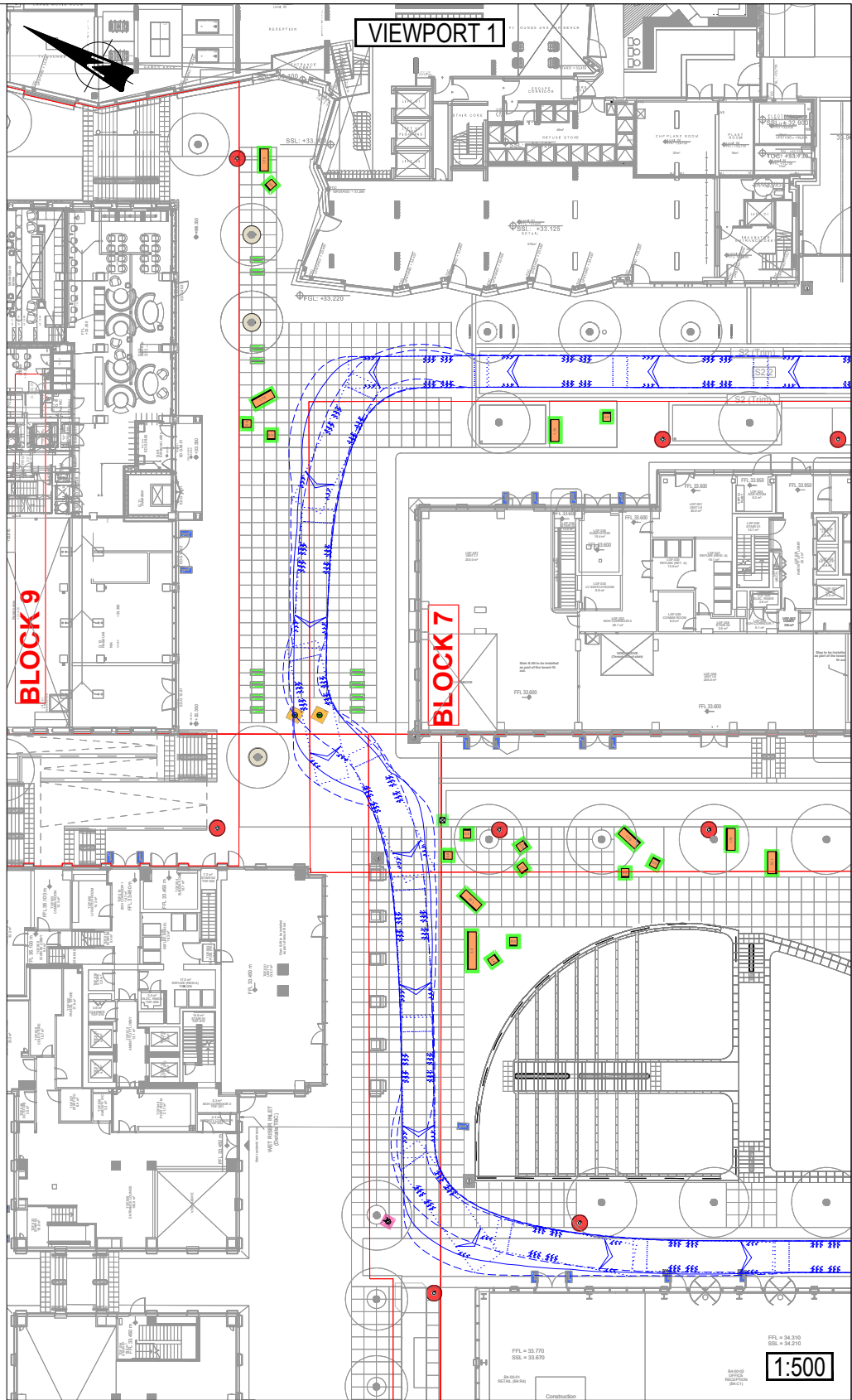
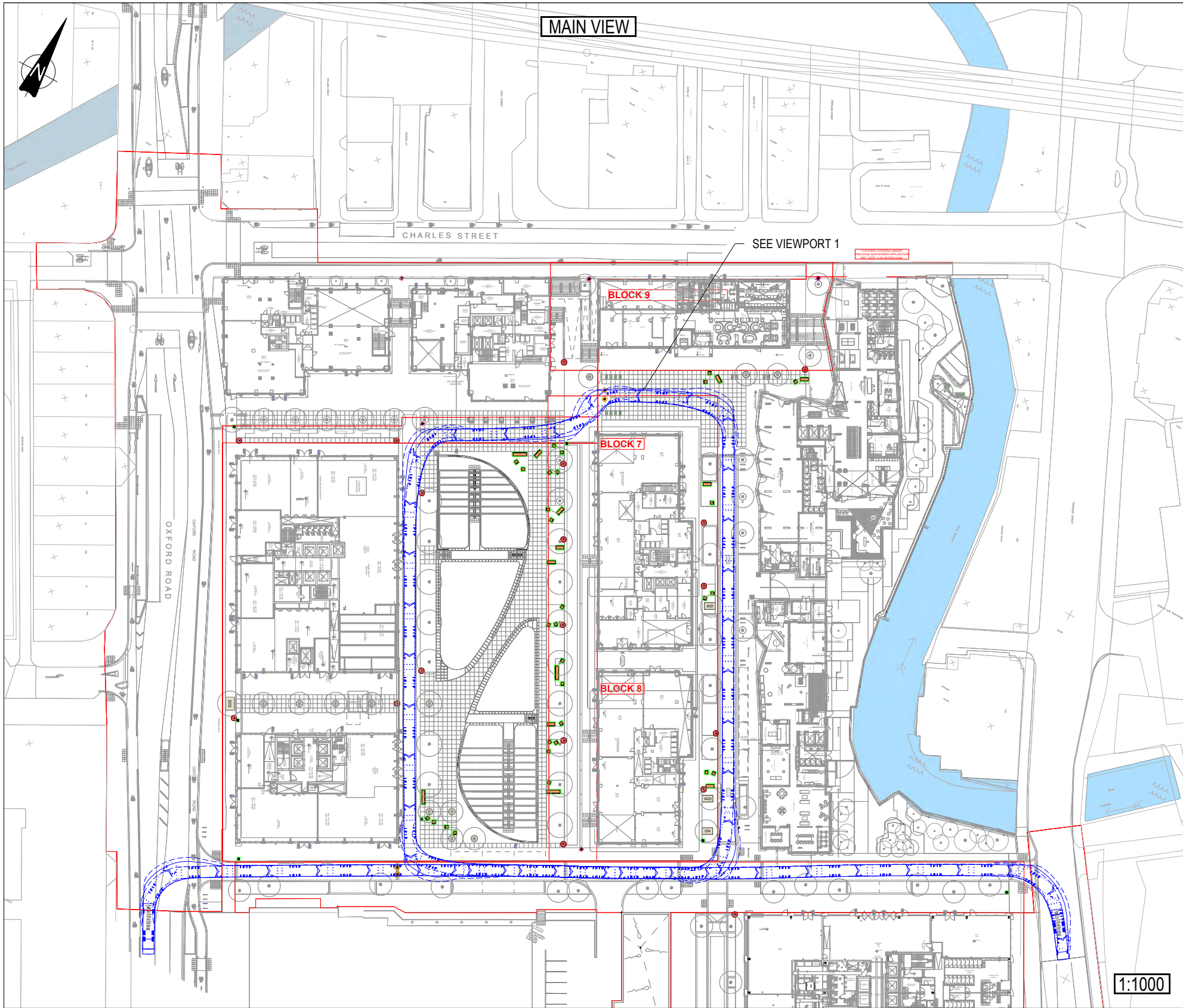
MANCHESTER
3 Mackinlay St
Aldershot
Wokingham
GU24 0LW
T: 01329 555 555

LONDON
12 Bowring Green Lane
London
EC1A 3BB
T: 0207 253 5678

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NOTE:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site before being laid out.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clause and detail drawings.
7. Order of construction and setting out to be agreed on site.





Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

GENERAL NOTES:	Rev:	Description:	Date:	By:	Chkd:
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Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Project:
CIRCLE SQUARE - MANCHESTER

Drg Title:
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE
PLOTS 2 & 4

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

74976 - CUR - 00 - XX - DR - TP - 05001 - P01

Status:
PRELIMINARY

Drawn By: JM Checked By: MT

Designed By: JM Date: 29/01/20

Scale: AS INDICATED

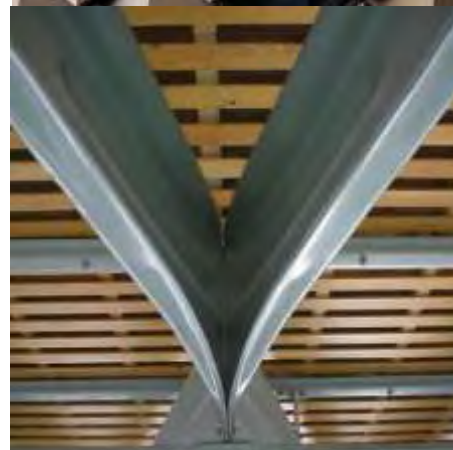
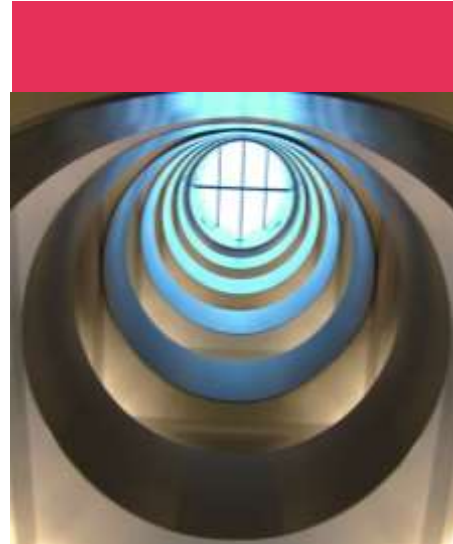
Appendix C – Travel Plans

Circle Square, Plots 2, 3 & 4

Travel Plan

Curtins Ref: 075010-CUR-00-XX-RP-TP-001
Revision: V01
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Client Name: Bruntwood



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) Graduate Transport Planner		14 January 2020

Reviewed	Signature	Date
Matt Thorley BA (Hons) MSc Senior Transport Planner		14 January 2020

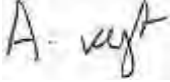
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		14 January 2020

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- Plan 075010-CUR-00-XX-DR-TP-06004-P01** – (Accessibility) Indicative Cycle Catchment
- Plan 075010-CUR-00-XX-DR-TP-06005-P01** – (Accessibility) Indicative Public Transport Catchment

Appendices

- Appendix A** – Proposed Masterplan

1.0 Introduction

1.1 Background

Curtins has been appointed on behalf of Bruntwood to provide traffic and transportation advice in relation to a development on Plots 2, 3 & 4 at Circle Square, Oxford Road, Manchester.

In relation to the Circle Square site, a Strategic Regeneration Framework was prepared and endorsed with the Manchester City Council (MCC) Executive Committee in 2013. This was reinforced with a masterplan and phasing strategy which was endorsed by the MCC Executive Committee in July 2015.

The proposed development is part of Phase 1B of the endorsed masterplan, which comprises four planning applications summarised as follows:

1. Private Residential Sector (PRS) Buildings 5&6 by VITA Group;
2. PRS Buildings 7 & 8 by VITA Group;
3. Commercial Buildings 2&4 and public realm including Commercial Building 3 (Pavillion) by Bruntwood Limited; and
4. MSCP by Bruntwood Limited.

A planning application for Plots 2, 3 & 4 was submitted and subsequently granted planning permission in 2016 (MCC Planning Ref: **111025/FO/2016/C1**) with the following description, with an additional application regarding variation of conditions submitted and approved in 2018 (MCC Planning Ref: **121851/JO/2018**):

“Variation of condition 2 (approved dwgs) attached to application ref no 111025/FO/2016/C1 (as amended by application ref no 121851

Blocks 2,3 and 4 - Erection of two buildings (18 and 14 storeys (Blocks 2 and 4)) comprising offices (Class B1) with ground and mezzanine floor commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - Creche only) and D2 (Assembly and Leisure - Gym only)) and rooftop restaurant (Class A3) with associated external terrace (Block 4), creation of public green space with pavilion building (Block 3) for events space / uses within Classes A1, A3, A4, D1(Exhibition Hall / Public Hall only) , D2(Concert Hall / Music Hall only)(Sui Generis) accessed from ground level within basement level below alongside creation of areas of public realm including tree planting and all associated access and servicing.”

The proposed masterplan is included in **Appendix A**, together with an insert which shows Plots 2, 3 & 4 in context to the wider Circle Square development.

1.2 What is a Travel Plan?

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, 2019.

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

In 2016, a Framework Travel Plan (FTP) was prepared by Curtins (Document Ref: **TPMA1356/1B/FTP**) to support the outline scheme for the entirety of Phase 1B. Notwithstanding, Condition 21 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 residents and those [attending or] employed in the development*
- ii. a commitment to surveying the travel patterns of residents 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.”

As such, this Travel Plan (TP) is prepared to discharge the above condition. This TP also references the measures and initiatives (where appropriate) proposed in the earlier FTP.

A TP is the second stage of the Travel Plan process. It includes a list of measures that will be implemented to affect modal choice, and a management strategy for implementation of these measures.

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

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

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

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

- National Planning Policy Framework, DCLG, 2019; and,
- National Planning Practice Guidance, DCLG, 2014.

1.4 Document Structure

Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out keys aims and objectives for the Travel Plan process.

Section 3 describes the existing situation and surrounding area, including the local highway layout; and **Section 4** assesses the accessibility of the Site by various means of sustainable modes of travel including public transport, walking and cycling.

Section 5 outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.

Section 7 provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses. **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

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

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

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

2.2 Environmental Benefits

Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 27, Part 1, 2008.

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**.

In 2015, TfGM began consulting on a 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlined that transport is responsible for a third of carbon emissions, and that Greater Manchester would incur a £20 billion economic cost if climate change is not tackled.

Under Policies 8, 9, and 10 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *“work with partners to reduce, as far as possible, the emissions from transport, particularly CO₂, NO₂, particulates and noise;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment, (including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

“Green infrastructure” refers to parks and roadside trees which would help to create pleasant living spaces and bring important environmental benefits such as reducing surrounding temperatures, noise, pollution, and absorbing run-off; whereas, ‘blue infrastructure’ refers to canals and rivers which contribute to quality of life and provide attractive, traffic-free routes for walking and cycling.

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

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

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

Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can drastically reduce the impact that a particular development makes on the environment.

2.3 Health Benefits

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.

Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.4 Financial Benefits

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.

Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.

An effective TP can help encourage staff to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the future staff of the proposed development. They must be communicated correctly:

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

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

2.6 Travel Plan Objectives

Considering the above benefits, this TP aims to achieve the following objectives:

- **Objective 1** – To provide a forum by which users can voice travel related opinions and concerns;
- **Objective 2** – To increase the level of cycling to and from the Site;
- **Objective 3** – To increase the level of walking to and from the Site;
- **Objective 4** – To increase the level of public transport use to and from the Site;
- **Objective 5** – To increase the number of people car sharing to and from the Site; and in turn,
- **Objective 6** – To reduce single occupancy car travel to and from the Site.

3.0 Existing Situation

3.1 Site Location

The Site is located within Manchester City Centre. At the time of writing, the Site is bound to the north by Plots 5 & 6, a consented part 17, part 36-storey apartment building (MCC Planning Ref: **116450/FO/2017**), to the east by Plots 7 & 8, a consented 17-storey apartment building (MCC Planning Ref: **111027/FO/2016/C1**), to the south by Newman Street (formerly known as Brancaster Road), and to the west by Oxford Road.

The Circle Square masterplan area is being delivered by Bruntwood and VITA Group. The scheme is delivering a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses, envisaged to be fully completed by the end of 2021.

Plan 075010-CUR-00-XX-DR-TP-06001-P01 illustrates the location of the Site in relation to the surrounding areas, whereas **Figure 3.1** below and **Plan 075010-CUR-00-XX-DR-TP-06002-P01** to the rear of the report shows the Site in a local context relating to the local highway network.

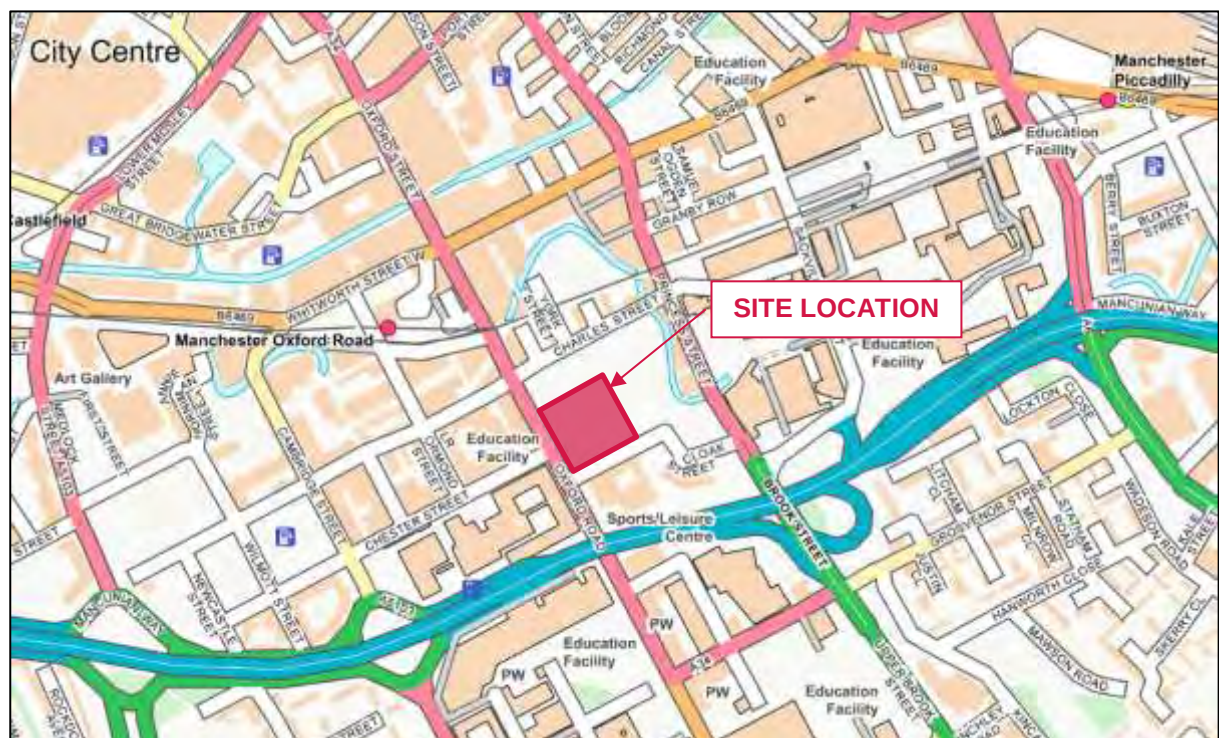


Figure 3.1 – Site location in relation to the local network

3.2 Existing Use

The Site is currently undergoing construction at the time of writing.

Historically, the Site was used as BBC's Manchester Headquarters building before the broadcaster moved to MediaCityUK. Following demolition of the building, large parts of the Site were used as a pay and display surface car parks, operated by Total Car Parks Ltd. This lease was terminated, and the Site became vacant at the end of July 2015.

3.3 Site Context

Manchester is characterised by a compact City Centre and the Site is within walking distance of the city's economic, civic, cultural and leisure offer.

To the south of the Site, which also forms part of the wider Masterplan Site, is the Manchester Technology Centre (Oxford House). This building remains in active office use with commercial units located on the ground floor.

The Mancunian Way fly-over is situated along the Site's southern boundary and creates a barrier between the Site and the main University Campuses further south. There are a number of car parks and sports pitches located under the Mancunian Way. Overall, the appearance is of a fragmented and poorly landscaped urban grain.

To the east of the Site, on the eastern bank of the River Medlock are located residential apartments within Princess House and Montana House, both rising to approximately 12 storeys. Together these blocks accommodate c. 130 apartments.

To the east of the Princess Street boundary is the former UMIST campus, which is now known as the Sackville Street campus (or North Campus) of the University of Manchester. Princess Street bridges the River Medlock, a tributary of the River Irwell.

To the west of the Site is Oxford Road, which contains a mixture of uses and buildings. There are also a number of hotels within the immediate vicinity of the Site on Oxford Road, including the Grade II* Listed Palace Hotel and a Holiday Inn Express. The Grade II Listed Dancehall Theatre located on Oxford Road overlooks the Masterplan Site from the west.

To the north of the Site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the Site on Charles Street. Further Grade II and Grade II* Listed buildings are located further north on Princess Street and Whitworth Street West.

The Site is not within a Conservation Area, but the border of the Whitworth Street Conservation Area lies to the north on the Whitworth Street.

3.4 Existing Access Arrangements

Vehicular Access

The Site is currently accessed primarily by construction vehicles turning into the Phase 1B construction site via Oxford Road into the western terminus of Newman Street (formerly known as Brancaster Road), or from Charles Street into the east of the Site (bisecting Plots 5 & 6 and 9).

Pedestrian and Cycle Access

Pedestrian access to the Site can be taken along the entirety of Newman Street (formerly known as Brancaster Road), where there are wide footways and clearly signed diversions (if any) to link pedestrians between the University of Manchester North Campus and the Oxford Road Corridor.

Cyclists can also utilise the entirety of Newman Street and must abide by the similar one-way eastbound traffic rule which is clearly signed at both terminuses of the road.

3.5 Surrounding Highway Network

Charles Street

To the north of the Site, Charles Street forms a key east-west vehicular route. Extending for approximately 375m, it serves as a link between the Oxford Road bus corridor and the University of Manchester North Campus. The road commences at a signalised junction with Oxford Road and Hulme Street in the west and terminates at a left-turn only (except cycles) priority junction with Sackville Street at the east.

The road comprises a two-way, single carriageway with one lane in either direction. The typical total carriageway width is approximately 8.5m, although the road is currently narrowed on its southern edge due to ongoing construction works at Circle Square.

There are footways of approximately 2m in width on either side of the carriageway. These footways are in good condition and have additional pedestrian infrastructure such as dropped kerbs and tactile paving. The road is well lit with street lighting at regular intervals. There are also signalised crossing points at both ends of the road to enable pedestrians to cross the road in a safe manner. At time of writing, the footway on the southern edge of Charles Street is also closed off due to the ongoing construction works.

Charles Street is subject to a 20mph speed limit, although there are no physical traffic calming measures to enforce this. Advanced cycle stop lanes are also available in both directions, in addition to cycle lanes in both directions along the entire length of the road to the west of the A34 Princess Street.

Traffic Regulation Orders (TROs) are present in the form of single and double yellow parking line restrictions (no waiting at any time) along the entire length of the road.

There is one bus stop located along Charles Street, in between Mallard Street and Mouncey Street. This stop only hosts the 147 bus service and has a pole and flag, however there are more northbound and southbound bus stops along Oxford Road, and a southbound bus stop along the A34 Princess Street.

B5117 Oxford Road

Forming the western boundary of the Site, Oxford Road serves as one of the busiest bus corridors in Europe, extending for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the “Curry Mile”) from then on.

The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.

There are also ‘Dutch-style’ segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with a zebra crossing for pedestrians to walk in between the bus stops and the pavement.

Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised toucan crossing points along the entirety of the road to allow pedestrians to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.

Oxford Road is subject to a speed limit of 20mph throughout. TROs are present in the form of double yellow parking line restrictions along the entirety of the road.

Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (cantilever shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury’s, and several parks.

Newman Street (formerly known as Brancaster Road)

Forming the southern boundary of the Site, Newman Street (formerly Brancaster Road) commences at a priority junction with the A34 Oxford Road and extends in a west-to-east alignment for c. 180m, then terminates at a priority junction with the A34 Princess Street. The road is one-way from the west to east

to facilitate construction vehicle access, as the entrance to the Phase 1B construction site is located along the road.

At the time of writing, the carriageway is approximately 4m wide, with a wide footway of c. 4m on the southern side of the road. This is separated from the road by an area of hardstanding. There is a crossing point at the western terminus of Newman Street with dropped kerbs and tactile paving, where adequate signage is provided to alert pedestrians of vehicles turning in.

Towards the eastern terminus of the road, the northern side of the footway blends into the public realm of the completed Phase 1A development, as such pedestrian infrastructure is in good condition. There is also a zebra crossing between the construction site and the temporary site offices / cabins on either side of the road for workers to utilise.

TROs are present in the form of double yellow parking line restrictions along the entire length of Newman Street.

Historically, Newman Street was subject to a 30mph speed limit. Since then, the speed limit has been significantly lowered to 5mph considering the type of traffic generated by the construction site. Sorton Street and Cloak Street also served as a continuous link through the Site, however both roads have since been stopped up to accommodate development.

A34 Princess Street

To the east of the Site, the A34 Princess Street commences in Manchester City Centre, at a signalised junction with Albert Square, Cross Street and John Dalton Street. The road then extends in an approximate north-to-south alignment for a length of circa 1.2km through Chinatown and the Manchester Art Gallery, the St Peters Square Memorial, public houses, restaurants, and leisure establishments before terminating at a signalised junction with Brook Street at the southeast of the Site, where the road continues as the A34 Upper Brook Street.

The A34 Princess Street comprises a two-way, single carriageway of approximately 10m in width with up to three lanes. There are cycle lanes present on certain lengths of the road, in addition to advanced cycle stop lanes at all the traffic light junctions.

The road is well-lit and complete with pedestrian infrastructure such as wide footways of approximately 1.5m wide provided on both sides of the road, dropped kerbs and tactile paving, and signalised crossing points at various points along the road. The footways are maintained in good condition.

The road is subject to a speed limit of 30mph and hosts several bus stops along its length. The road is busy and bordered by many retail, leisure, and entertainment facilities due to its proximity to the city centre, therefore traffic calming measures such as 'keep clear' and yellow hatched boxes are present to prevent congestion.

Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions along parts of the road. The entirety of Princess Street is within Zones 2 and 3 of Manchester City Council's Controlled Parking Zones, with a total of 68 on-street pay-and-display bays available for use along its entire length up to a maximum of 2 and 3 hours respectively with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

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 for Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. **Plan 075010-CUR-00-XX-DR-TP-06003-P01** shows distances of 500m, 1,000m and 2,000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

Most notably, when completed, the Site would integrate into the wider Circle Square Masterplan, consisting of residential, commercial and retail elements, along with large public squares. It is considered that the majority of everyday facilities and goods can be accessed within a 500m walk of the Site.

There are a number of residential properties within 500m walking distance of the Site including dwellings located as far as Sackville Street to the north, Grosvenor Street to the east, and Chester Street, Hulme Street, and Cambridge Street to the west.

Along and adjacent to Oxford Road there are a number of additional facilities and services available within the 500m catchment including café's, restaurants, bars, take-away's, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym/leisure facilities. To the north of the Site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the Site on Charles Street.

Additionally, the Oxford Road rail station is within a 500m walk of the Site, as such future staff at the Site could benefit from utilising public transport as part of a multi-modal commute for work or other purposes. The many bus stops along Oxford Road to the west of the Site also host a wide variety of bus services all across Greater Manchester.

Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library and Manchester City Council to the north, along with Whitworth Street and Portland Street with their associated leisure facilities and residential apartments. Manchester Aquatics Centre, the University of Manchester, Royal Northern College of Music, and the rest of the Manchester Metropolitan University campus lie towards the south of the Site.

Approximately 650m north of the Site is the Chinatown district of Manchester, and a further 150m ahead lies St Peter's Square in turn, which features a variety of restaurants, cafes, shops and bars. The Manchester Central Convention Complex and the Bridgewater Hall is also approximately 1km to the north-west of the Site.

Within 2km of the Site there are multiple restaurants, bars, small retail outlets, gyms and private healthcare clinics located within the Central Business District of Manchester. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2km north of the Site. Access to larger supermarkets and Manchester Royal Infirmary is also achievable towards the south of the Site.

Odeon Cinemas and the Great Northern Warehouse Complex is situated around 1.2km to the northwest and has restaurants and leisure facilities, and adjacent to this, there is also Deansgate where restaurants, bars, convenience stores, retail stores, gym/health facilities and leisure facilities are located.

There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 2.4**. It is considered that the Site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Accessibility by Cycle

In order to assist in assessing the accessibility of the Site by cycle, **Plan 075010-CUR-00-XX-DR-TP-06004-P01** presents a 8km cycle catchment for the Site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).

The 8km catchment encompasses all of Manchester city centre including shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Cheetham Hill to the north, Salford to the north west, Fallowfield to the south and Gorton to the east.

There are two national cycle routes within close proximity of the Site. National Cycle Route 6 to the west can be accessed via Hulme Street. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete. More locally, the route connects the Site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.

National Cycle Route 66 to the east can be accessed via Store Street. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. More locally, the route connects the Site to the north east of Greater Manchester, including areas such as Failsworth

Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester city centre are within 8km of the Site and are accessible following Sustrans cycle routes.

Local routes in the vicinity of the Site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's new high-quality cycle infrastructure to improve cyclist safety along the Oxford Road corridor. The local cycle network within the vicinity of the Site is reproduced in **Figure 4.1** below:

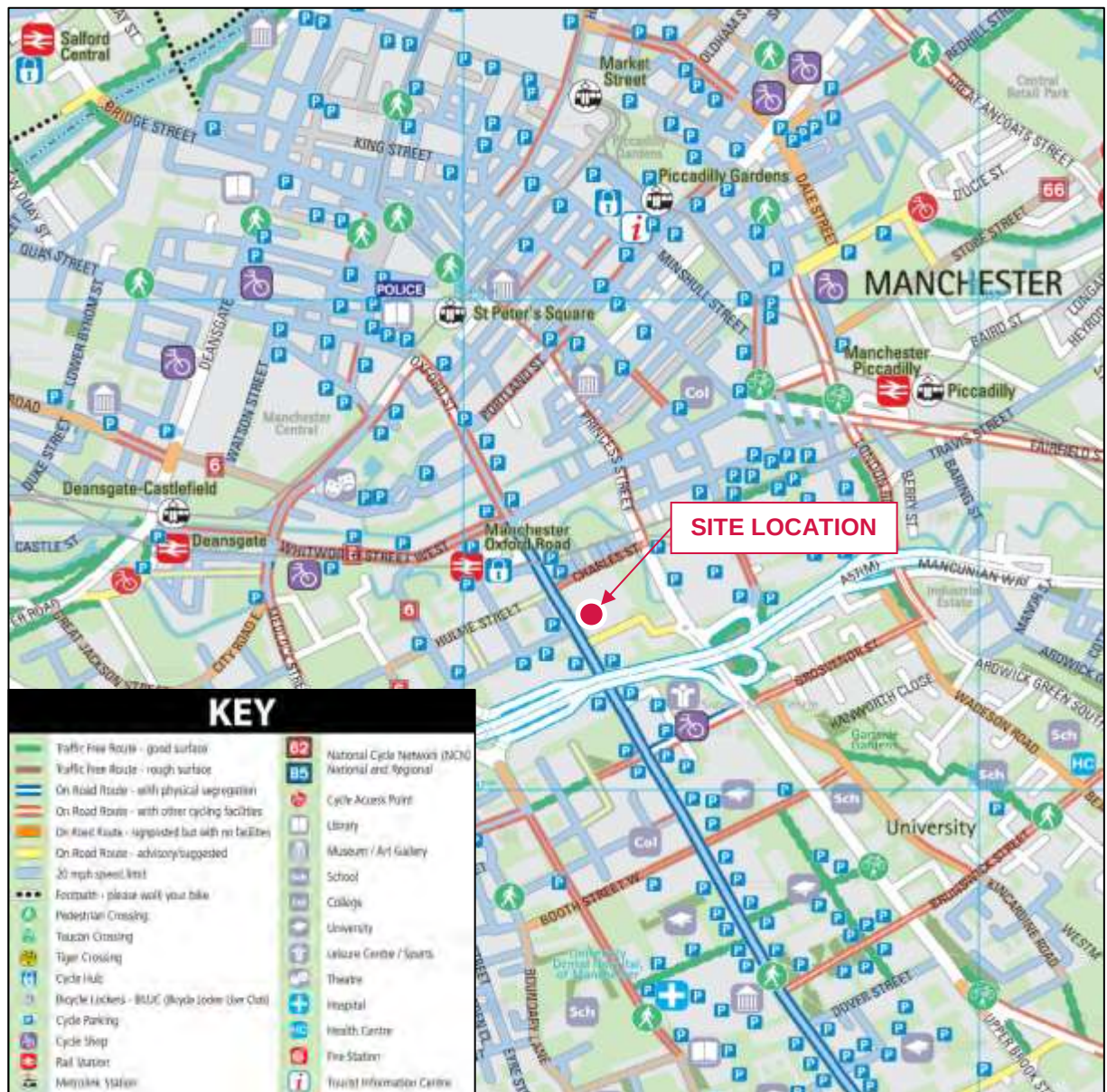


Figure 4.1 – Local Cycle Network

The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". As part of the Bee Network, TfGM have introduced Beeways as signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The Site is in close proximity to the proposed Bee Network in Manchester City Centre as illustrated in **Figure 4.2** below, allowing future Site users to benefit from the public realm improvements for better safety and quality of commute.

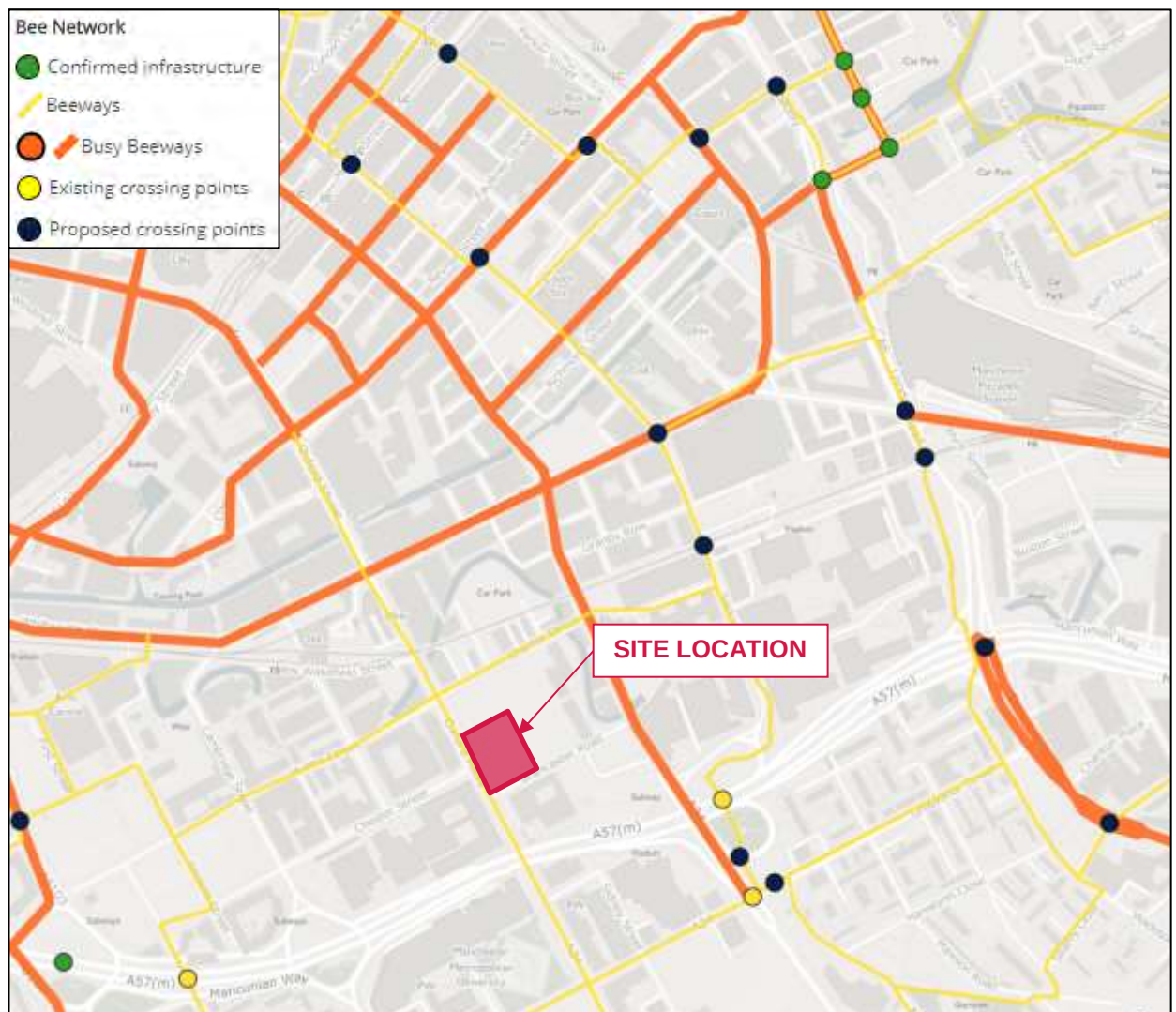


Figure 4.2 – Bee Network in the vicinity of the Site

4.4 Accessibility by Public Transport

Plan 075010-CUR-00-XX-DR-TP-06005-P01 demonstrates those areas accessible via public transport within 15, 30, 45 and 60 minutes' journey from the Site. Accessibility by bus, rail, and Metrolink are considered in further detail within the subsections below.

Bus Accessibility

Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

The nearest bus stops are located along Oxford Road and Princess Street. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Oxford Road				
15	Manchester – Rusholme – Firwood – Stretford – Urmston – Davyhulme – Flixton	20 mins	30 mins	Hourly
18	MRI – Manchester – Collyhurst – Middleton – Langley – Middleton	10 mins	10 mins	15 mins
41	Manchester – Rusholme – West Didsbury – Northenden – Sale – Altrincham	10 mins	20 mins	20 mins
42	Manchester – MRI – Withington – Didsbury – Stockport	40 mins	30 mins	Hourly
42A	Manchester – Rusholme – East Didsbury - Reddish	40 mins	30 mins	Hourly
42B	Manchester – East Didsbury – Bramhall – Woodford	30 mins	30 mins	Hourly
43	Manchester – Withington – Northenden – Wythenshawe – Manchester Airport	10 mins	30 mins	30 mins
44	Manchester – Fallowfield – Burnage – Heaton Mersey – Stockport	Hourly	Hourly	Every 2 hours
85	Manchester – Moss Side – Alexandra Park – Chorlton	10 mins	15 mins	20 mins
85A	Manchester – Alexandra Park – Chorlton – Arrowfield Road	10 mins	10 mins	20 mins
86	Manchester – Hulme – Whalley Range – Chorlton – Stretford – Sale – Altrincham	10 mins	15 mins	30 mins
111	Manchester – MRI – Moss Side – Withington Community Hospital – Southern Cemetery	10 mins	15 mins	30 mins
142	Manchester – MRI – Fallowfield – The Christie – East Didsbury	10 mins	10 mins	10 mins
143	Manchester – University of Manchester – West Didsbury – Sale	10 mins	10 mins	15 mins
147	Manchester Piccadilly – University of Manchester – MRI – Rusholme – Fallowfield – Withington – West Didsbury	10 mins	-	-
191	Manchester – Longsight – Levenshulme – Stockport – Stepping Hill – Hazel Grove	20 mins	-	-
197	Manchester – Longsight – Levenshulme – Green End – Stockport	20 mins	20 mins	Hourly
250	Manchester – Old Trafford – Trafford Park – intu Trafford Centre	10 mins	10 mins	10 mins
Sapphire 263	Manchester – Hulme – Stretford – Sale – Altrincham	15 mins	15 mins	30 mins
Vantage V1	MRI – Manchester – Pendleton – Tyldesley – Leigh	5 mins	15 mins	30 mins
Vantage V2	Manchester – Pendleton – Tyldesley – Atherton	10 mins	15 mins	30 mins

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
V4	Ellenbrook – Manchester Royal Infirmary	3 in the AM	-	-
<i>From Princess Street</i>				
50	MediaCityUK – Salford Quays – Manchester – Victoria Park – East Didsbury	10 mins	10 mins	15 mins

Table 4.2 – Summary of Bus Service Frequencies from Oxford Road and Princess Street

These stops provide access to various destinations in Manchester City Centre and across Greater Manchester.

Future Site users can also board the Manchester City Centre free bus service outside the Manchester Oxford Road train station or Palace Theatre in order to access key city centre locations and railway stations (Deansgate/Manchester Victoria). Only Route 2 calls at this stop, but Site users can walk a maximum of a c. 800m distance to Chorlton Street to access Route 1 which links to other areas such as Piccadilly and Manchester City Centre. The frequencies are detailed in **Table 4.3**:

Free Bus Service		Peak Frequency		
		Weekday	Saturdays	Sun/Hols
1	Piccadilly – Piccadilly Gardens – Chinatown – Market Street – Deansgate – Opera House – Albert Square – New York Street – Central Coach Station circular	07:00 – 22:00 Every 10 mins (Every 15 mins after 18:30)	08:30 – 22:00 Every 10 mins (Every 15 mins after 18:30)	09:30 – 18:00 Every 12 mins
2	Piccadilly – Oxford Road – Deansgate – Manchester Victoria – Shudehill – Northern Quarter circular	06:30 – 22:00 Every 10 mins (Every 15 mins after 18:30)		
2 (peak only)	Piccadilly – Oxford Road – Deansgate – Salford Central – Manchester Victoria – Shudehill – Northern Quarter circular	06:30 – 09:10 and 16:00 – 18:30	-	-

Table 4.3 – Free Bus Services

Rail Accessibility

The nearest train station is Manchester Oxford Road, located at an approximate 200m walking distance to the north-west of the Site. A summary of rail services from the station is summarised in **Table 4.4**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Alderley Edge	4	Every 2 hours	1
Blackpool North	3	1	1
Chester	2	2	3
Crewe	4	2	3
Liverpool Lime Street	6	4	3
Manchester Airport	6	2	3

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Middlesbrough	2	2	1
Newcastle	2	2	1 in the AM & PM
Nottingham	1	1	2
Preston	3	2	2
Southport	2	2	1

Table 4.4 – Summary of Rail Services from Manchester Oxford Road

The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for users of the Site and is a viable alternative to private car use.

The station is staffed and has automated ticketing facilities. All the platforms are accessible via a footbridge or with lifts for step-free access. There is also sheltered cycle storage available which is monitored by CCTV cameras.

Manchester Piccadilly is also within an 800m walking distance towards the north-east of the Site and is the calling point for many additional train services. It lies between the 'Acceptable' catchment of the 1,000m walking distance suggested by CIHT for commuting purposes, and can be accessed by Site users who wish to travel along additional routes within the United Kingdom.

Metrolink (Light Rail)

Future Site users can also board the Metrolink at the St Peter's Square or Piccadilly station, approximately 600m and 800m north and north-east of the Site respectively. **Table 4.5** outlines the frequencies of services calling at these stations:

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Blue Line] Ashton-under-Lyne – Eccles	6-minute frequency between 05:55 and 23:05	6-minute frequency between 05:55 and 00:05	6-minute frequency between 06:56 and 22:56
[Green Line] Altrincham – Bury *St Peter's Square only	12-minute frequency between 05:49 and 23:01	12-minute frequency between 05:49 and 00:01	12-minute frequency between 06:49 and 23:01
[Navy Line] Manchester Airport – Victoria *St Peter's Square only	12-minute frequency between 04:43 and 23:10	12-minute frequency between 04:43 and 00:10	12-minute frequency between 05:39 and 23:17

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Pink Line] Rochdale Town Centre – East Didsbury *St Peter's Square only	12-minute frequency between 05:54 and 22:54	12-minute frequency between 05:54 and 23:54	12-minute frequency between 06:50 and 22:50
[Purple Line] Altrincham - Piccadilly	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 00:37	12-minute frequency between 06:49 and 23:37
[Yellow Line] Piccadilly – Bury *Piccadilly only	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 01:49	12-minute frequency between 06:49 and 23:37

Table 4.5 – Summary of Metrolink Services

Metrolink services provide access to the Site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Shudehill and Piccadilly, and a direct service to Manchester Airport.

4.5 Summary

It is considered the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site.

5.0 Travel Plan Initiatives

5.1 Introduction

Considering the high levels of accessibility, it is considered the vast majority of users will travel to/from the Site via sustainable modes of travel.

Not all measures should be committed to at this stage as there are no current occupiers of the Site to survey. One of the primary reasons for undertaking a modal split survey is to ensure the Travel Plan budget is spent appropriately/as effectively as possible. For example, if the vast majority of prospective staff already travel by public transport, it might be more worthwhile to spend more of the budget on encouraging walking and/or cycling.

Notwithstanding, this section of the TP sets out the initiatives that will be implemented for the office and commercial / ancillary elements of the proposals. The initiatives are designed to reduce staff and visitor dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document and the measures set out in the FTP prepared for the 2016 planning consent.

5.2 Production of Welcome Packs

Welcome packs can be critical in influencing travel patterns from the outset and therefore it is envisaged that welcome packs will be supplied to all staff associated with the development. The contents of the welcome packs will include:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking / cycling routes and places of interest;
- Details of public transport services, including timetables and routes; and,
- Details of the Travel Plan Co-ordinator (TPC).

As well as providing such information throughout the welcome packs, information provision via travel notice boards / bulletin boards throughout the development would also be considered to ensure that information relating to travel options is available in a quick and convenient manner. The information provided would be updated by the TPC on a regular basis.

5.3 Measures to Encourage Walking

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.

It has been demonstrated within **Section 4** of this TP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The development proposals also account for improved pedestrian infrastructure such as a neighbouring public realm to increase the permeability of the Site from the surrounding streets. The following measures will be provided in order to encourage staff and visitors to walk:

- Promote / raise awareness of the health benefits of walking;
- Promotions within the Site on national events such as “Walk a Mile”;
- Clear signing of pedestrian routes within and adjacent to the Site;
- Providing new pedestrian signage from the Site to the main destinations in Manchester City Centre;
- Provide storage for staff at the commercial and retail elements;
- Information provided within the Welcome Packs on the local pedestrian routes, including public footpaths; and
- Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot.

Additional measures such as marketing campaigns in line with “Walk to Work Week”, “Measured Mile” schemes incorporating free issue pedometers and alarms, providing a pool of umbrellas for retail staff, and the implementation of a “walking buddy” scheme could be considered.

5.4 Measures to Encourage Cycling

It has been demonstrated throughout **Section 4** of this TP that the Site is conducive to cycling. There will also be cycle parking provided at the development as part of the development proposals, with space for circa 386 bicycles provided in the cycle store in the basement. Additionally, there would be public cycle parking available within the wider Circle Square site, and the proposed high-quality public realm developments will make cycling more attractive.

To encourage staff and visitors to cycle, the following measures will be provided:

- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Promoting the Cycle2Work scheme;

- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Provision of suitable illumination of the footways and cycleways between the Site and the surrounding public infrastructure;
- Maintaining cycleways in the Site, repairing them immediately when necessary;
- Provision of signage in and around the Site;
- Promoting the Cycle2Work scheme and a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG);
- Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk; and
- Promotion of events such as “National Bike Week”.

Additional measures such as providing a bicycle/puncture repair kit onsite, making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs), promoting TfGM’s cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance), and having the TPC negotiate discounts with local cycle retailers could be considered.

5.5 Measures to Encourage Public Transport

It has been demonstrated throughout **Section 4** of this TP that the Site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester City Centre.

The following measures will be provided in order to encourage staff, and visitors to travel by public transport:

- Distribute details of the My TfGM mobile app;
- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Implement a policy of using public transport for travel in the course of work wherever feasible;
- Provide business cycle mileage for staff at the commercial and retail elements;
- Liaising with bus companies and Transport for Greater Manchester (TfGM) on any future improvements and / or extensions to local services and offering limited time discount tickets; and
- Provide up to date bus details including timetables/contact information in the welcome packs; and

- Provision of new and improved inter-connecting footways, and cycle links and road crossings to surrounding public transport infrastructure as part of the development.

5.6 Car Sharing and Car Clubs

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

There are car sharing organisations which offer a matching service. Staff would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. They would have to register themselves with the Site, which then searches for and matches appropriate car sharers. This scheme could be promoted by the Travel Plan Coordinator (TPC).

It is considered that car sharing could be an attractive facility for visitors who do not own a car but require occasional use. Additional measures such as establishment of a site-wide car share database and promotion of this via flyers, the Welcome Packs, travel notice boards and bulletin boards, joining of any existing locally established web-based car share initiative through the setting up of a private group license for the Site could be considered.

Alternatively, Enterprise Car Club has a vehicle location at Samuel Ogden Street, M1 7AX (450m north-east of the Site, within a 5-minute walk); with a number of alternative locations within the city centre. Users would need to register and book the car appropriately through the website: www.enterprisecarclub.co.uk. Again, this scheme could be promoted by the TPC.

Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising in the Welcome Packs and advertising around the Site.

6.0 Targets

6.1 Introduction

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

6.2 Data Collection and Analysis

Travel Surveys

As the development has not yet been occupied, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.

In order to understand travel habits, a representative sample survey will be undertaken at three months following first occupation (including separate office, retail and commercial elements). Recipients will be encouraged to participate, and the surveys would extract the following key information:

- Place(s) of residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various sustainable modes;
- Any barriers to sustainable modes; and
- Initiatives that would encourage staff and visitors to travel more sustainably.

Surveys could be distributed in two ways; electronically, and as paper copies.

Firstly, questions could be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. staff would be sent this link in the Searly stages of operation and can simply click on it and get directed to an internet-based survey. All results can be recorded on a computer database for analysis.

Paper surveys could also made available to staff across the building. Surveys could be printed and distributed at the reception area. All the results could be manually transferred to the SurveyMonkey computer database for analysis alongside the electronic surveys.

The information obtained will be used to undertake travel performance indicator and modal split analysis, whereby an answer rate of 60% could be considered a sufficient representation of staff at the building. These can be used to set SMART targets for the Site, with an example provided in **Table 6.1** below. Site users would then be surveyed every two years from the initial survey.

Travel Plan Performance Indicators

The following Travel Plan performance indicators can be considered upon receipt of the travel survey data:

- **Attractiveness / Uptake of sustainable modes** – targets could be set for perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure/storage;
- **Car ownership and mode of travel** – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode share targets; and
- **Travel Plan awareness targets** – targets could be set in relation to appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

Modal Split Analysis

Modal split targets could be set for a reduction in private car use offset by an increase in sustainable modes. **Table 6.1** is an example of such targets:

Example of Potential Modal Shift Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	TBC following surveys	- 2%	- 2%	- 4%	- 8%
Car Share		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Public Transport		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Cycle		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Foot		+ 0.5%	+ 0.5%	+ 1%	+ 2%

Table 6.1 – Example of Potential Modal Shift Targets

It may also be appropriate to monitor modal splits through the aforementioned travel surveys so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel.

For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes to encourage more staff to cycle.

6.3 SMART Targets

All performance indicator targets and potential modal split targets will be set through consultation with MCC and TfGM. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed). An example of key targets for this Site could be as outlined in **Table 6.2**:

No.	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
			2020	2022	2024	
1	To raise awareness of sustainable travel options enabling staff and visitors to have an informed choice about their travel options and make sound travel decisions	A. To increase access to information for all users (both written and online)	75% of users	85% of users	95% of users	Travel information packs produced and distributed
2	To minimize wherever possible single occupancy car use	B. To increase the proportion of car sharers*	By 1%	By 2%	By 3%	Parking survey
		C. To increase those using the car club*	By 0.5%	By 1%	By 1.5%	Adoption rates of car club
3	To maximise use of existing sustainable transport modes for all journeys	D. Increase the proportion of public transport users	By 1%	By 2%	By 3%	Travel plan survey
4	Reduce the carbon footprint of the building and reducing the impact on the environment	E. Increase those cycling	By 0.5%	By 1%	By 1.5%	Use of cycle parking
		F. Increase those walking	By 1%	By 2%	By 3%	

Table 6.2 – Example Targets Linked to Objectives

* subject to baseline survey

The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. As noted, surveys will be commissioned within three months of occupation.

7.0 Monitoring and Review

7.1 Introduction

This section of the report sets out the proposed management arrangements associated with the TP.

7.2 Responsibility and Management

Overall responsibility for the TP will lie with the operator, whereas each of the elements will be split between the operator and any other parties occupying the ancillary uses. Following full operation, the operator would need to distribute the travel surveys.

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.

At this point, the day to day responsibility will shift from the operator to the appropriately appointed TPC.

Notwithstanding, adequate consultation and support from the operator is required to ensure the smooth implementation of the TP. A number of measures to be undertaken by the operator comprise:

- A commitment to actively pursue any future partnerships with bus operators and the identification of opportunities to future stages of the development;
- Provision of security for walkways to and from the site and between the main residential areas and the development, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting and CCTV installations, particularly off-site in collaboration with the Highways and Planning Authorities;
- Businesses locating within the Site will be required to sign up to the TP and appoint a Travel Plan representative, such as the business manager or owner;
- Support for a Travel Plan Coordinator in ways including but not limited to funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively pursue, support and promote a car-sharing scheme in terms of database management.

7.3 Travel Plan Coordinator (TPC)

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;

- Assist Travel Plan representatives (from the commercial and retail elements) in implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the Site;
- Liaising with public transport operators and represent the operator at relevant forums;
- Administering the car share scheme;
- Monitoring the TP and detect trends in change against targets and report to the relevant parties (i.e. Manchester City Council (MCC)); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

A TPC will be nominated for the development in due course.

7.4 Monitoring and Evaluation

The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from occupiers and liaising with MCC on transport related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

The results of each survey would be used to review progress against targeted modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the Site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

The figures calculated will additionally take account of known parameters (such as car movements or cycle parking usage) which will be calculable independently to ensure the robustness of the information provided.

Monitoring reports will be provided to officers at MCC every two years following the receipt of the first surveys. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all staff upon the completion of surveys.

Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys and throughout the lifetime of the development until otherwise agreed upon with MCC to ensure that the TP reflects current opportunities and local circumstances.

8.0 Action Plan

8.1 Introduction

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

Action	Indicator	Target Date	Responsibility
Appoint TPC	Development build nearing completion	Six months before first occupation	Bruntwood
Produce Welcome Pack	TPC appointed	First occupation of each element of the development	TPC
Provide Travel Information Boards	TPC appointed	First occupation of each element of the development	TPC
Undertake Initial Travel Surveys	50% occupation of development	Within three months	TPC
Decide Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with MCC
Introduce Car Share Scheme	Once Modal Split Targets are agreed with MCC	Within three months of finalising targets and modal splits with MCC	TPC
Issue Revised Travel Plan	Receipt of the initial Travel Surveys	Within six months of the first use of the development	TPC
Present Monitoring Report (every 2 years)	Once Travel Plan is approved by MCC	For at least three years following the agreement of targets with MCC	TPC

Table 8.1 – Action Plan

075010 Circle Square, Plots 2, 3 & 4

Travel Plan



Plans



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

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Project:
CIRCLE SQUARE (PLOTS 2, 3 & 4)

Drg Title:
LOCATION PLAN
REGIONAL LEVEL

Status:
PRELIMINARY

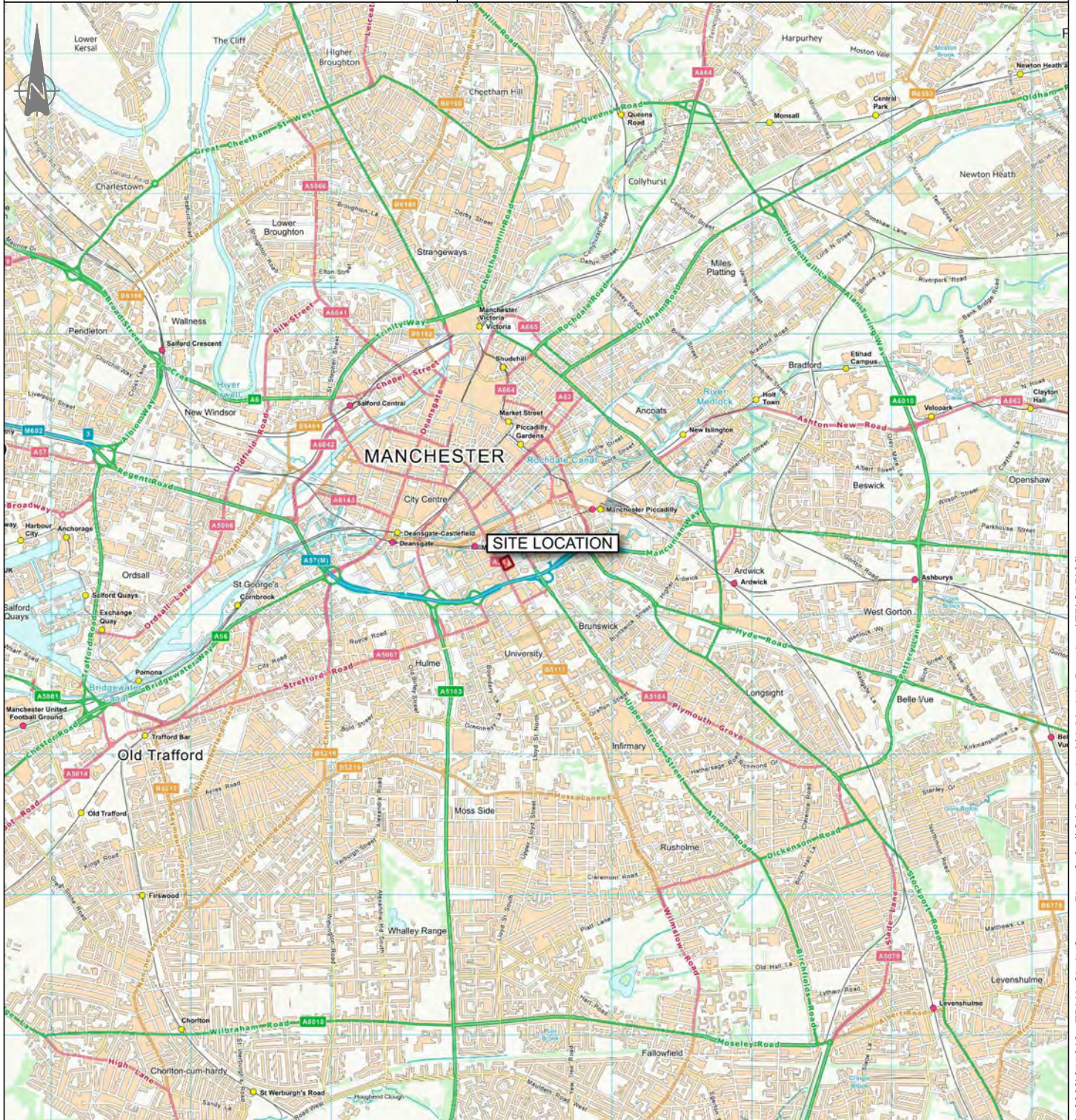
Drawn By: LL Checked By: MT

Designed By: LL Date: 14/01/2020

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

75010 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY: Site



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

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Project:
CIRCLE SQUARE (PLOTS 2, 3 & 4)

Drg Title:
LOCATION PLAN
LOCAL LEVEL

Status:
PRELIMINARY

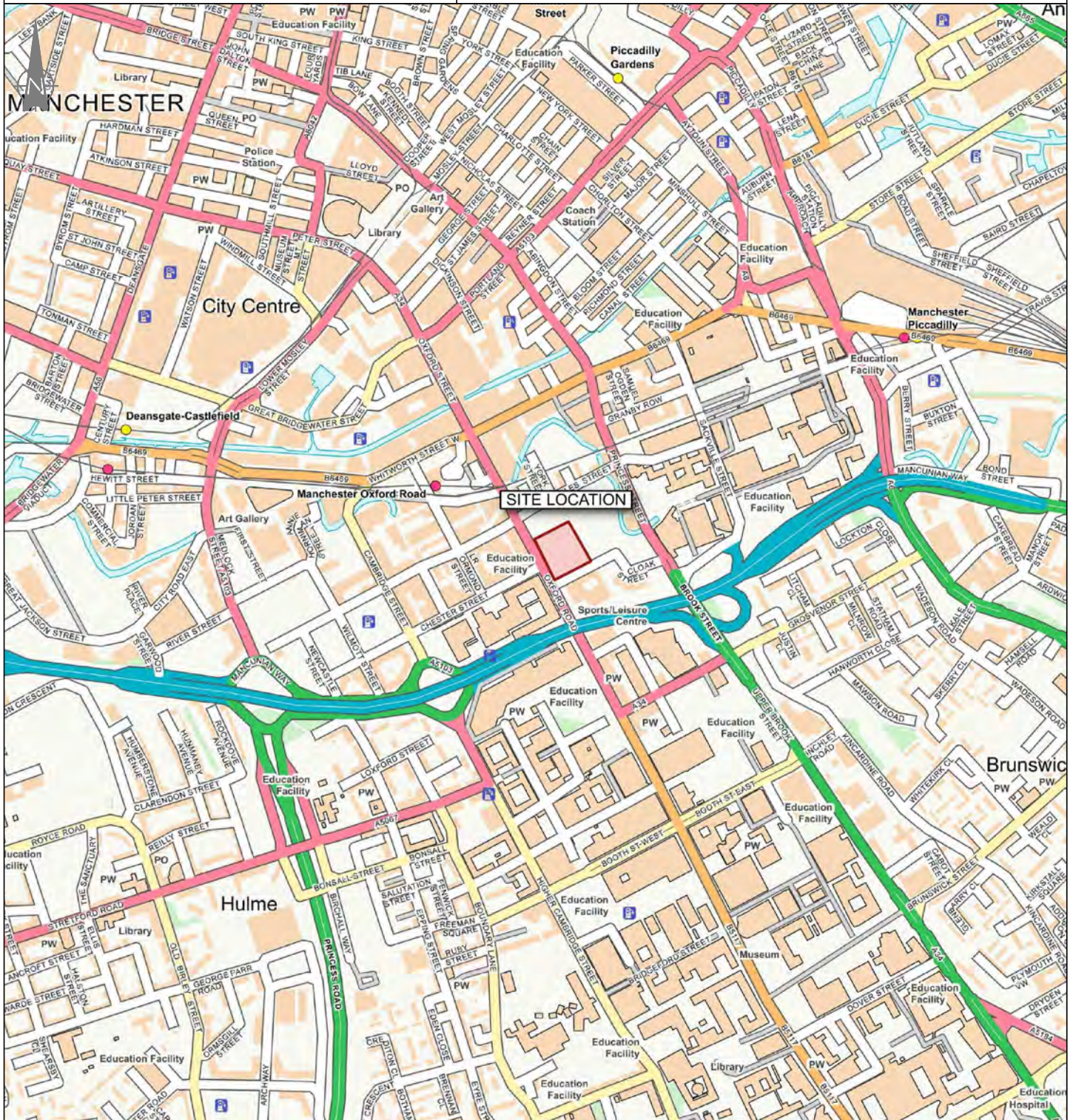
Drawn By: LL Checked By: MT

Designed By: LL Date: 14/01/2020

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

75010 - CUR - 00 - XX - DR - TP - 06002 - P01



KEY: Site



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
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manchester@curtins.com
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Project:
CIRCLE SQUARE (PLOTS 2, 3 & 4)

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

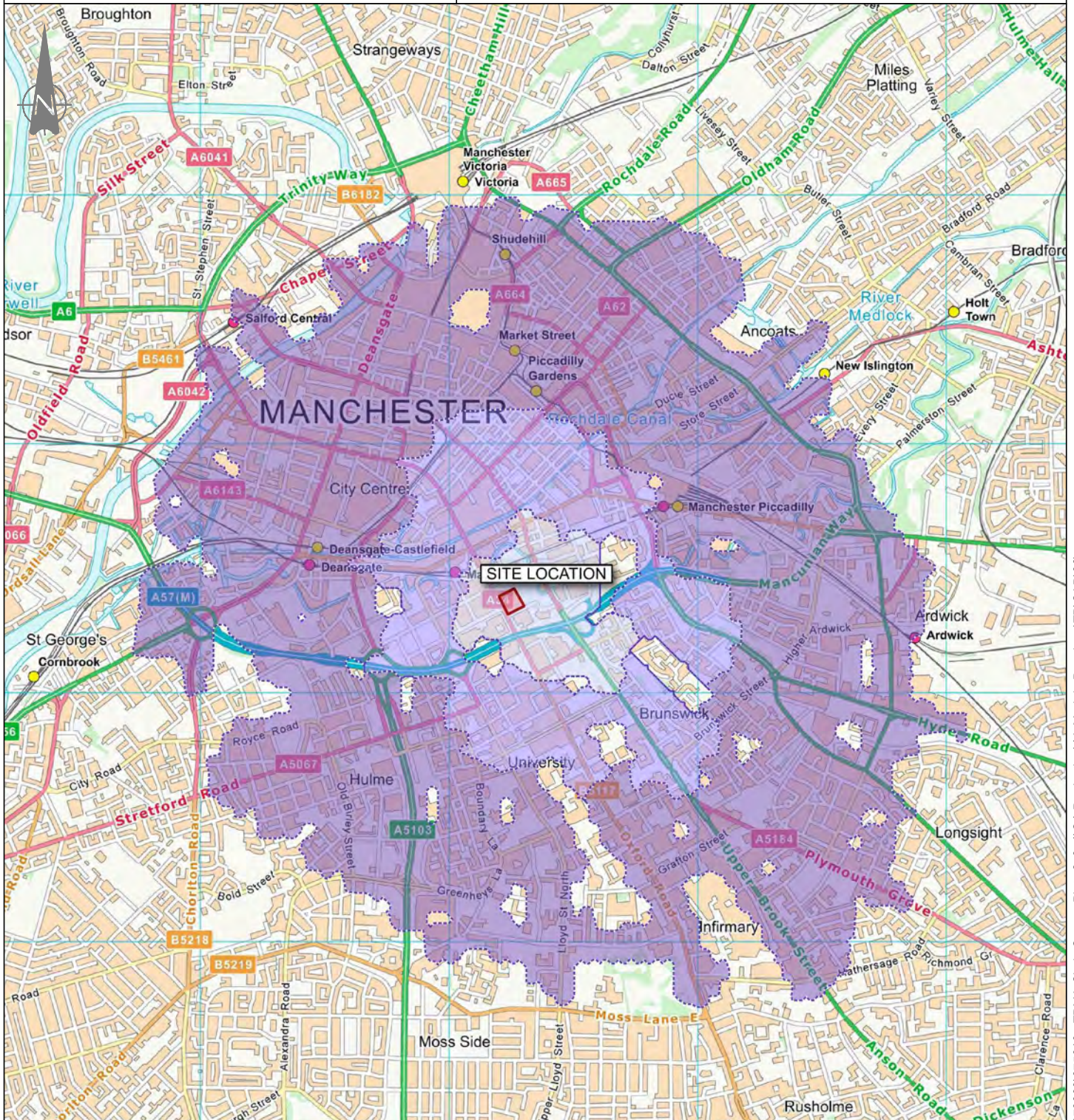
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Designed By: LL Date: 14/01/2020

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

75010 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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Project:
CIRCLE SQUARE (PLOTS 2, 3 & 4)

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

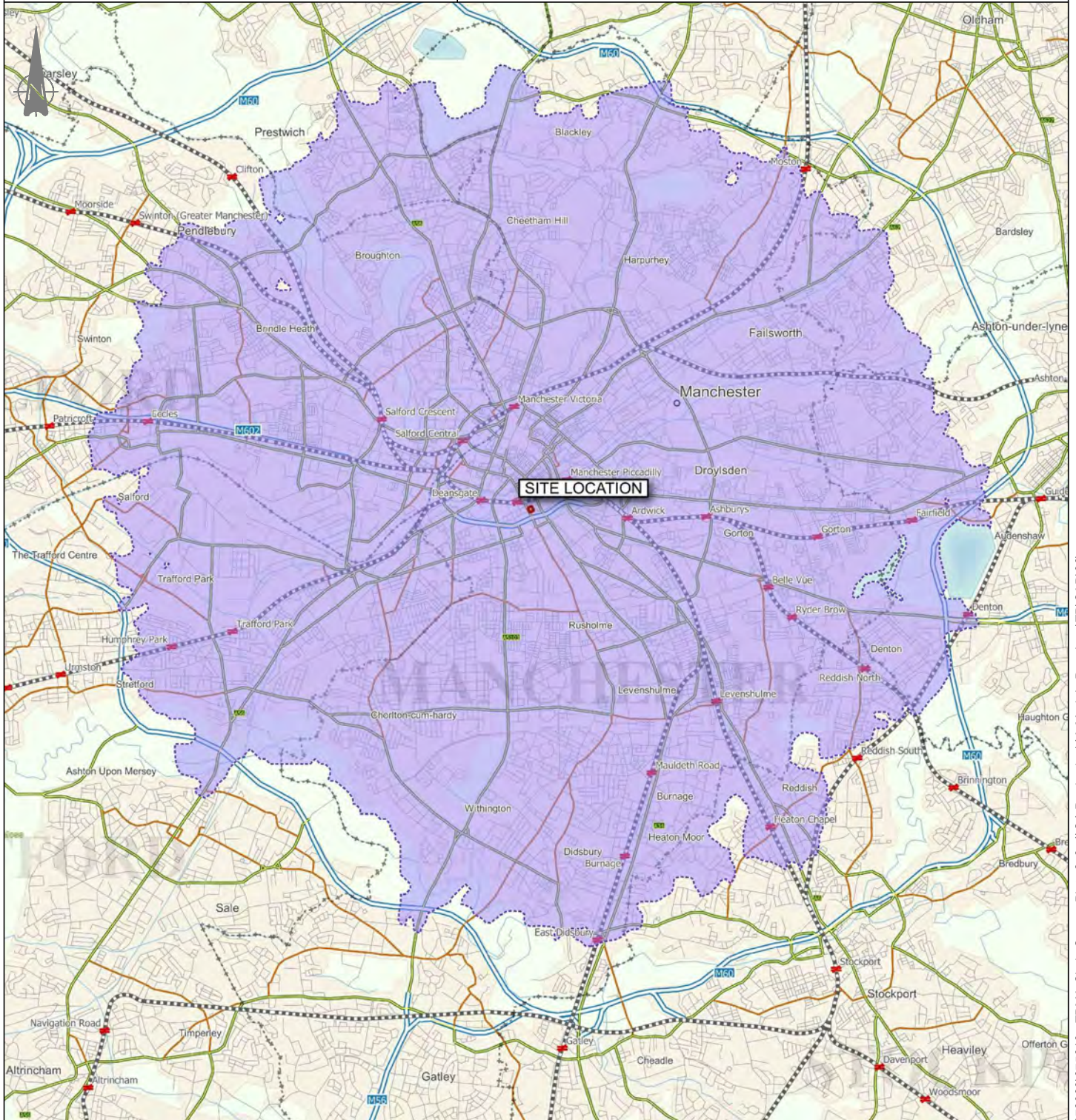
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Designed By: LL Date: 14/01/2020

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

75010 - CUR - 00 - XX - DR - TP - 06004 - P01



KEY: Site Cycle Catchment 8000m



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
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manchester@curtins.com
www.curtins.com

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Project: CIRCLE SQUARE (PLOTS 2, 3 & 4)

Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT
CATCHMENT

Status: PRELIMINARY

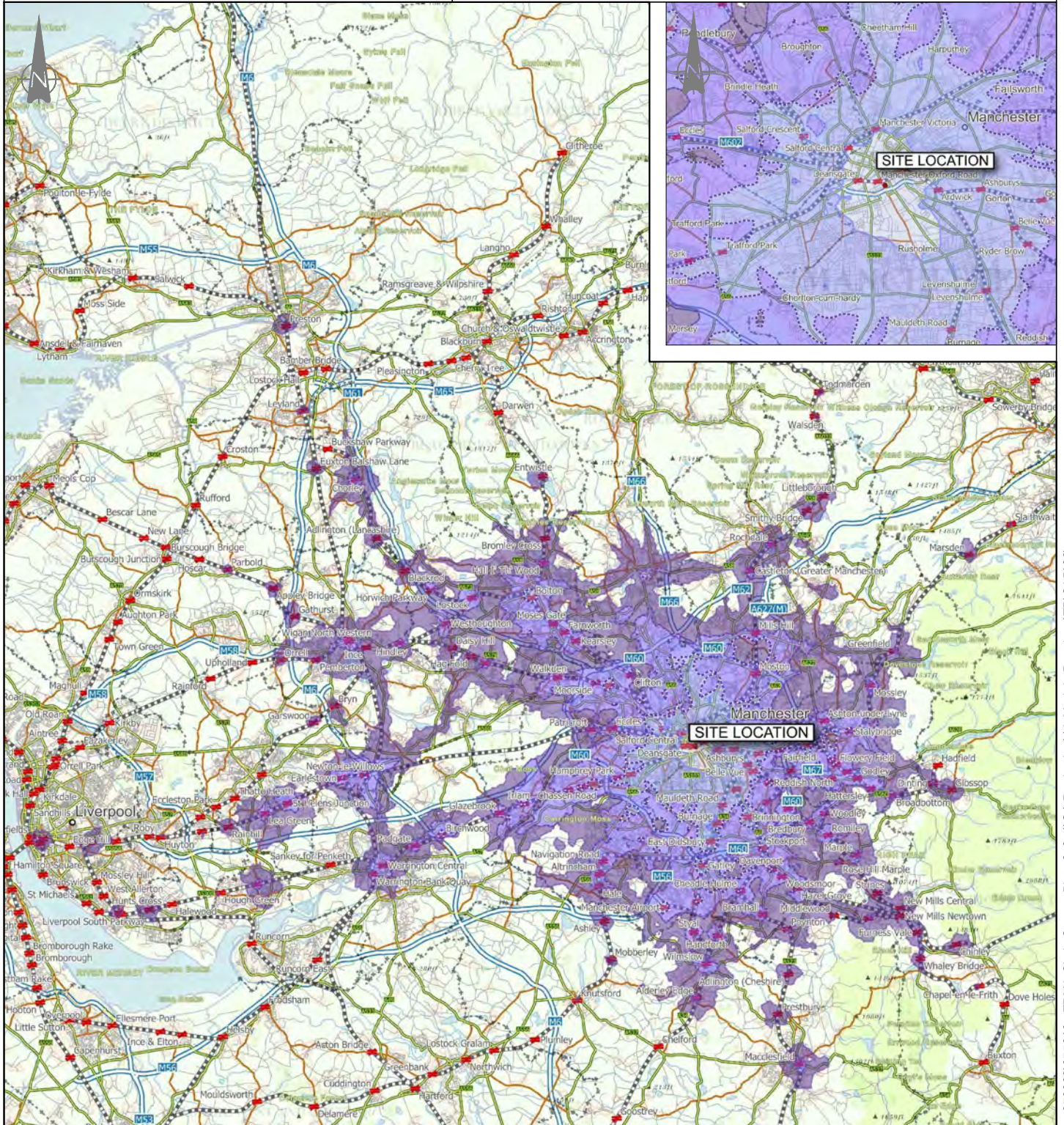
Drawn By: LL Checked By: MT

Designed By: LL Date: 14/01/2020

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

75010 - CUR - 00 - XX - DR - TP - 06005 - P01



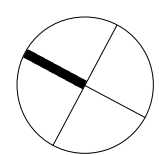
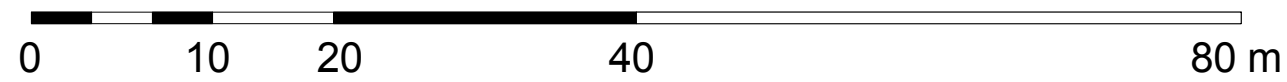
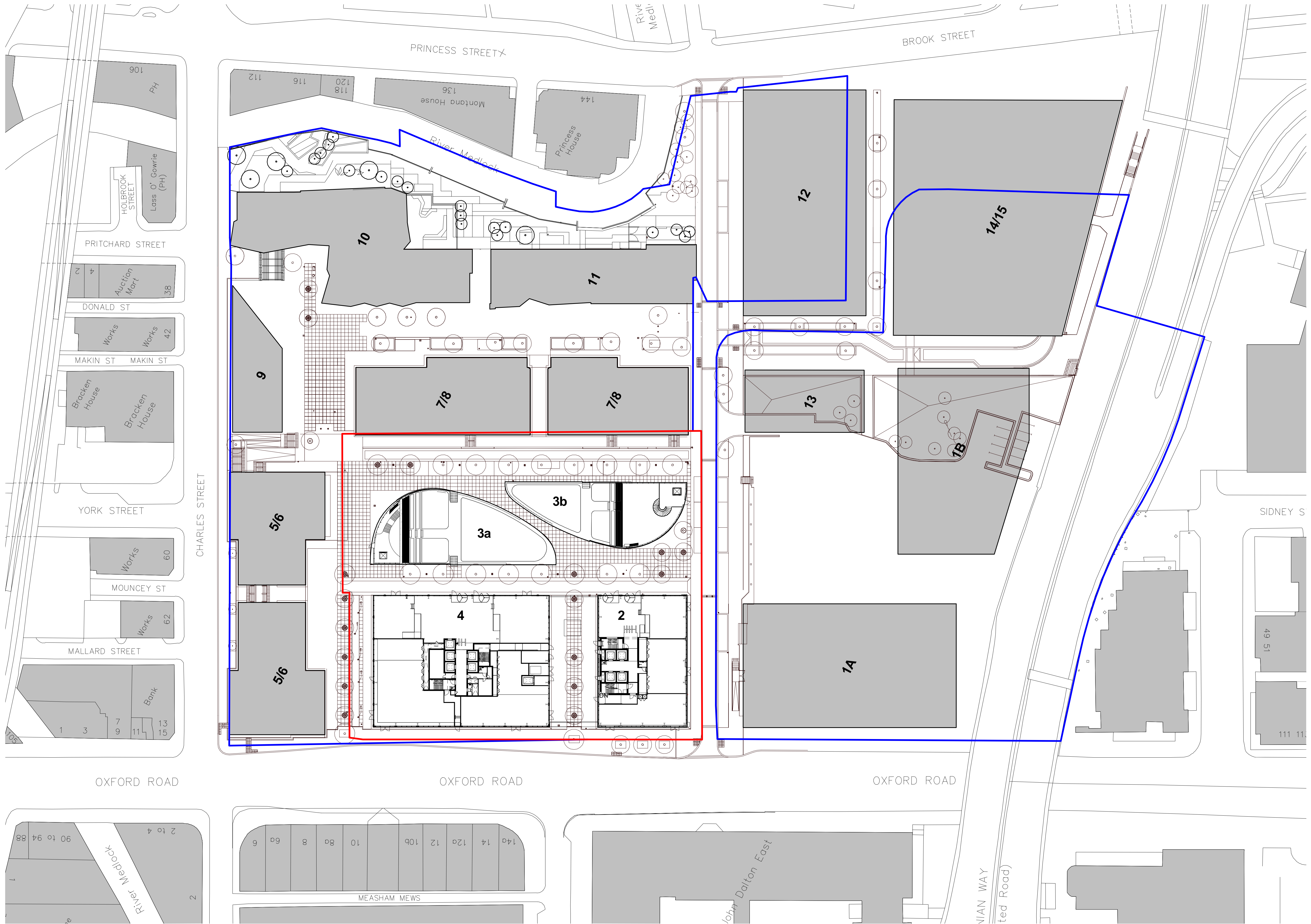
KEY: Site

Public Transport Catchment:

- 15 minutes
- 30 minutes
- 45 minutes
- 60 minutes

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Appendix A – Proposed Masterplan



FeildenCleggBradleyStudios
LLP
London Office
Tottenham Street
London
W1T 4RG
t +44 20 7323 5737
e london@fcbstudios.com

Amendment
P1 Issued for Planning
P2 Issued for Planning
P3 Issued for Planning - Minor Material Amendments

Date
15.01.2018
19.01.2018
02.10.2018

Job/Drawing No
1813-FCBS-A-0110
Circle Square : Plots 2, 3 + 4
Proposed Masterplan

Amendment
P3

Scale 1 : 500 @ A1
Date 09/18/18
Drawn London Studio

Do Not Scale
All Dimensions to be checked on site

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

Circle Square, Plots 5 & 6

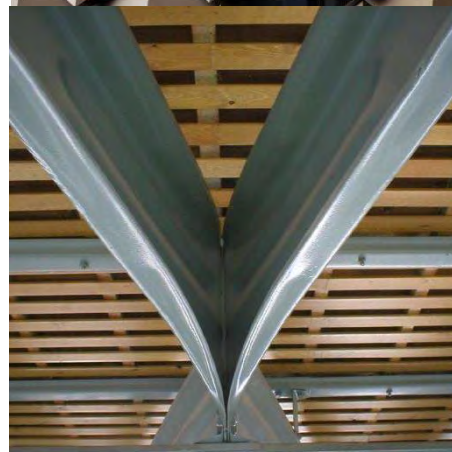
Travel Plan

Curtins Ref: 049238-CUR-00-XX-RP-TP-001

Revision: V02

Issue Date: 17 January 2020

Client Name: VITA Group



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

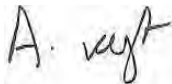
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Control Sheet

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Author	Signature	Date
Lynnie Ler MEng (Hons) Graduate Transport Planner		17 January 2020

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		17 January 2020

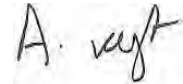
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		17 January 2020

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Plan 049238-CUR-00-XX-DR-TP-06002-P01	– (Location Plan) Local Level
Plan 049238-CUR-00-XX-DR-TP-06003-P01	– (Accessibility) Indicative Walking Catchment
Plan 049238-CUR-00-XX-DR-TP-06004-P01	– (Accessibility) Indicative Cycle Catchment
Plan 049238-CUR-00-XX-DR-TP-06005-P01	– (Accessibility) Indicative Public Transport Catchment

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of VITA Group to provide traffic and transportation advice in relation to a development on Plots 5 & 6 at Circle Square, Oxford Road, Manchester.
- 1.1.2 In relation to the Circle Square site, a Strategic Regeneration Framework was prepared and endorsed with the Manchester City Council (MCC) Executive Committee in 2013. This was reinforced with a masterplan and phasing strategy which was endorsed by the MCC Executive Committee in July 2015.
- 1.1.3 The proposed development is part of Phase 1B of the endorsed masterplan, which comprises four planning applications summarised as follows:

- 1. Private Residential Sector (PRS) Buildings 5&6 by VITA Group;
- 2. PRS Buildings 7 & 8 by VITA Group;
- 3. Commercial Buildings 2&4 and public realm including Commercial Building 3 (Pavillion) by Bruntwood Limited; and
- 4. MSCP by Bruntwood Limited.

- 1.1.4 A planning application for Plots 5 & 6 was submitted and subsequently granted planning permission in 2017 (MCC Planning Ref: **116450/FO/2017**) with the following description:

"Resubmission of application ref no 111026 (as amended by 116413/NMC/2017) (Blocks 5 and 6) to incorporate amendments comprising additional floor of accommodation (now 37 storeys but overall height of tower element reduced 0.5m) and changes to number (6 additional) and mix of apartments.

Original consent for Erection of part 17, part 36 storey building to comprise 411 residential apartments (Class C3) (14 studios, 136 x 1 bed, 228 x 2 bed and 33 x 3 bed) with mid and top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses and lower ground, ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only)) and associated junction improvements to Oxford Road / Charles Street, access, servicing, and landscaping)."

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, 2019.

- 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 2016, a Framework Travel Plan (FTP) was prepared by Curtins (Document Ref: **TPMA1356/1B/FTP**) to support the outline scheme for the entirety of Phase 1B. Notwithstanding, Condition 16 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 residents and those [attending or] employed in the development*
- ii. a commitment to surveying the travel patterns of residents 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 As such, this Travel Plan (TP) is prepared to discharge the above condition. This TP also references the measures and initiatives (where appropriate) proposed in the earlier FTP.
- 1.3.3 A TP is the second stage of the Travel Plan process. It includes a list of measures that will be implemented to affect modal choice, and a management strategy for implementation of these measures.

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

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

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

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

- National Planning Policy Framework, DCLG, 2019; and,
- National Planning Practice Guidance, DCLG, 2014.

1.4 Document Structure

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

2.0 Travel Plan Benefits

2.1 Introduction

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

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

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

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline."

Source: Climate Change Act 2008, Chapter 27, Part 1, 2008.

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

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, HGVs, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);
- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and,
- Trebling the number of **electric vehicle public charging points**.

2.2.3 In 2015, TfGM began consulting on a 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlined that transport is responsible for a third of carbon emissions, and that Greater Manchester would incur a £20 billion economic cost if climate change is not tackled.

2.2.4 Under Policies 8, 9, and 10 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *“work with partners to reduce, as far as possible, the emissions from transport, particularly CO₂, NO₂, particulates and noise;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment, (including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

2.2.5 “Green infrastructure” refers to parks and roadside trees which would help to create pleasant living spaces and bring important environmental benefits such as reducing surrounding temperatures, noise, pollution, and absorbing run-off; whereas, ‘blue infrastructure’ refers to canals and rivers which contribute to quality of life and provide attractive, traffic-free routes for walking and cycling.

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

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

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

2.2.7 Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can drastically reduce the impact that a particular development makes on the environment.

2.3 Health Benefits

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

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

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

Source: Health Survey for England, DoH, 2016.

- 2.3.2 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.4 Financial Benefits

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

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

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

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

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

2.5 Mutual Benefits

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

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

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

2.6 Travel Plan Objectives

2.6.1 Considering the above benefits, this TP aims to achieve the following objectives:

- **Objective 1** – To provide a forum by which users can voice travel related opinions and concerns;
- **Objective 2** – To increase the level of cycling to and from the Site;
- **Objective 3** – To increase the level of walking to and from the Site;
- **Objective 4** – To increase the level of public transport use to and from the Site;
- **Objective 5** – To increase the number of people car sharing to and from the Site; and in turn,
- **Objective 6** – To reduce single occupancy car travel to and from the Site.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The Site is located within Manchester City Centre. At the time of writing, the Site is bound to the north by Charles Street, to the east by Plot 9, a consented 18-storey serviced apartment building (MCC Planning Ref: **114863/FO/2016**), to the south by ongoing construction for Plots 2, 3 & 4, a consented scheme for two office buildings (18 and 14 storeys, Plots 2 & 4 respectively) and a public green space with pavilion building (Plot 3) (MCC Planning Ref: **111025/FO/2016/C1**), and to the west by Oxford Road.
- 3.1.2 The Circle Square masterplan area is being delivered by Bruntwood and VITA Group. The scheme is delivering a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses, envisaged to be fully completed by the end of 2021.
- 3.1.3 **Plan 049238-CUR-00-XX-DR-TP-06001-P01** illustrates the location of the Site in relation to the surrounding areas, whereas **Figure 3.1** below and **Plan 049238-CUR-00-XX-DR-TP-06002-P01** to the rear of the report shows the Site in a local context relating to the local highway network.

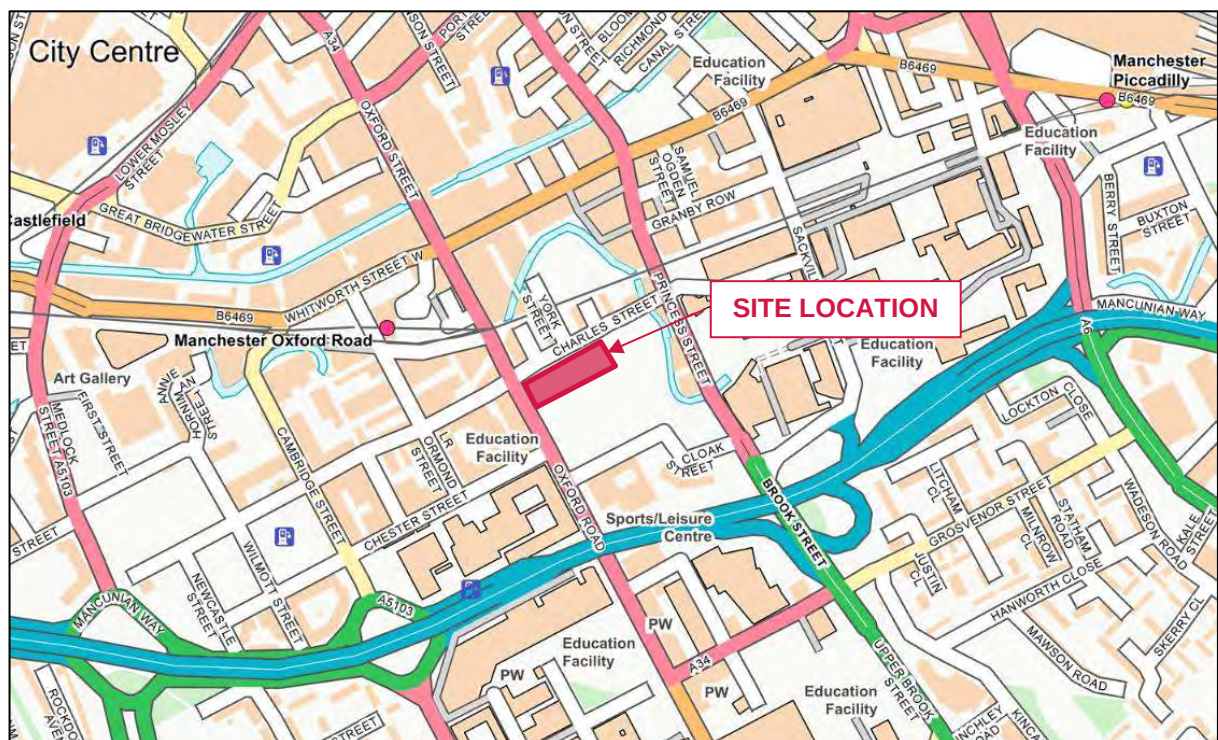


Figure 3.1 – Site location in relation to the local network

3.2 Existing Use

- 3.2.1 The Site is currently undergoing construction at the time of writing.

- 3.2.2 Historically, the Site was used as BBC's Manchester Headquarters building before the broadcaster moved to MediaCityUK. Following demolition of the building, large parts of the Site were used as a pay and display surface car parks, operated by Total Car Parks Ltd. This lease was terminated, and the Site became vacant at the end of July 2015.

3.3 Site Context

- 3.3.1 Manchester is characterised by a compact City Centre and the Site is within walking distance of the city's economic, civic, cultural and leisure offer.
- 3.3.2 To the south west of the Site, which also forms part of the wider Masterplan Site, is the Manchester Technology Centre (Oxford House). This building remains in active office use with commercial units located on the ground floor.
- 3.3.3 The Mancunian Way fly-over is situated along the Site's southern boundary and creates a barrier between the Site and the main University Campuses further south. There are a number of car parks and sports pitches located under the Mancunian Way. Overall, the appearance is of a fragmented and poorly landscaped urban grain.
- 3.3.4 To the east of the Site, on the eastern bank of the River Medlock are located residential apartments within Princess House and Montana House, both rising to approximately 12 storeys. Together these blocks accommodate c. 130 apartments.
- 3.3.5 To the east of the Princess Street boundary is the former UMIST campus, which is now known as the Sackville Street campus (or North Campus) of the University of Manchester. Princess Street bridges the River Medlock, a tributary of the River Irwell.
- 3.3.6 To the west of the Site is Oxford Road, which contains a mixture of uses and buildings. There are also a number of hotels within the immediate vicinity of the Site on Oxford Road, including the Grade II* Listed Palace Hotel and a Holiday Inn Express. The Grade II Listed Dancehall Theatre located on Oxford Road overlooks the Masterplan Site from the west.
- 3.3.7 To the north of the Site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the Site on Charles Street. Further Grade II and Grade II* Listed buildings are located further north on Princess Street and Whitworth Street West.
- 3.3.8 The Site is not within a Conservation Area, but the border of the Whitworth Street Conservation Area lies to the north on the Whitworth Street.

3.4 Existing Access Arrangements

Vehicular Access

- 3.4.1 The Site is currently accessed primarily by construction vehicles turning into the Phase 1B construction site from Charles Street into the middle of the Site (bisecting Plots 5 & 6 and 9), or via Oxford Road into the western terminus of Newman Street (formerly known as Brancaster Road).

Pedestrian and Cycle Access

- 3.4.2 Pedestrian access to the Site can be taken along the entirety of Newman Street (formerly known as Brancaster Road), where there are wide footways and clearly signed diversions (if any) to link pedestrians between the University of Manchester North Campus and the Oxford Road Corridor.
- 3.4.3 Cyclists can also utilise the entirety of Newman Street and must abide by the similar one-way eastbound traffic rule which is clearly signed at both terminuses of the road.

3.5 Surrounding Highway Network

Charles Street

- 3.5.1 Forming the northern boundary of the Site, Charles Street forms a key east-west vehicular route. Extending for approximately 375m, it serves as a link between the Oxford Road bus corridor and the University of Manchester North Campus. The road commences at a signalised junction with Oxford Road and Hulme Street in the west and terminates at a left-turn only (except cycles) priority junction with Sackville Street at the east.
- 3.5.2 The road comprises a two-way, single carriageway with one lane in either direction. The typical total carriageway width is approximately 8.5m, although the road is currently narrowed on its southern edge due to ongoing construction works at Circle Square.
- 3.5.3 There are footways of approximately 2m in width on either side of the carriageway. These footways are in good condition and have additional pedestrian infrastructure such as dropped kerbs and tactile paving. The road is well lit with street lighting at regular intervals. There are also signalised crossing points at both ends of the road to enable pedestrians to cross the road in a safe manner. At time of writing, the footway on the southern edge of Charles Street is also closed off due to the ongoing construction works.
- 3.5.4 Charles Street is subject to a 20mph speed limit, although there are no physical traffic calming measures to enforce this. Advanced cycle stop lanes are also available in both directions, in addition to cycle lanes in both directions along the entire length of the road to the west of the A34 Princess Street.
- 3.5.5 Traffic Regulation Orders (TROs) are present in the form of single and double yellow parking line restrictions (no waiting at any time) along the entire length of the road.

- 3.5.6 There is one bus stop located along Charles Street, in between Mallard Street and Mouncey Street. This stop only hosts the 147 bus service and has a pole and flag, however there are more northbound and southbound bus stops along Oxford Road, and a southbound bus stop along the A34 Princess Street.

B5117 Oxford Road

- 3.5.7 Forming the western boundary of the Site, Oxford Road serves as one of the busiest bus corridors in Europe, extending for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the “Curry Mile”) from then on.
- 3.5.8 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.
- 3.5.9 There are also ‘Dutch-style’ segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with a zebra crossing for pedestrians to walk in between the bus stops and the pavement.
- 3.5.10 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised toucan crossing points along the entirety of the road to allow pedestrians to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.
- 3.5.11 Oxford Road is subject to a speed limit of 20mph throughout. TROs are present in the form of double yellow parking line restrictions along the entirety of the road.
- 3.5.12 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (cantilever shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury’s, and several parks.

Newman Street (formerly known as Brancaster Road)

- 3.5.13 To the south of the Site, Newman Street (formerly Brancaster Road) commences at a priority junction with the A34 Oxford Road and extends in a west-to-east alignment for c. 180m, then terminates at a

priority junction with the A34 Princess Street. The road is one-way from the west to east to facilitate construction vehicle access, as the entrance to the Phase 1B construction site is located along the road.

- 3.5.14 At the time of writing, the carriageway is approximately 4m wide, with a wide footway of c. 4m on the southern side of the road. This is separated from the road by an area of hardstanding. There is a crossing point at the western terminus of Newman Street with dropped kerbs and tactile paving, where adequate signage is provided to alert pedestrians of vehicles turning in.
- 3.5.15 Towards the eastern terminus of the road, the northern side of the footway blends into the public realm of the completed Phase 1A development, as such pedestrian infrastructure is in good condition. There is also a zebra crossing between the construction site and the temporary site offices / cabins on either side of the road for workers to utilise.
- 3.5.16 TROs are present in the form of double yellow parking line restrictions along the entire length of Newman Street.
- 3.5.17 Historically, Newman Street was subject to a 30mph speed limit. Since then, the speed limit has been significantly lowered to 5mph considering the type of traffic generated by the construction site. Sorton Street and Cloak Street also served as a continuous link through the Site, however both roads have since been stopped up to accommodate development.

A34 Princess Street

- 3.5.18 To the east of the Site, the A34 Princess Street commences in Manchester City Centre, at a signalised junction with Albert Square, Cross Street and John Dalton Street. The road then extends in an approximate north-to-south alignment for a length of circa 1.2km through Chinatown and the Manchester Art Gallery, the St Peters Square Memorial, public houses, restaurants, and leisure establishments before terminating at a signalised junction with Brook Street at the southeast of the Site, where the road continues as the A34 Upper Brook Street.
- 3.5.19 The A34 Princess Street comprises a two-way, single carriageway of approximately 10m in width with up to three lanes. There are cycle lanes present on certain lengths of the road, in addition to advanced cycle stop lanes at all the traffic light junctions.
- 3.5.20 The road is well-lit and complete with pedestrian infrastructure such as wide footways of approximately 1.5m wide provided on both sides of the road, dropped kerbs and tactile paving, and signalised crossing points at various points along the road. The footways are maintained in good condition.
- 3.5.21 The road is subject to a speed limit of 30mph and hosts several bus stops along its length. The road is busy and bordered by many retail, leisure, and entertainment facilities due to its proximity to the city centre, therefore traffic calming measures such as 'keep clear' and yellow hatched boxes are present to prevent congestion.

- 3.5.22 Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions along parts of the road. The entirety of Princess Street is within Zones 2 and 3 of Manchester City Council's Controlled Parking Zones, with a total of 68 on-street pay-and-display bays available for use along its entire length up to a maximum of 2 and 3 hours respectively with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

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

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. **Plan 049238-CUR-00-XX-DR-TP-06003-P01** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

4.2.3 Most notably, when completed, the Site would integrate into the wider Circle Square Masterplan, consisting of residential, commercial and retail elements, along with large public squares. It is considered that the majority of everyday facilities and goods can be accessed within a 500m walk of the Site.

- 4.2.4 There are a number of residential properties within 500m walking distance of the Site including dwellings located as far as Sackville Street to the north, Grosvenor Street to the east, and Chester Street, Hulme Street, and Cambridge Street to the west.
- 4.2.5 Along and adjacent to Oxford Road there are a number of additional facilities and services available within the 500m catchment including café's, restaurants, bars, take-away's, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym/leisure facilities. To the north of the Site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the Site on Charles Street.
- 4.2.6 Additionally, the Oxford Road rail station is within a 500m walk of the Site, as such future residents at the Site could benefit from utilising public transport as part of a multi-modal commute for work or other purposes. The many bus stops along Oxford Road to the west of the Site also host a wide variety of bus services all across Greater Manchester.
- 4.2.7 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library and Manchester City Council to the north, along with Whitworth Street and Portland Street with their associated leisure facilities and residential apartments. Manchester Aquatics Centre, the University of Manchester, Royal Northern College of Music, and the rest of the Manchester Metropolitan University campus lie towards the south of the Site.
- 4.2.8 Approximately 650m north of the Site is the Chinatown district of Manchester, and a further 150m ahead lies St Peter's Square in turn, which features a variety of restaurants, cafes, shops and bars. The Manchester Central Convention Complex and the Bridgewater Hall is also approximately 1km to the north-west of the Site.
- 4.2.9 Within 2km of the Site there are multiple restaurants, bars, small retail outlets, gyms and private healthcare clinics located within the Central Business District of Manchester. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2km north of the Site. Access to larger supermarkets and Manchester Royal Infirmary is also achievable towards the south of the Site.
- 4.2.10 Odeon Cinemas and the Great Northern Warehouse Complex is situated around 1.2km to the northwest and has restaurants and leisure facilities, and adjacent to this, there is also Deansgate where restaurants, bars, convenience stores, retail stores, gym/health facilities and leisure facilities are located.

- 4.2.11 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 2.4**. It is considered that the Site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the Site by cycle, **Plan 049238-CUR-00-XX-DR-TP-06004-P01** presents a 8km cycle catchment for the Site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).
- 4.3.2 The 8km catchment encompasses all of Manchester city centre including shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Cheetham Hill to the north, Salford to the north west, Fallowfield to the south and Gorton to the east.
- 4.3.3 There are two national cycle routes within close proximity of the Site. National Cycle Route 6 to the west can be accessed via Hulme Street. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete. More locally, the route connects the Site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.
- 4.3.4 National Cycle Route 66 to the east can be accessed via Store Street. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. More locally, the route connects the Site to the north east of Greater Manchester, including areas such as Failsworth
- 4.3.5 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester city centre are within 8km of the Site and are accessible following Sustrans cycle routes.
- 4.3.6 Local routes in the vicinity of the Site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's new high-quality cycle infrastructure to improve cyclist safety along the Oxford Road corridor. The local cycle network within the vicinity of the Site is reproduced in **Figure 4.1** below:

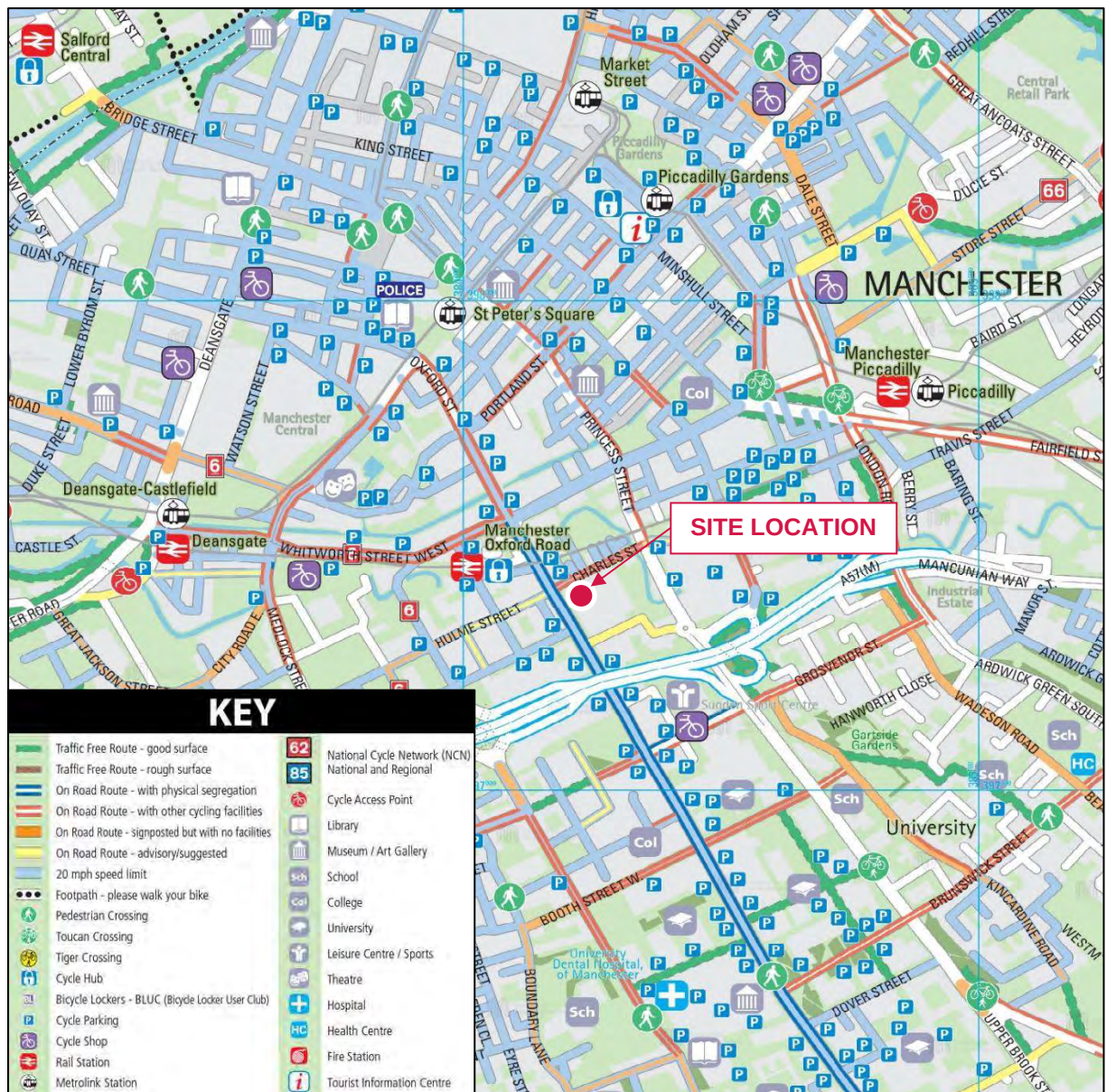


Figure 4.1 – Local Cycle Network

- 4.3.7 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". As part of the Bee Network, TfGM have introduced Beeways as signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The Site is in close proximity to the proposed Bee Network in Manchester City Centre as illustrated in **Figure 4.2** below, allowing future Site users to benefit from the public realm improvements for better safety and quality of commute.

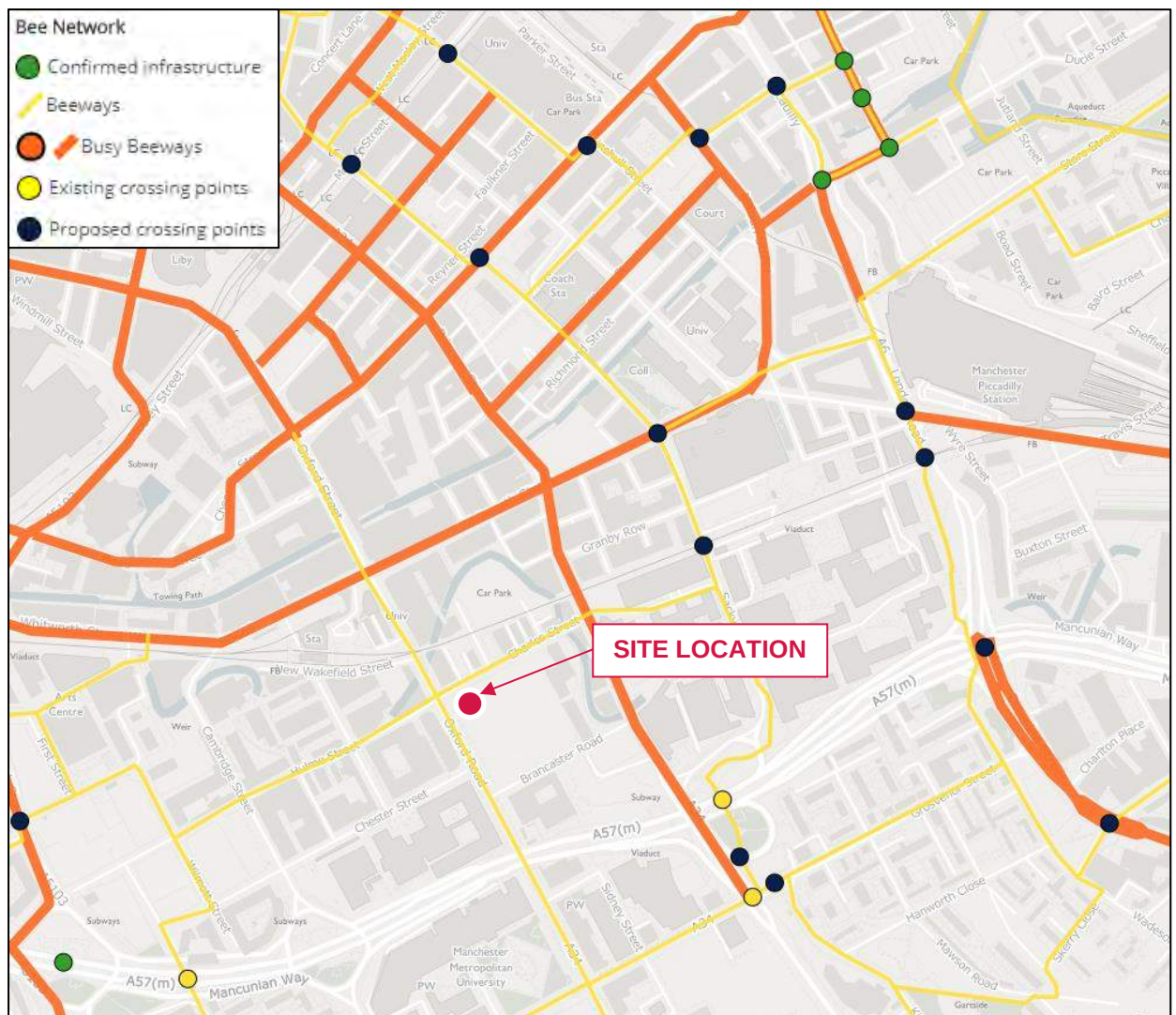


Figure 4.2 – Bee Network in the vicinity of the Site

4.4 Accessibility by Public Transport

4.4.1 **Plan 049238-CUR-00-XX-DR-TP-06005-P01** demonstrates those areas accessible via public transport within 15, 30, 45 and 60 minutes' journey from the Site. Accessibility by bus, rail, and Metrolink are considered in further detail within the subsections below.

Bus Accessibility

4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

4.4.3 The nearest bus stops are located along Oxford Road and Princess Street. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Oxford Road				
15	Manchester – Rusholme – Firwood – Stretford – Urmston – Davyhulme – Flixton	20 mins	30 mins	Hourly
18	MRI – Manchester – Collyhurst – Middleton – Langley – Middleton	10 mins	10 mins	15 mins
41	Manchester – Rusholme – West Didsbury – Northenden – Sale – Altrincham	10 mins	20 mins	20 mins
42	Manchester – MRI – Withington – Didsbury – Stockport	40 mins	30 mins	Hourly
42A	Manchester – Rusholme – East Didsbury - Reddish	40 mins	30 mins	Hourly
42B	Manchester – East Didsbury – Bramhall – Woodford	30 mins	30 mins	Hourly
43	Manchester – Withington – Northenden – Wythenshawe – Manchester Airport	10 mins	30 mins	30 mins
44	Manchester – Fallowfield – Burnage – Heaton Mersey – Stockport	Hourly	Hourly	Every 2 hours
85	Manchester – Moss Side – Alexandra Park – Chorlton	10 mins	15 mins	20 mins
85A	Manchester – Alexandra Park – Chorlton – Arrowfield Road	10 mins	10 mins	20 mins
86	Manchester – Hulme – Whalley Range – Chorlton – Stretford – Sale – Altrincham	10 mins	15 mins	30 mins
111	Manchester – MRI – Moss Side – Withington Community Hospital – Southern Cemetery	10 mins	15 mins	30 mins
142	Manchester – MRI – Fallowfield – The Christie – East Didsbury	10 mins	10 mins	10 mins
143	Manchester – University of Manchester – West Didsbury – Sale	10 mins	10 mins	15 mins
147	Manchester Piccadilly – University of Manchester – MRI – Rusholme – Fallowfield – Withington – West Didsbury	10 mins	-	-
191	Manchester – Longsight – Levenshulme – Stockport – Stepping Hill – Hazel Grove	20 mins	-	-
197	Manchester – Longsight – Levenshulme – Green End – Stockport	20 mins	20 mins	Hourly
250	Manchester – Old Trafford – Trafford Park – intu Trafford Centre	10 mins	10 mins	10 mins
Sapphire 263	Manchester – Hulme – Stretford – Sale – Altrincham	15 mins	15 mins	30 mins
Vantage V1	MRI – Manchester – Pendleton – Tyldesley – Leigh	5 mins	15 mins	30 mins
Vantage V2	Manchester – Pendleton – Tyldesley – Atherton	10 mins	15 mins	30 mins

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
V4	Ellenbrook – Manchester Royal Infirmary	3 in the AM	-	-
<i>From Princess Street</i>				
50	MediaCityUK – Salford Quays – Manchester – Victoria Park – East Didsbury	10 mins	10 mins	15 mins

Table 4.2 – Summary of Bus Service Frequencies from Oxford Road and Princess Street

- 4.4.4 These stops provide access to various destinations in Manchester City Centre and across Greater Manchester.
- 4.4.5 Future Site users can also board the Manchester City Centre free bus service outside the Manchester Oxford Road train station or Palace Theatre in order to access key city centre locations and railway stations (Deansgate/Manchester Victoria). Only Route 2 calls at this stop, but Site users can walk a maximum of a c. 800m distance to Chorlton Street to access Route 1 which links to other areas such as Piccadilly and Manchester City Centre. The frequencies are detailed in **Table 4.3**:

Free Bus Service		Peak Frequency		
		Weekday	Saturdays	Sun/Hols
1	Piccadilly – Piccadilly Gardens – Chinatown – Market Street – Deansgate – Opera House – Albert Square – New York Street – Central Coach Station circular	07:00 – 22:00 Every 10 mins (Every 15 mins after 18:30)	08:30 – 22:00 Every 10 mins (Every 15 mins after 18:30)	09:30 – 18:00 Every 12 mins
2	Piccadilly – Oxford Road – Deansgate – Manchester Victoria – Shudehill – Northern Quarter circular	06:30 – 22:00 Every 10 mins (Every 15 mins after 18:30)		
2 (peak only)	Piccadilly – Oxford Road – Deansgate – Salford Central – Manchester Victoria – Shudehill – Northern Quarter circular	06:30 – 09:10 and 16:00 – 18:30	-	-

Table 4.3 – Free Bus Services

Rail Accessibility

- 4.4.6 The nearest train station is Manchester Oxford Road, located at an approximate 200m walking distance to the north-west of the Site. A summary of rail services from the station is summarised in **Table 4.4**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Alderley Edge	4	Every 2 hours	1
Blackpool North	3	1	1
Chester	2	2	3
Crewe	4	2	3
Liverpool Lime Street	6	4	3
Manchester Airport	6	2	3

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Middlesbrough	2	2	1
Newcastle	2	2	1 in the AM & PM
Nottingham	1	1	2
Preston	3	2	2
Southport	2	2	1

Table 4.4 – Summary of Rail Services from Manchester Oxford Road

- 4.4.7 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for users of the Site and is a viable alternative to private car use.
- 4.4.8 The station is staffed and has automated ticketing facilities. All the platforms are accessible via a footbridge or with lifts for step-free access. There is also sheltered cycle storage available which is monitored by CCTV cameras.
- 4.4.9 Manchester Piccadilly is also within an 800m walking distance towards the north-east of the Site and is the calling point for many additional train services. It lies between the 'Acceptable' catchment of the 1,000m walking distance suggested by CIHT for commuting purposes, and can be accessed by Site users who wish to travel along additional routes within the United Kingdom.

Metrolink (Light Rail)

- 4.4.10 Future Site users can also board the Metrolink at the St Peter's Square or Piccadilly station, approximately 600m and 800m north and north-east of the Site respectively. **Table 4.5** outlines the frequencies of services calling at these stations:

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Blue Line] Ashton-under-Lyne – Eccles	6-minute frequency between 05:55 and 23:05	6-minute frequency between 05:55 and 00:05	6-minute frequency between 06:56 and 22:56
[Green Line] Altrincham – Bury *St Peter's Square only	12-minute frequency between 05:49 and 23:01	12-minute frequency between 05:49 and 00:01	12-minute frequency between 06:49 and 23:01
[Navy Line] Manchester Airport – Victoria *St Peter's Square only	12-minute frequency between 04:43 and 23:10	12-minute frequency between 04:43 and 00:10	12-minute frequency between 05:39 and 23:17

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Pink Line] Rochdale Town Centre – East Didsbury *St Peter's Square only	12-minute frequency between 05:54 and 22:54	12-minute frequency between 05:54 and 23:54	12-minute frequency between 06:50 and 22:50
[Purple Line] Altrincham - Piccadilly	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 00:37	12-minute frequency between 06:49 and 23:37
[Yellow Line] Piccadilly – Bury *Piccadilly only	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 01:49	12-minute frequency between 06:49 and 23:37

Table 4.5 – Summary of Metrolink Services

- 4.4.11 Metrolink services provide access to the Site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Shudehill and Piccadilly, and a direct service to Manchester Airport.

4.5 Summary

- 4.5.1 It is considered the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Considering the high levels of accessibility, it is considered the vast majority of users will travel to/from the Site via sustainable modes of travel.
- 5.1.2 Not all measures should be committed to at this stage as there are no current occupiers of the Site to survey. One of the primary reasons for undertaking a modal split survey is to ensure the Travel Plan budget is spent appropriately/as effectively as possible. For example, if the vast majority of prospective residents already travel by public transport, it might be more worthwhile to spend more of the budget on encouraging walking and/or cycling.
- 5.1.3 Notwithstanding, this section of the TP sets out the initiatives that will be implemented for the residential and commercial / ancillary elements of the proposals. The initiatives are designed to reduce resident, staff, and visitor dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document and the measures set out in the FTP prepared for the 2016 planning consent.

5.2 Production of Welcome Packs

- 5.2.1 Welcome packs can be critical in influencing travel patterns from the outset and therefore it is envisaged that welcome packs will be supplied to all residents associated with the development. The contents of the welcome packs will include:
- Introduction to the TP concept detailing objectives and aspirations;
 - Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Maps showing local walking / cycling routes and places of interest; and
 - Details of public transport services, including timetables and routes.
- 5.2.2 As well as providing such information throughout the welcome packs, information provision via travel notice boards / bulletin boards in communal areas.

5.3 Measures to Encourage Walking

- 5.3.1 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.

5.3.2 It has been demonstrated within **Section 4** of this TP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The development proposals also account for improved pedestrian infrastructure such as a neighbouring public realm to increase the permeability of the Site from the surrounding streets. The following measures will be provided in order to encourage residents, staff, and visitors to walk:

- Promote / raise awareness of the health benefits of walking;
- Promotions within the Site on national events such as “Walk a Mile”;
- Clear signing of pedestrian routes within and adjacent to the Site;
- Providing new pedestrian signage from the Site to the main destinations in Manchester City Centre;
- Provide storage for staff / at the commercial and retail elements / lockers etc;
- Information provided within the Welcome Packs on the local pedestrian routes, including public footpaths; and
- Promote the www.walkit.com website for journey planning on foot.

5.3.3 Additional measures such as marketing campaigns in line with “Walk to Work Week”, “Measured Mile” schemes incorporating free issue pedometers and alarms, providing a pool of umbrellas for retail staff, and the implementation of a “walking buddy” scheme could be considered.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this TP that the Site is conducive to cycling. There will also be cycle parking provided at the development as part of the development proposals, with space for circa 204 bicycles provided in the cycle store in the basement. Additionally, there would be public cycle parking available within the wider Circle Square site, and the proposed high-quality public realm developments will make cycling more attractive.

5.4.2 To encourage residents, staff, and visitors to cycle, the following measures will be provided:

- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Promoting the Cycle2Work scheme;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Provision of suitable illumination of the onsite footways and cycleways;
- Provision of signage in and around the Site;
- Promoting the Cycle2Work scheme and a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG);

- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk; and
- Promotion of events such as “National Bike Week”.

5.4.3 Additional measures such as providing a bicycle/puncture repair kit onsite, making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs), promoting TfGM’s cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance), and having the TPC negotiate discounts with local cycle retailers could be considered.

5.5 Measures to Encourage Public Transport

5.5.1 It has been demonstrated throughout **Section 4** of this TP that the Site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester City Centre.

5.5.2 The following measures will be provided in order to encourage residents, staff, and visitors to travel by public transport:

- Distribute details of the My TfGM mobile app;
- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Implement a policy of using public transport for travel in the course of work for the commercial and residential elements wherever feasible;
- Liaising with bus companies and Transport for Greater Manchester (TfGM) on any future improvements and / or extensions to local services and offering limited time discount tickets; and
- Provide up to date bus details including timetables/contact information in the welcome packs; and
- Provision of new and improved inter-connecting footways, and cycle links and road crossings to surrounding public transport infrastructure as part of the development.

5.6 Car Sharing and Car Clubs

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

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

They would have to register themselves with the Site, which then searches for and matches appropriate car sharers. This scheme could be promoted by the Travel Plan Coordinator (TPC).

- 5.6.3 It is considered that car sharing could be an attractive facility for residents and visitors who do not own a car but require occasional use. Additional measures such as establishment of a site-wide car share database and promotion of this via flyers, the Welcome Packs, travel notice boards and bulletin boards, joining of any existing locally established web-based car share initiative through the setting up of a private group license for the Site could be considered.
- 5.6.4 Alternatively, Enterprise Car Club has a vehicle location at Samuel Ogden Street, M1 7AX (400m north-east of the Site, within a 5-minute walk); with a number of alternative locations within the city centre. Users would need to register and book the car appropriately through the website: www.enterprisecarclub.co.uk. Again, this scheme could be promoted by the TPC.
- 5.6.5 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising in the Welcome Packs and advertising around the Site.

6.0 Targets

6.1 Introduction

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

6.2 Data Collection and Analysis

Travel Surveys

- 6.2.1 As the development has not yet been occupied, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.
- 6.2.2 In order to understand travel habits, a representative sample survey will be undertaken at three months following first occupation (including separate residential, retail and commercial elements). Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of work (for residents) and residence (for staff and visitors);
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage residents, staff and visitors to travel more sustainably.
- 6.2.3 Surveys could be distributed in two ways; electronically, and as paper copies.
- 6.2.4 Firstly, questions could be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents and staff would be sent this link in the early stages of operation and can simply click on it and get directed to an internet-based survey. All results can be recorded on a computer database for analysis.
- 6.2.5 Paper surveys could also made available to residents and staff across the building. Surveys could be printed and distributed at the reception area. All the results could be manually transferred to the SurveyMonkey computer database for analysis alongside the electronic surveys.
- 6.2.6 The information obtained will be used to undertake travel performance indicator and modal split analysis, whereby an answer rate of 60% could be considered a sufficient representation of residents at the building. These can be used to set SMART targets for the Site, with an example provided in **Table 6.1** below. Site users would then be surveyed every two years from the initial survey.

Travel Plan Performance Indicators

6.2.7 The following Travel Plan performance indicators can be considered upon receipt of the travel survey data:

- **Attractiveness / Uptake of sustainable modes** – targets could be set for perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure/storage;
- **Car ownership and mode of travel** – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode share targets; and
- **Travel Plan awareness targets** – targets could be set in relation to appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

Modal Split Analysis

6.2.8 Modal split targets could be set for a reduction in private car use offset by an increase in sustainable modes. **Table 6.1** is an example of such targets:

Example of Potential Modal Shift Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	TBC following surveys	- 2%	- 2%	- 4%	- 8%
Car Share		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Public Transport		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Cycle		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Foot		+ 0.5%	+ 0.5%	+ 1%	+ 2%

Table 6.1 – Example of Potential Modal Shift Targets

6.2.9 It may also be appropriate to monitor modal splits through the aforementioned travel surveys so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel.

6.2.10 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes to encourage more residents and staff to cycle.

6.3 SMART Targets

6.3.1 All performance indicator targets and potential modal split targets will be set through consultation with MCC and TfGM. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed). An example of key targets for this Site could be as outlined in **Table 6.2**:

No.	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
			2020	2022	2024	
1	To raise awareness of sustainable travel options enabling residents, staff and visitors to have an informed choice about their travel options and make sound travel decisions	A. To increase access to information for all users (both written and online)	75% of users	85% of users	95% of users	Travel information packs produced and distributed
2	To minimize wherever possible single occupancy car use	B. To increase the proportion of car sharers*	By 1%	By 2%	By 3%	Parking survey
		C. To increase those using the car club*	By 0.5%	By 1%	By 1.5%	Adoption rates of car club
3	To maximise use of existing sustainable transport modes for all journeys	D. Increase the proportion of public transport users	By 1%	By 2%	By 3%	Travel plan survey
4	Reduce the carbon footprint of the building and reducing the impact on the environment	E. Increase those cycling	By 0.5%	By 1%	By 1.5%	Use of cycle parking
		F. Increase those walking	By 1%	By 2%	By 3%	

Table 6.2 – Example Targets Linked to Objectives

* subject to baseline survey

6.3.2 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. As noted, surveys will be commissioned within three months of occupation.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the TP.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the TP will lie with the operator, whereas each of the elements will be split between the operator and any other parties occupying the ancillary uses. Following full operation, the operator would need to distribute the travel surveys.

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

7.2.3 At this point, the day to day responsibility will shift from the operator to the appropriately appointed TPC which could be a member of the management company.

7.2.4 Notwithstanding, adequate consultation and support from the operator is required to ensure the smooth implementation of the TP. A number of measures to be undertaken by the operator comprise:

- A commitment to actively pursue any future partnerships with bus operators and the identification of opportunities to future stages of the development;
- Provision of security for walkways to and from the site and between the main residential areas and the development, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting and CCTV installations, particularly off-site in collaboration with the Highways and Planning Authorities;
- Businesses locating within the Site will be required to sign up to the TP and appoint a Travel Plan representative, such as the business manager or owner;
- A representative of the residential community to be appointed to work with the TPC;
- Support for a Travel Plan Coordinator in ways including but not limited to funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively pursue, support and promote a car-sharing scheme in terms of database management.

7.3 Travel Plan Coordinator (TPC)

7.3.1 The TPC, which could be a member of the management company, 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;
- Assist Travel Plan representatives (from the commercial and retail elements) in implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the Site;
- Liaising with public transport operators and represent the operator at relevant forums;
- Administering the car share scheme;
- Monitoring the TP and detect trends in change against targets and report to the relevant parties (i.e. Manchester City Council (MCC)); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.3.2 A TPC or representative from the management company will be identified in due course.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from occupiers and liaising with MCC on transport related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

7.4.2 The results of each survey would be used to review progress against targeted modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the Site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

7.4.3 The figures calculated will additionally take account of known parameters (such as car movements or cycle parking usage) which will be calculable independently to ensure the robustness of the information provided.

7.4.4 Monitoring reports will be provided to officers at MCC every two years following the receipt of the first surveys. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all residents and staff upon the completion of surveys.

7.4.5 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys and throughout the lifetime of the development until otherwise agreed upon with MCC to ensure that the TP reflects current opportunities and local circumstances.

8.0 Action Plan

8.1 Introduction

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

Action	Indicator	Target Date	Responsibility
Appoint TPC / Representative from Management Company	Development build nearing completion	Six months before first occupation	VITA Group
Produce Welcome Pack	TPC appointed	First occupation of each element of the development	TPC
Provide Travel Information Boards	TPC appointed	First occupation of each element of the development	TPC
Undertake Initial Travel Surveys	50% occupation of development	Within three months	TPC
Decide Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with MCC
Introduce Car Share Scheme	Once Modal Split Targets are agreed with MCC	Within three months of finalising targets and modal splits with MCC	TPC
Issue Revised Travel Plan	Receipt of the initial Travel Surveys	Within six months of the first use of the development	TPC
Present Monitoring Report (every 2 years)	Once Travel Plan is approved by MCC	For at least three years following the agreement of targets with MCC	TPC

Table 8.1 – Action Plan

049238 Circle Square, Plots 5 & 6

Travel Plan



Plans



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

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Project:
CIRCLE SQUARE (PLOTS 5 & 6)

Drg Title:
LOCATION PLAN
REGIONAL LEVEL

Status:
PRELIMINARY

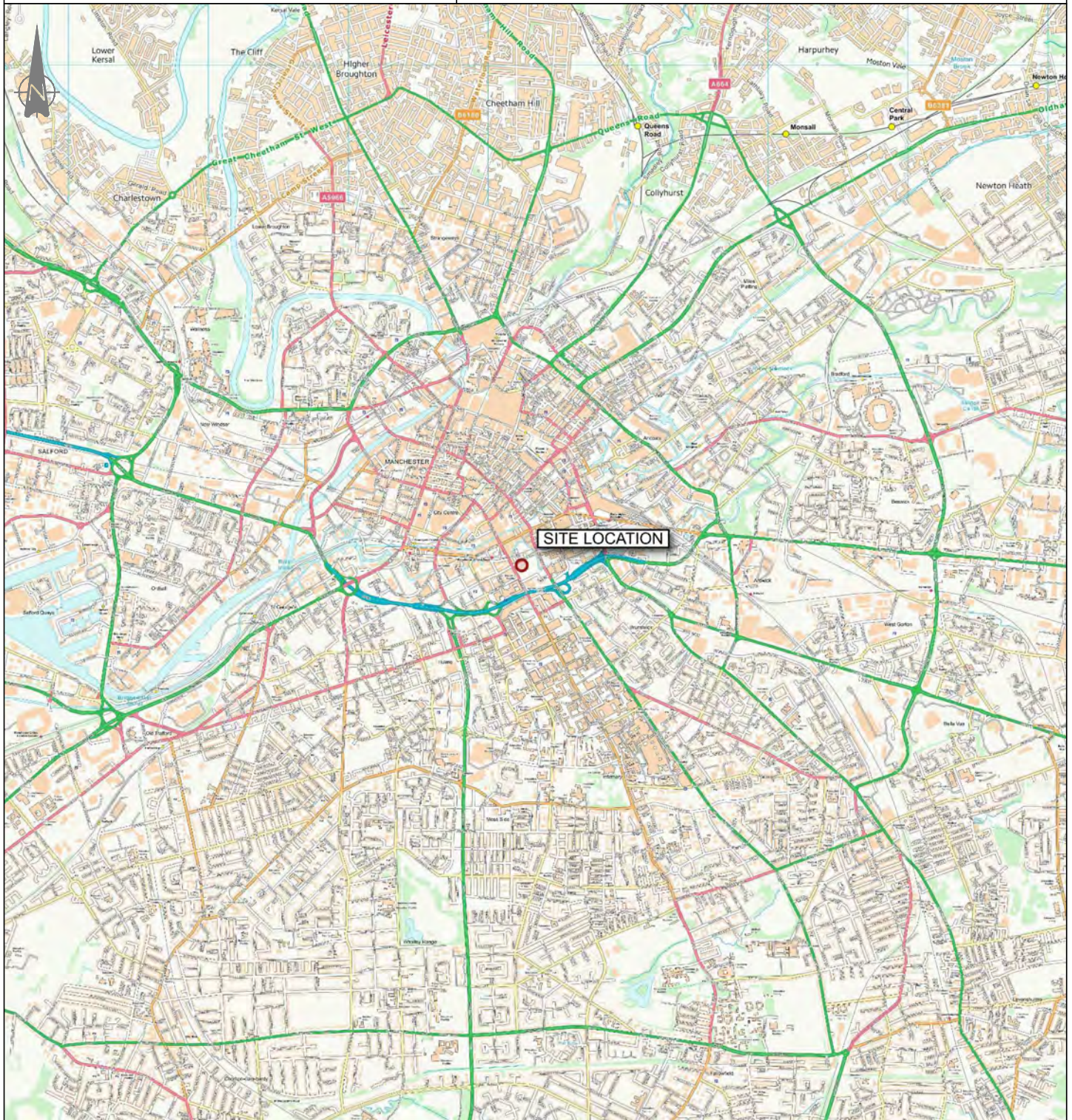
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

49238 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY:  Site

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Project:
CIRCLE SQUARE (PLOTS 5 & 6)

Drg Title:
LOCATION PLAN
LOCAL LEVEL

Status:
PRELIMINARY

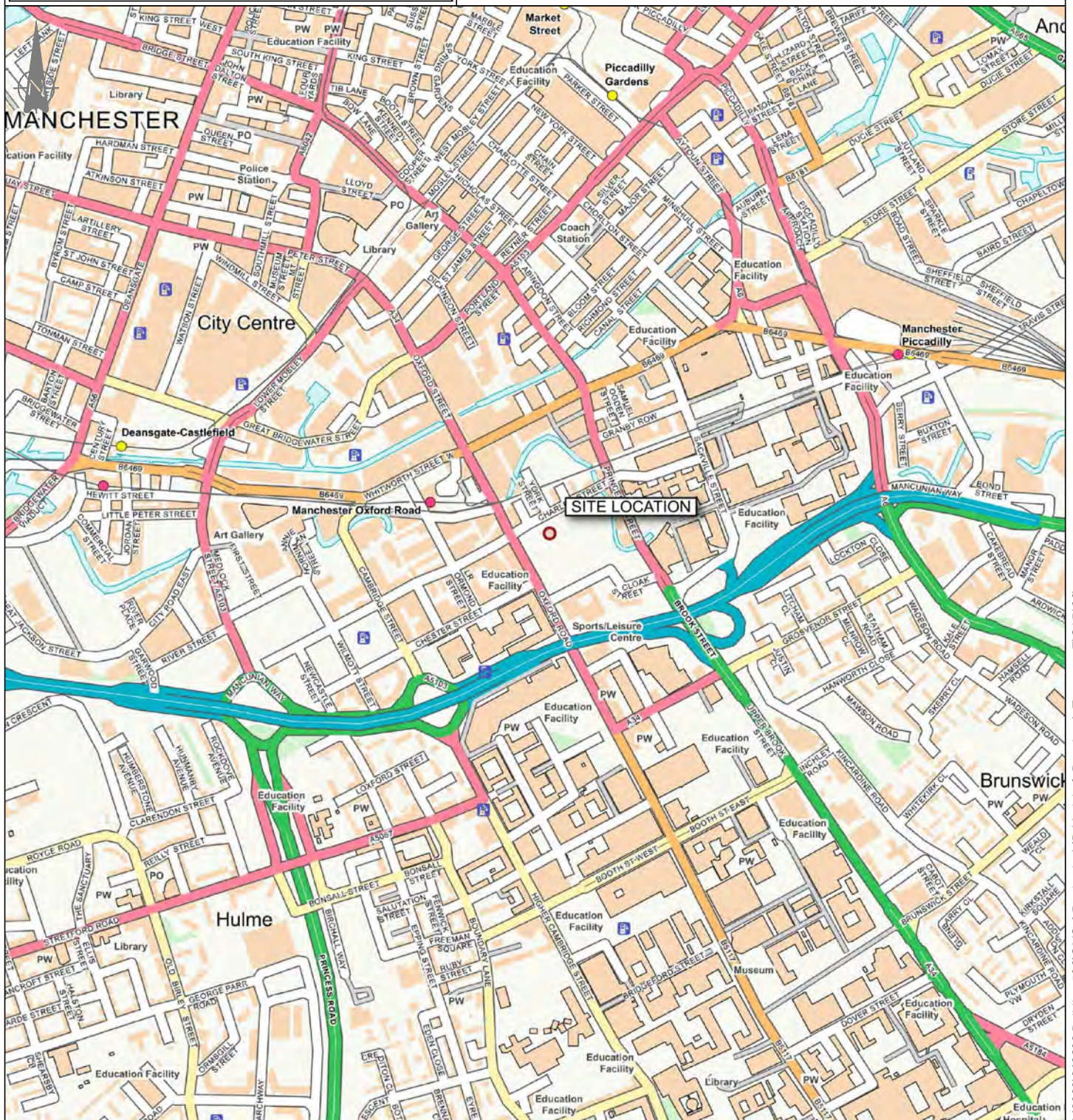
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Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY:  Site



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Project:
CIRCLE SQUARE (PLOTS 5 & 6)

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

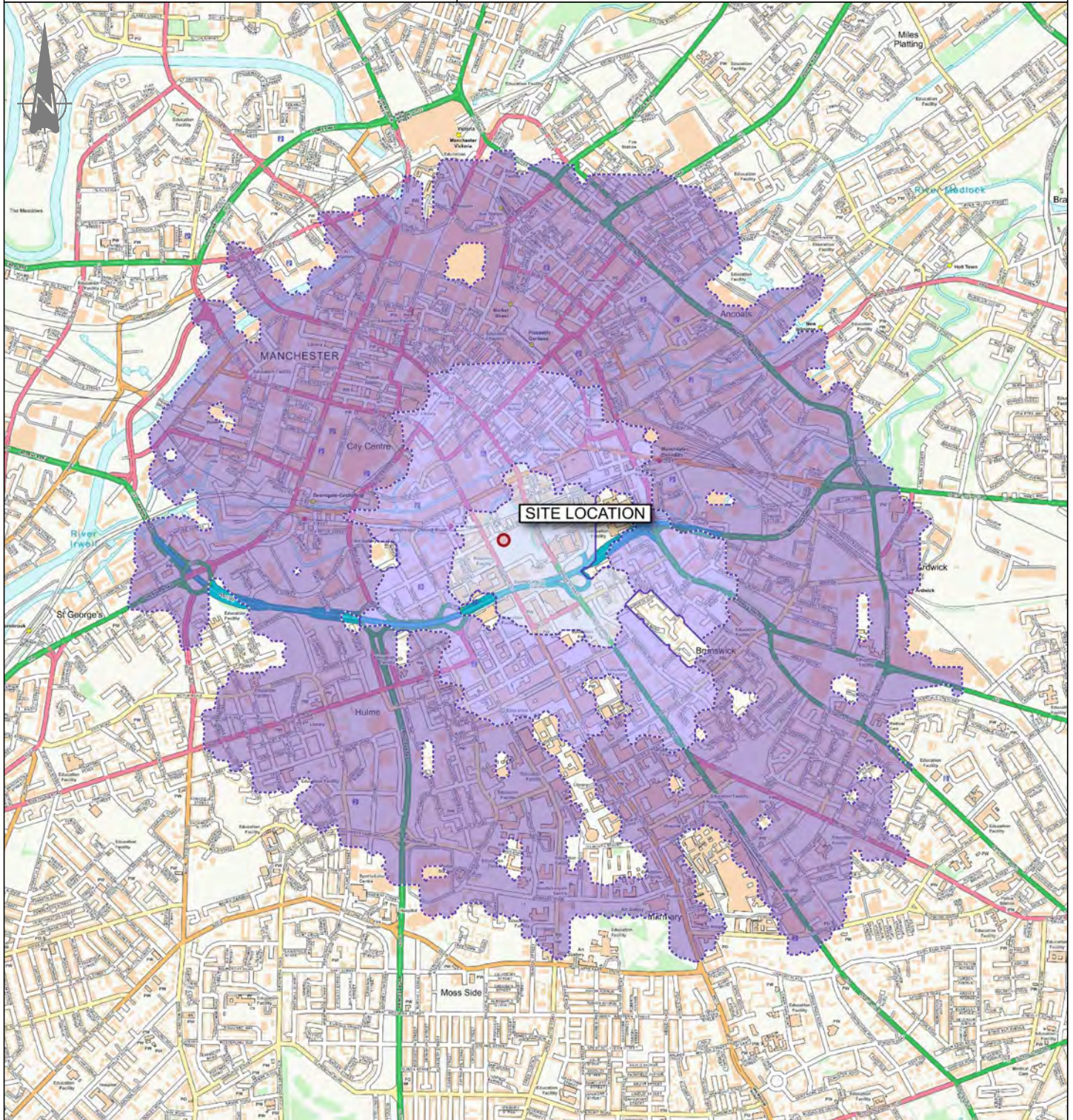
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Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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Project:
CIRCLE SQUARE (PLOTS 5 & 6)

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

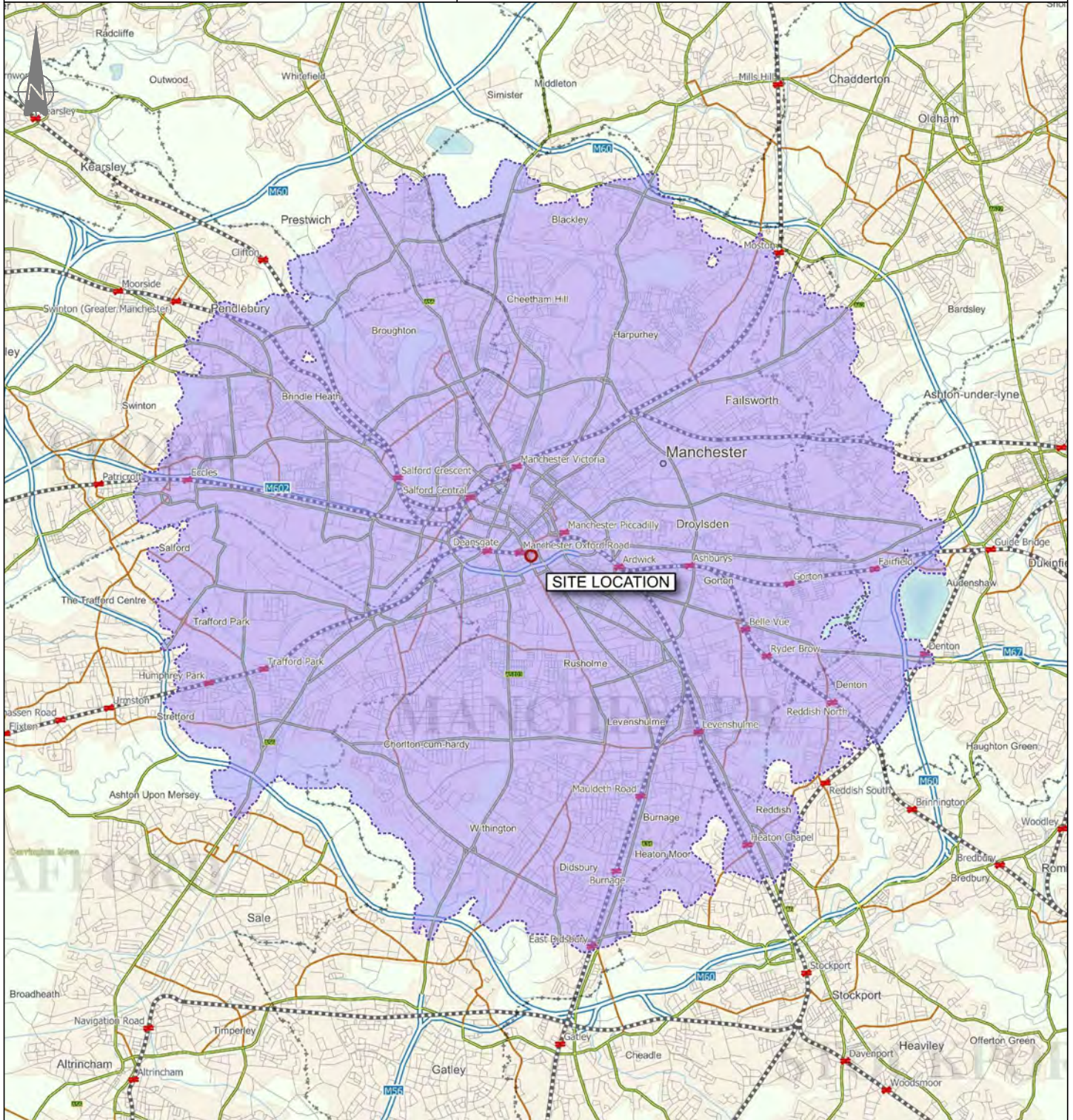
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY: Site Cycle Catchment 8000m



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0161 236 2394
manchester@curtins.com
www.curtins.com

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Project: CIRCLE SQUARE (PLOTS 5 & 6)

Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT
CATCHMENT

Status: PRELIMINARY

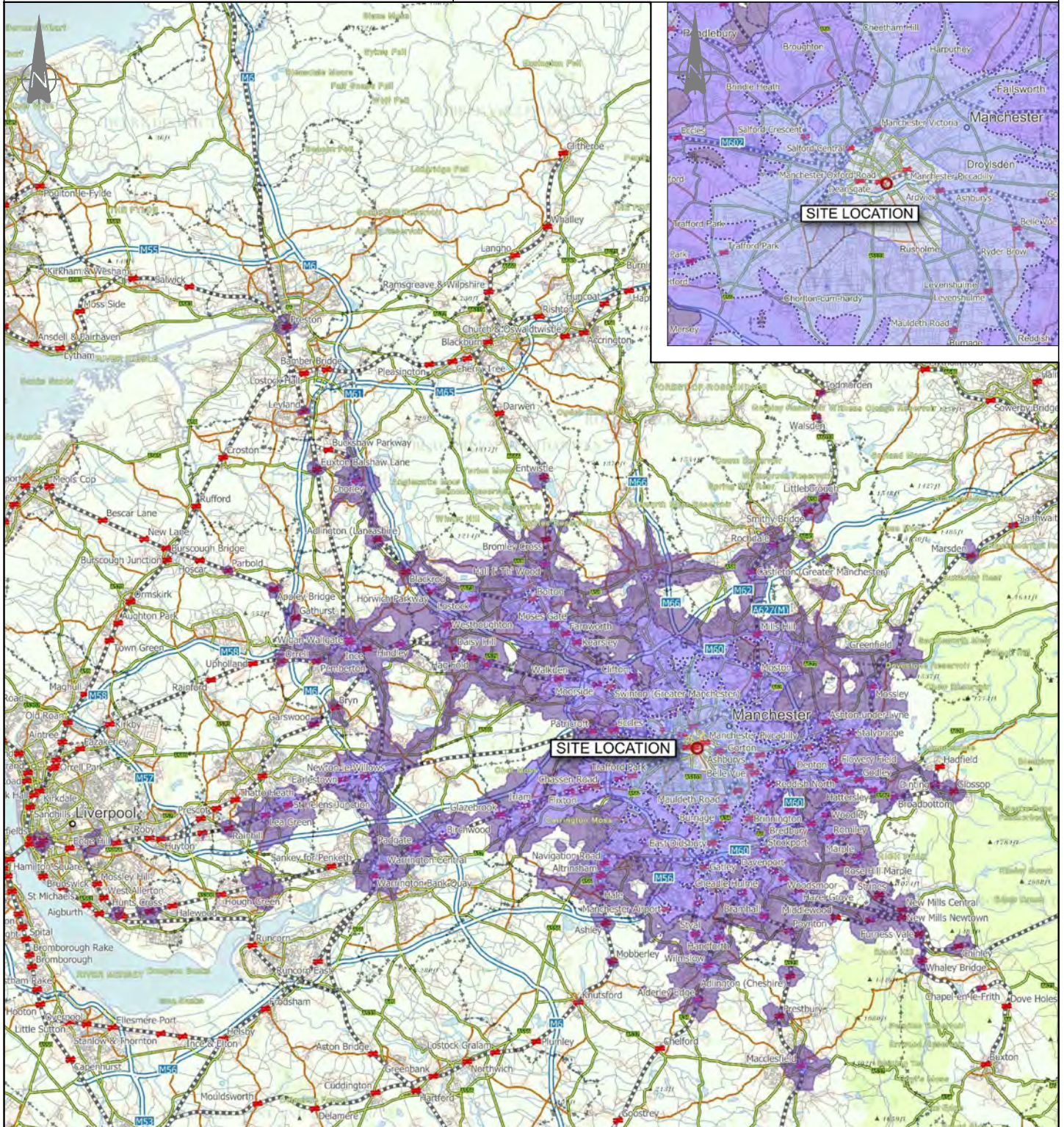
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY: Site
Public Transport Catchment:
 15 minutes
 30 minutes
 45 minutes
 60 minutes

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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

Circle Square, Plots 7 & 8

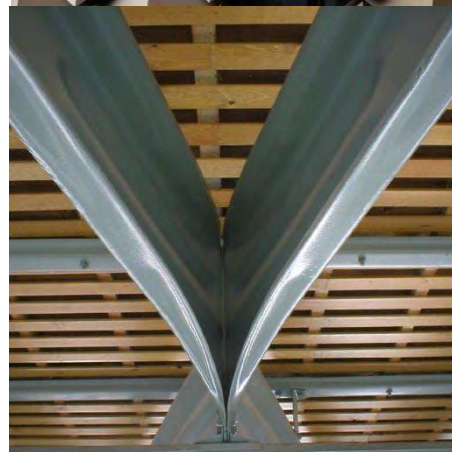
Travel Plan

Curtins Ref: 049239-CUR-00-XX-RP-TP-001

Revision: V02

Issue Date: 17 January 2020

Client Name: VITA Group



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

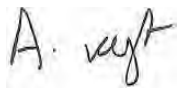
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Author	Signature	Date
Lynnie Ler MEng (Hons) Graduate Transport Planner		17 January 2020

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		17 January 2020

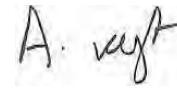
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		17 January 2020

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Plans

- Plan 049239-CUR-00-XX-DR-TP-06001-P01** – (Location Plan) Regional Level
- Plan 049239-CUR-00-XX-DR-TP-06002-P01** – (Location Plan) Local Level
- Plan 049239-CUR-00-XX-DR-TP-06003-P01** – (Accessibility) Indicative Walking Catchment
- Plan 049239-CUR-00-XX-DR-TP-06004-P01** – (Accessibility) Indicative Cycle Catchment
- Plan 049239-CUR-00-XX-DR-TP-06005-P01** – (Accessibility) Indicative Public Transport Catchment

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of VITA Group to provide traffic and transportation advice in relation to a development on Plots 7 & 8 at Circle Square, Oxford Road, Manchester.
- 1.1.2 In relation to the Circle Square site, a Strategic Regeneration Framework was prepared and endorsed with the Manchester City Council (MCC) Executive Committee in 2013. This was reinforced with a masterplan and phasing strategy which was endorsed by the MCC Executive Committee in July 2015.
- 1.1.3 The proposed development is part of Phase 1B of the endorsed masterplan, which comprises four planning applications summarised as follows:

- 1. Private Residential Sector (PRS) Buildings 5&6 by VITA Group;
- 2. PRS Buildings 7 & 8 by VITA Group;
- 3. Commercial Buildings 2&4 and public realm including Commercial Building 3 (Pavillion) by Bruntwood Limited; and
- 4. MSCP by Bruntwood Limited.

- 1.1.4 A planning application for Plots 7 & 8 was submitted and subsequently granted planning permission in 2016 (MCC Planning Ref: **111027/FO/2016/C1**) with the following description:

"Erection of 17 storey building to comprise 266 residential apartments (Class C3) (14 studios, 56 x 1 bed, 168 x 2 bed and 28 x 3 bed) with top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses including a gym and home working lounge, plus ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - creche only) and D2 (Assembly and Leisure - gym only)) and associated access, servicing, and landscaping."

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, 2019.

- 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 2016, a Framework Travel Plan (FTP) was prepared by Curtins (Document Ref: **TPMA1356/1B/FTP**) to support the outline scheme for the entirety of Phase 1B. Notwithstanding, Condition 20 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 residents and those [attending or] employed in the development*
- ii. a commitment to surveying the travel patterns of residents 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 As such, this Travel Plan (TP) is prepared to discharge the above condition. This TP also references the measures and initiatives (where appropriate) proposed in the earlier FTP.
- 1.3.3 A TP is the second stage of the Travel Plan process. It includes a list of measures that will be implemented to affect modal choice, and a management strategy for implementation of these measures.
- 1.3.4 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage ‘active travel’ which improves peoples’ health. According to TfGM’s document ‘Transport for Sustainable Communities: a Guide for Developers’, a TP should achieve:

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

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

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

- National Planning Policy Framework, DCLG, 2019; and,
- National Planning Practice Guidance, DCLG, 2014.

1.4 Document Structure

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

2.0 Travel Plan Benefits

2.1 Introduction

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

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

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

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 27, Part 1, 2008.

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

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, HGVs, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);
- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and,
- Trebling the number of **electric vehicle public charging points**.

2.2.3 In 2015, TfGM began consulting on a 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlined that transport is responsible for a third of carbon emissions, and that Greater Manchester would incur a £20 billion economic cost if climate change is not tackled.

2.2.4 Under Policies 8, 9, and 10 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *“work with partners to reduce, as far as possible, the emissions from transport, particularly CO₂, NO₂, particulates and noise;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment, (including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

2.2.5 “Green infrastructure” refers to parks and roadside trees which would help to create pleasant living spaces and bring important environmental benefits such as reducing surrounding temperatures, noise, pollution, and absorbing run-off; whereas, ‘blue infrastructure’ refers to canals and rivers which contribute to quality of life and provide attractive, traffic-free routes for walking and cycling.

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

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

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

2.2.7 Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can drastically reduce the impact that a particular development makes on the environment.

2.3 Health Benefits

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

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

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

Source: Health Survey for England, DoH, 2016.

- 2.3.2 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.4 Financial Benefits

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

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

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

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

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

2.5 Mutual Benefits

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

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

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

2.6 Travel Plan Objectives

2.6.1 Considering the above benefits, this TP aims to achieve the following objectives:

- **Objective 1** – To provide a forum by which users can voice travel related opinions and concerns;
- **Objective 2** – To increase the level of cycling to and from the Site;
- **Objective 3** – To increase the level of walking to and from the Site;
- **Objective 4** – To increase the level of public transport use to and from the Site;
- **Objective 5** – To increase the number of people car sharing to and from the Site; and in turn,
- **Objective 6** – To reduce single occupancy car travel to and from the Site.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The Site is located within Manchester City Centre. At the time of writing, the Site is bound to the north by Plot 9, a consented 18-storey serviced apartment building (MCC Planning Ref: **114863/FO/2016**), to the east by the VITA student accommodation block (Phase 1A of Circle Square, MCC Planning Ref: **110055/FO/2015/C1**), to the south by Newman Street (formerly known as Brancaster Road), and to the west by ongoing construction for Plots 2, 3 & 4, a consented scheme for two office buildings (18 and 14 storeys, Plots 2 & 4 respectively) and a public green space with pavilion building (Plot 3) (MCC Planning Ref: **111025/FO/2016/C1**).
- 3.1.2 The Circle Square masterplan area is being delivered by Bruntwood and VITA Group. The scheme is delivering a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses, envisaged to be fully completed by the end of 2021.
- 3.1.3 **Plan 049239-CUR-00-XX-DR-TP-06001-P01** illustrates the location of the Site in relation to the surrounding areas, whereas **Figure 3.1** below and **Plan 049239-CUR-00-XX-DR-TP-06002-P01** to the rear of the report shows the Site in a local context relating to the local highway network.

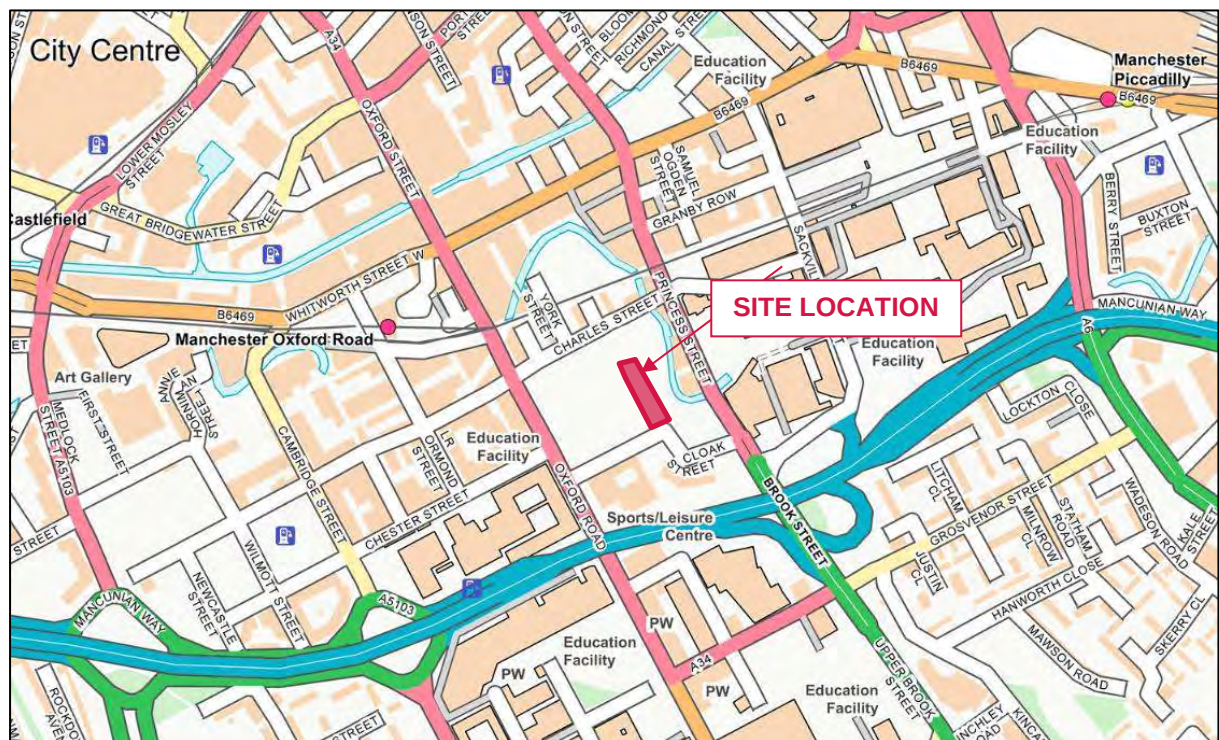


Figure 3.1 – Site location in relation to the local network

3.2 Existing Use

- 3.2.1 The Site is currently undergoing construction at the time of writing.

- 3.2.2 Historically, the Site was used as BBC's Manchester Headquarters building before the broadcaster moved to MediaCityUK. Following demolition of the building, large parts of the Site were used as a pay and display surface car parks, operated by Total Car Parks Ltd. This lease was terminated, and the Site became vacant at the end of July 2015.

3.3 Site Context

- 3.3.1 Manchester is characterised by a compact City Centre and the Site is within walking distance of the city's economic, civic, cultural and leisure offer.
- 3.3.2 To the south west of the Site, which also forms part of the wider Masterplan Site, is the Manchester Technology Centre (Oxford House). This building remains in active office use with commercial units located on the ground floor.
- 3.3.3 The Mancunian Way fly-over is situated along the Site's southern boundary and creates a barrier between the Site and the main University Campuses further south. There are a number of car parks and sports pitches located under the Mancunian Way. Overall, the appearance is of a fragmented and poorly landscaped urban grain.
- 3.3.4 To the east of the Site, on the eastern bank of the River Medlock are located residential apartments within Princess House and Montana House, both rising to approximately 12 storeys. Together these blocks accommodate c. 130 apartments.
- 3.3.5 To the east of the Princess Street boundary is the former UMIST campus, which is now known as the Sackville Street campus (or North Campus) of the University of Manchester. Princess Street bridges the River Medlock, a tributary of the River Irwell.
- 3.3.6 To the west of the Site is Oxford Road, which contains a mixture of uses and buildings. There are also a number of hotels within the immediate vicinity of the Site on Oxford Road, including the Grade II* Listed Palace Hotel and a Holiday Inn Express. The Grade II Listed Dancehall Theatre located on Oxford Road overlooks the Masterplan Site from the west.
- 3.3.7 To the north of the Site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the Site on Charles Street. Further Grade II and Grade II* Listed buildings are located further north on Princess Street and Whitworth Street West.
- 3.3.8 The Site is not within a Conservation Area, but the border of the Whitworth Street Conservation Area lies to the north on the Whitworth Street.

3.4 Existing Access Arrangements

Vehicular Access

- 3.4.1 The Site is currently accessed primarily by construction vehicles turning in from Oxford Road into the western terminus of Newman Street (formerly known as Brancaster Road). These then access the Phase 1B construction site to the north of the road, and egress from the east onto the A34 Princess Street. It is clearly signed that there is no entry from A34 Princess Street.

Pedestrian and Cycle Access

- 3.4.2 Pedestrian access to the Site can be taken along the entirety of Newman Street (formerly known as Brancaster Road), where there are wide footways and clearly signed diversions (if any) to link pedestrians between the University of Manchester North Campus and the Oxford Road Corridor.
- 3.4.3 Cyclists can also utilise the entire road and must abide by the similar one-way eastbound traffic rule.

3.5 Surrounding Highway Network

Newman Street (formerly known as Brancaster Road)

- 3.5.1 On the southern boundary of the Site, Newman Street (formerly Brancaster Road) commences at a priority junction with the A34 Oxford Road and extends in a west-to-east alignment for c. 180m, then terminates at a priority junction with the A34 Princess Street. The road is one-way from the west to east to facilitate construction vehicle access, as the entrance to the Phase 1B construction site is located along the road.
- 3.5.2 At the time of writing, the carriageway is approximately 4m wide, with a wide footway of c. 4m on the southern side of the road. This is separated from the road by an area of hardstanding. There is a crossing point at the western terminus of Newman Street with dropped kerbs and tactile paving, where adequate signage is provided to alert pedestrians of vehicles turning in.
- 3.5.3 Towards the eastern terminus of the road, the northern side of the footway blends into the public realm of the completed Phase 1A development, as such pedestrian infrastructure is in good condition. There is also a zebra crossing between the construction site and the temporary site offices / cabins on either side of the road for workers to utilise.
- 3.5.4 Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions (no waiting at any time) along the entire length of Newman Street.
- 3.5.5 Historically, Newman Street was subject to a 30mph speed limit. Since then, the speed limit has been significantly lowered to 5mph considering the type of traffic generated by the construction site. Sorton Street and Cloak Street also served as a continuous link through the Site, however both roads have since been stopped up to accommodate development.

Charles Street

- 3.5.6 To the north of the Site, Charles Street forms a key east-west vehicular route. Extending for approximately 375m, it serves as a link between the Oxford Road bus corridor and the University of Manchester North Campus. The road commences at a signalised junction with Oxford Road and Hulme Street in the west and terminates at a left-turn only (except cycles) priority junction with Sackville Street at the east.
- 3.5.7 In the vicinity of the Site, the road comprises a two-way, single carriageway with one lane in either direction. The typical total carriageway width is approximately 8.5m, although the road is currently narrowed on its southern edge due to ongoing construction works at Circle Square.
- 3.5.8 There are footways of approximately 2m in width on either side of the carriageway. These footways are in good condition and have additional pedestrian infrastructure such as dropped kerbs and tactile paving. The road is well lit with street lighting at regular intervals. There are also signalised crossing points at both ends of the road to enable pedestrians to cross the road in a safe manner. At time of writing, the footway on the southern edge of Charles Street is also closed off due to the ongoing construction works.
- 3.5.9 Charles Street is subject to a 20mph speed limit, although there are no physical traffic calming measures to enforce this. Advanced cycle stop lanes are also available in both directions, in addition to cycle lanes in both directions along the entire length of the road to the west of the A34 Princess Street.
- 3.5.10 TROs are present in the form of single and double yellow parking line restrictions along the entire length of the road.
- 3.5.11 There is one bus stop located along Charles Street, in between Mallard Street and Mouncey Street. This stop only hosts the 147 bus service and has a pole and flag, however there are more northbound and southbound bus stops along Oxford Road, and a southbound bus stop along the A34 Princess Street.

B5117 Oxford Road

- 3.5.12 To the west of the Site, Oxford Road serves as one of the busiest bus corridors in Europe, extending for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the "Curry Mile") from then on.
- 3.5.13 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday,

restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.

- 3.5.14 There are also 'Dutch-style' segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with a zebra crossing for pedestrians to walk in between the bus stops and the pavement.
- 3.5.15 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised toucan crossing points along the entirety of the road to allow pedestrians to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.
- 3.5.16 Oxford Road is subject to a speed limit of 20mph throughout. Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions along the entirety of the road.
- 3.5.17 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (cantilever shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury's, and several parks.

A34 Princess Street

- 3.5.18 To the east of the Site, the A34 Princess Street commences in Manchester City Centre, at a signalised junction with Albert Square, Cross Street and John Dalton Street. The road then extends in an approximate north-to-south alignment for a length of circa 1.2km through Chinatown and the Manchester Art Gallery, the St Peters Square Memorial, public houses, restaurants, and leisure establishments before terminating at a signalised junction with Brook Street at the southeast of the Site, where the road continues as the A34 Upper Brook Street.
- 3.5.19 The A34 Princess Street comprises a two-way, single carriageway of approximately 10m in width with up to three lanes. There are cycle lanes present on certain lengths of the road, in addition to advanced cycle stop lanes at all the traffic light junctions.
- 3.5.20 The road is well-lit and complete with pedestrian infrastructure such as wide footways of approximately 1.5m wide provided on both sides of the road, dropped kerbs and tactile paving, and signalised crossing points at various points along the road. The footways are maintained in good condition.
- 3.5.21 The road is subject to a speed limit of 30mph and hosts several bus stops along its length. The road is busy and bordered by many retail, leisure, and entertainment facilities due to its proximity to the city centre, therefore traffic calming measures such as 'keep clear' and yellow hatched boxes are present to prevent congestion.

- 3.5.22 Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions along parts of the road. The entirety of Princess Street is within Zones 2 and 3 of Manchester City Council's Controlled Parking Zones, with a total of 68 on-street pay-and-display bays available for use along its entire length up to a maximum of 2 and 3 hours respectively with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

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

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. **Plan 049239-CUR-00-XX-DR-TP-06003-P01** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

4.2.3 Most notably, when completed, the Site would integrate into the wider Circle Square Masterplan, consisting of residential, commercial and retail elements, along with large public squares. It is considered that the majority of everyday facilities and goods can be accessed within a 500m walk of the Site.

- 4.2.4 There are a number of residential properties within 500m walking distance of the Site including dwellings located as far as Sackville Street to the north, Grosvenor Street to the east, and Chester Street, Hulme Street, and Cambridge Street to the west.
- 4.2.5 Along and adjacent to Oxford Road there are a number of additional facilities and services available within the 500m catchment including café's, restaurants, bars, take-away's, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym/leisure facilities. To the north of the Site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the Site on Charles Street.
- 4.2.6 Additionally, the Oxford Road rail station is within a 500m walk of the Site, as such future residents at the Site could benefit from utilising public transport as part of a multi-modal commute for work or other purposes. The many bus stops along Oxford Road to the west of the Site also host a wide variety of bus services all across Greater Manchester.
- 4.2.7 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library and Manchester City Council to the north, along with Whitworth Street and Portland Street with their associated leisure facilities and residential apartments. Manchester Aquatics Centre, the University of Manchester, Royal Northern College of Music, and the rest of the Manchester Metropolitan University campus lie towards the south of the Site.
- 4.2.8 Approximately 650m north of the Site is the Chinatown district of Manchester, and a further 150m ahead lies St Peter's Square in turn, which features a variety of restaurants, cafes, shops and bars. The Manchester Central Convention Complex and the Bridgewater Hall is also approximately 1km to the north-west of the Site.
- 4.2.9 Within 2km of the Site there are multiple restaurants, bars, small retail outlets, gyms and private healthcare clinics located within the Central Business District of Manchester. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2km north of the Site. Access to larger supermarkets and Manchester Royal Infirmary is also achievable towards the south of the Site.
- 4.2.10 Odeon Cinemas and the Great Northern Warehouse Complex is situated around 1.2km to the northwest and has restaurants and leisure facilities, and adjacent to this, there is also Deansgate where restaurants, bars, convenience stores, retail stores, gym/health facilities and leisure facilities are located.

- 4.2.11 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 2.4**. It is considered that the Site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the Site by cycle, **Plan 049239-CUR-00-XX-DR-TP-06004-P01** presents a 8km cycle catchment for the Site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).
- 4.3.2 The 8km catchment encompasses all of Manchester city centre including shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Cheetham Hill to the north, Salford to the north west, Fallowfield to the south and Gorton to the east.
- 4.3.3 There are two national cycle routes within close proximity of the Site. National Cycle Route 6 to the west can be accessed via Hulme Street. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete. More locally, the route connects the Site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.
- 4.3.4 National Cycle Route 66 to the east can be accessed via Store Street. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. More locally, the route connects the Site to the north east of Greater Manchester, including areas such as Failsworth
- 4.3.5 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester city centre are within 8km of the Site and are accessible following Sustrans cycle routes.
- 4.3.6 Local routes in the vicinity of the Site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's new high-quality cycle infrastructure to improve cyclist safety along the Oxford Road corridor. The local cycle network within the vicinity of the Site is reproduced in **Figure 4.1** below:

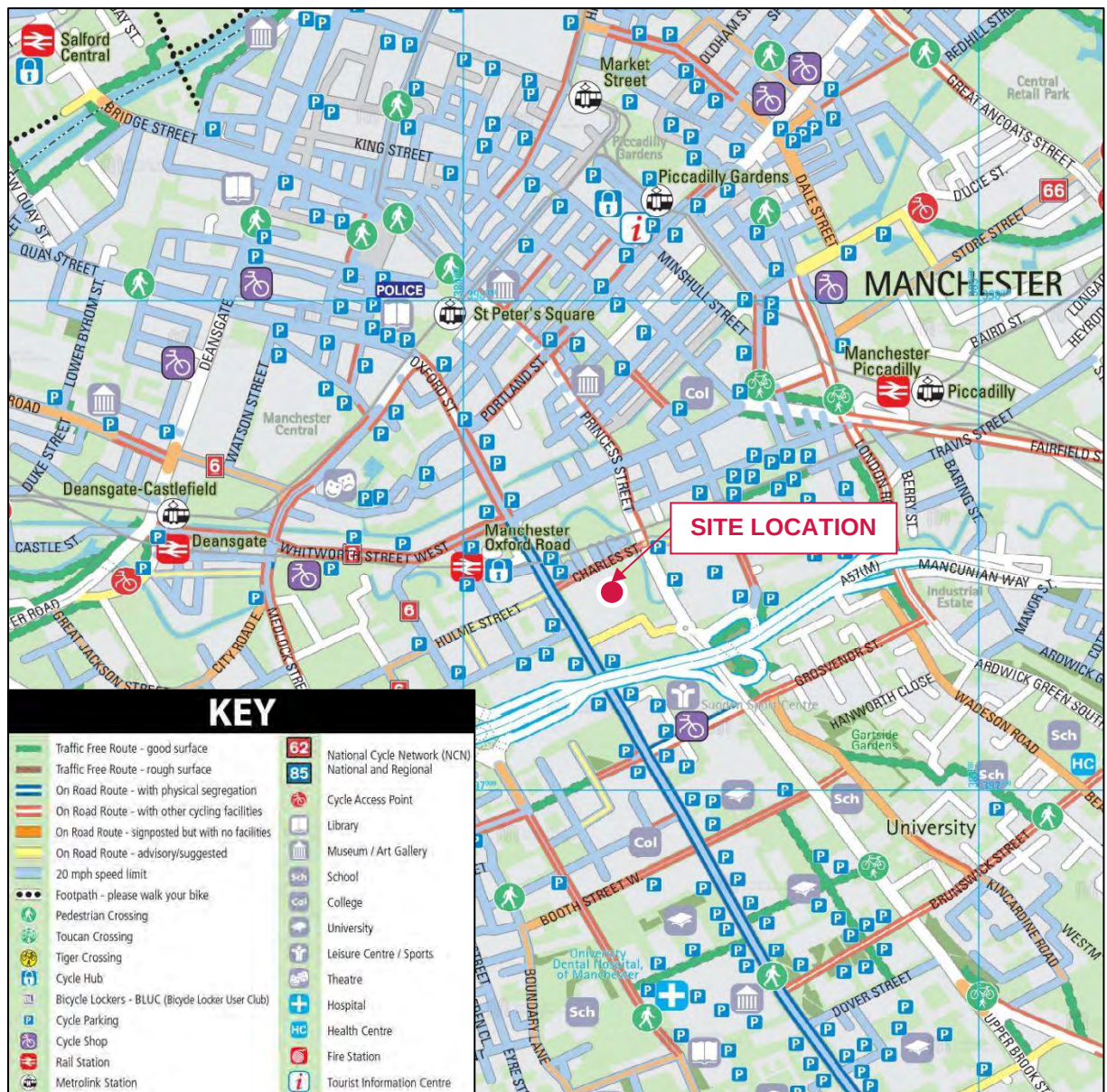


Figure 4.1 – Local Cycle Network

- 4.3.7 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". As part of the Bee Network, TfGM have introduced Beeways as signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The Site is in close proximity to the proposed Bee Network in Manchester City Centre as illustrated in **Figure 4.2** below, allowing future Site users to benefit from the public realm improvements for better safety and quality of commute.

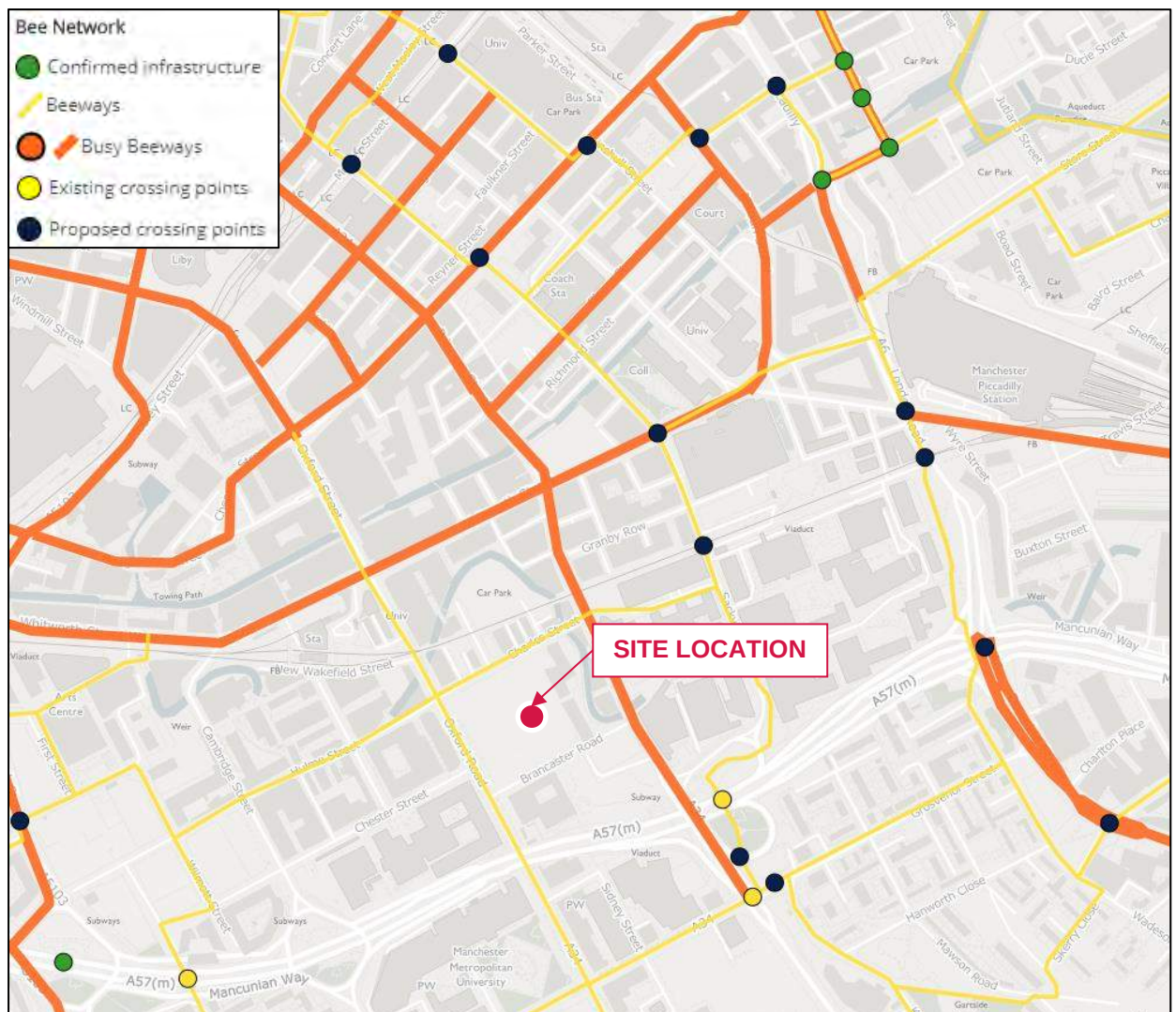


Figure 4.2 – Bee Network in the vicinity of the Site

4.4 Accessibility by Public Transport

4.4.1 **Plan 049239-CUR-00-XX-DR-TP-06005-P01** demonstrates those areas accessible via public transport within 15, 30, 45 and 60 minutes' journey from the Site. Accessibility by bus, rail, and Metrolink are considered in further detail within the subsections below.

Bus Accessibility

4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

4.4.3 The nearest bus stops are located along Princess Street and Oxford Road. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Princess Street				
50	MediaCityUK – Salford Quays – Manchester – Victoria Park – East Didsbury	10 mins	10 mins	15 mins
From Oxford Road				
15	Manchester – Rusholme – Firswood – Stretford – Urmston – Davyhulme – Flixton	20 mins	30 mins	Hourly
18	MRI – Manchester – Collyhurst – Middleton – Langley – Middleton	10 mins	10 mins	15 mins
41	Manchester – Rusholme – West Didsbury – Northenden – Sale – Altrincham	10 mins	20 mins	20 mins
42	Manchester – MRI – Withington – Didsbury – Stockport	40 mins	30 mins	Hourly
42A	Manchester – Rusholme – East Didsbury - Reddish	40 mins	30 mins	Hourly
42B	Manchester – East Didsbury – Bramhall – Woodford	30 mins	30 mins	Hourly
43	Manchester – Withington – Northenden – Wythenshawe – Manchester Airport	10 mins	30 mins	30 mins
44	Manchester – Fallowfield – Burnage – Heaton Mersey – Stockport	Hourly	Hourly	Every 2 hours
85	Manchester – Moss Side – Alexandra Park – Chorlton	10 mins	15 mins	20 mins
85A	Manchester – Alexandra Park – Chorlton – Arrowfield Road	10 mins	10 mins	20 mins
86	Manchester – Hulme – Whalley Range – Chorlton – Stretford – Sale – Altrincham	10 mins	15 mins	30 mins
111	Manchester – MRI – Moss Side – Withington Community Hospital – Southern Cemetery	10 mins	15 mins	30 mins
142	Manchester – MRI – Fallowfield – The Christie – East Didsbury	10 mins	10 mins	10 mins
143	Manchester – University of Manchester – West Didsbury – Sale	10 mins	10 mins	15 mins
147	Manchester Piccadilly – University of Manchester – MRI – Rusholme – Fallowfield – Withington – West Didsbury	10 mins	-	-
191	Manchester – Longsight – Levenshulme – Stockport – Stepping Hill – Hazel Grove	20 mins	-	-
197	Manchester – Longsight – Levenshulme – Green End – Stockport	20 mins	20 mins	Hourly
250	Manchester – Old Trafford – Trafford Park – intu Trafford Centre	10 mins	10 mins	10 mins
Sapphire 263	Manchester – Hulme – Stretford – Sale – Altrincham	15 mins	15 mins	30 mins

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
Vantage V1	MRI – Manchester – Pendleton – Tyldesley – Leigh	5 mins	15 mins	30 mins
Vantage V2	Manchester – Pendleton – Tyldesley – Atherton	10 mins	15 mins	30 mins
V4	Ellenbrook – Manchester Royal Infirmary	3 in the AM	-	-

Table 4.2 – Summary of Bus Service Frequencies from Princess Street and Oxford Road

- 4.4.4 These stops provide access to various destinations in Manchester City Centre and across Greater Manchester.
- 4.4.5 Future Site users can also board the Manchester City Centre free bus service outside the Manchester Oxford Road train station or Palace Theatre (within a c. 500m walking distance) in order to access key city centre locations and railway stations (Deansgate/Manchester Victoria). Only Route 2 calls at this stop, but Site users can walk a maximum of a c. 800m distance to Chorlton Street to access Route 1 which links to other areas such as Piccadilly and Manchester City Centre. The frequencies are detailed in **Table 4.3**:

Free Bus Service		Peak Frequency		
		Weekday	Saturdays	Sun/Hols
1	Piccadilly – Piccadilly Gardens – Chinatown – Market Street – Deansgate – Opera House – Albert Square – New York Street – Central Coach Station circular	07:00 – 22:00 Every 10 mins (Every 15 mins after 18:30)	08:30 – 22:00 Every 10 mins (Every 15 mins after 18:30)	09:30 – 18:00 Every 12 mins
2	Piccadilly – Oxford Road – Deansgate – Manchester Victoria – Shudehill – Northern Quarter circular	06:30 – 22:00 Every 10 mins (Every 15 mins after 18:30)		
2 (peak only)	Piccadilly – Oxford Road – Deansgate – Salford Central – Manchester Victoria – Shudehill – Northern Quarter circular	06:30 – 09:10 and 16:00 – 18:30	-	-

Table 4.3 – Free Bus Services

Rail Accessibility

- 4.4.6 The nearest train station is Manchester Oxford Road, located at an approximate 500m walking distance to the north-west of the Site. A summary of rail services from the station is summarised in **Table 4.4**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Alderley Edge	4	Every 2 hours	1
Blackpool North	3	1	1
Chester	2	2	3
Crewe	4	2	3

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Liverpool Lime Street	6	4	3
Manchester Airport	6	2	3
Middlesbrough	2	2	1
Newcastle	2	2	1 in the AM & PM
Nottingham	1	1	2
Preston	3	2	2
Southport	2	2	1

Table 4.4 – Summary of Rail Services from Manchester Oxford Road

- 4.4.7 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for users of the Site and is a viable alternative to private car use.
- 4.4.8 The station is staffed and has automated ticketing facilities. All the platforms are accessible via a footbridge or with lifts for step-free access. There is also sheltered cycle storage available which is monitored by CCTV cameras.
- 4.4.9 Manchester Piccadilly is also within an 800m walking distance towards the north-east of the Site and is the calling point for many additional train services. It lies between the 'Acceptable' catchment of the 1,000m walking distance suggested by CIHT for commuting purposes, and can be accessed by Site users who wish to travel along additional routes within the United Kingdom.

Metrolink (Light Rail)

- 4.4.10 Future Site users can also board the Metrolink at the St Peter's Square or Piccadilly station, approximately 800m north/north-east of the Site. **Table 4.5** outlines the frequencies of services calling at these stations:

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Blue Line] Ashton-under-Lyne – Eccles	6-minute frequency between 05:55 and 23:05	6-minute frequency between 05:55 and 00:05	6-minute frequency between 06:56 and 22:56
[Green Line] Altrincham – Bury *St Peter's Square only	12-minute frequency between 05:49 and 23:01	12-minute frequency between 05:49 and 00:01	12-minute frequency between 06:49 and 23:01
[Navy Line] Manchester Airport – Victoria *St Peter's Square only	12-minute frequency between 04:43 and 23:10	12-minute frequency between 04:43 and 00:10	12-minute frequency between 05:39 and 23:17

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Pink Line] Rochdale Town Centre – East Didsbury *St Peter's Square only	12-minute frequency between 05:54 and 22:54	12-minute frequency between 05:54 and 23:54	12-minute frequency between 06:50 and 22:50
[Purple Line] Altrincham - Piccadilly	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 00:37	12-minute frequency between 06:49 and 23:37
[Yellow Line] Piccadilly – Bury *Piccadilly only	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 01:49	12-minute frequency between 06:49 and 23:37

Table 4.5 – Summary of Metrolink Services

- 4.4.11 Metrolink services provide access to the Site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Shudehill and Piccadilly, and a direct service to Manchester Airport.

4.5 Summary

- 4.5.1 It is considered the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Considering the high levels of accessibility, it is considered the vast majority of users will travel to/from the Site via sustainable modes of travel.
- 5.1.2 Not all measures should be committed to at this stage as there are no current occupiers of the Site to survey. One of the primary reasons for undertaking a modal split survey is to ensure the Travel Plan budget is spent appropriately/as effectively as possible. For example, if the vast majority of prospective residents already travel by public transport, it might be more worthwhile to spend more of the budget on encouraging walking and/or cycling.
- 5.1.3 Notwithstanding, this section of the TP sets out the initiatives that will be implemented for the residential and commercial / ancillary elements of the proposals. The initiatives are designed to reduce resident, staff, and visitor dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document and the measures set out in the FTP prepared for the 2016 planning consent.

5.2 Production of Welcome Packs

- 5.2.1 Welcome packs can be critical in influencing travel patterns from the outset and therefore it is envisaged that welcome packs will be supplied to all residents associated with the development. The contents of the welcome packs will include:
- Introduction to the TP concept detailing objectives and aspirations;
 - Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Maps showing local walking / cycling routes and places of interest; and
 - Details of public transport services, including timetables and routes.
- 5.2.2 As well as providing such information throughout the welcome packs, information provision via travel notice boards / bulletin boards in communal areas.

5.3 Measures to Encourage Walking

- 5.3.1 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.

5.3.2 It has been demonstrated within **Section 4** of this TP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The development proposals also account for improved pedestrian infrastructure such as a neighbouring public realm to increase the permeability of the Site from the surrounding streets. The following measures will be provided in order to encourage residents, staff, and visitors to walk:

- Promote / raise awareness of the health benefits of walking;
- Promotions within the Site on national events such as “Walk a Mile”;
- Clear signing of pedestrian routes within and adjacent to the Site;
- Providing new pedestrian signage from the Site to the main destinations in Manchester City Centre;
- Provide storage for staff / at the commercial and retail elements / lockers etc;
- Information provided within the Welcome Packs on the local pedestrian routes, including public footpaths; and
- Promote the www.walkit.com website for journey planning on foot.

5.3.3 Additional measures such as marketing campaigns in line with “Walk to Work Week”, “Measured Mile” schemes incorporating free issue pedometers and alarms, providing a pool of umbrellas for retail staff, and the implementation of a “walking buddy” scheme could be considered.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this TP that the Site is conducive to cycling. There will also be cycle parking provided at the development as part of the development proposals, with space for circa 271 bicycles provided in the cycle store in the basement (100% provision for all residential apartments). Additionally, there would be public cycle parking available within the wider Circle Square site, and the proposed high-quality public realm developments will make cycling more attractive.

5.4.2 To encourage residents, staff, and visitors to cycle, the following measures will be provided:

- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Promoting the Cycle2Work scheme;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Provision of suitable illumination of the onsite footways and cycleways;
- Provision of signage in and around the Site;
- Promoting the Cycle2Work scheme and a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG);

- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk; and
- Promotion of events such as “National Bike Week”.

5.4.3 Additional measures such as providing a bicycle/puncture repair kit onsite, making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs), promoting TfGM’s cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance), and having the TPC negotiate discounts with local cycle retailers could be considered.

5.5 Measures to Encourage Public Transport

5.5.1 It has been demonstrated throughout **Section 4** of this TP that the Site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester City Centre.

5.5.2 The following measures will be provided in order to encourage residents, staff, and visitors to travel by public transport:

- Distribute details of the My TfGM mobile app;
- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Implement a policy of using public transport for travel in the course of work for the commercial and residential elements wherever feasible;
- Liaising with bus companies and Transport for Greater Manchester (TfGM) on any future improvements and / or extensions to local services and offering limited time discount tickets; and
- Provide up to date bus details including timetables/contact information in the welcome packs; and
- Provision of new and improved inter-connecting footways, and cycle links and road crossings to surrounding public transport infrastructure as part of the development.

5.6 Car Sharing and Car Clubs

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

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

They would have to register themselves with the Site, which then searches for and matches appropriate car sharers. This scheme could be promoted by the Travel Plan Coordinator (TPC).

- 5.6.3 It is considered that car sharing could be an attractive facility for residents and visitors who do not own a car but require occasional use. Additional measures such as establishment of a site-wide car share database and promotion of this via flyers, the Welcome Packs, travel notice boards and bulletin boards, joining of any existing locally established web-based car share initiative through the setting up of a private group license for the Site could be considered.
- 5.6.4 Alternatively, Enterprise Car Club has a vehicle location at Samuel Ogden Street, M1 7AX (400m north-east of the Site, within a 5-minute walk); with a number of alternative locations within the city centre. Users would need to register and book the car appropriately through the website: www.enterprisecarclub.co.uk. Again, this scheme could be promoted by the TPC.
- 5.6.5 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising in the Welcome Packs and advertising around the Site.

6.0 Targets

6.1 Introduction

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

6.2 Data Collection and Analysis

Travel Surveys

- 6.2.1 As the development has not yet been occupied, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.
- 6.2.2 In order to understand travel habits, a representative sample survey will be undertaken at three months following first occupation (including separate residential, retail and commercial elements). Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of work (for residents) and residence (for staff and visitors);
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage residents, staff and visitors to travel more sustainably.
- 6.2.3 Surveys could be distributed in two ways; electronically, and as paper copies.
- 6.2.4 Firstly, questions could be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents and staff would be sent this link in the early stages of operation and can simply click on it and get directed to an internet-based survey. All results can be recorded on a computer database for analysis.
- 6.2.5 Paper surveys could also made available to residents and staff across the building. Surveys could be printed and distributed at the reception area. All the results could be manually transferred to the SurveyMonkey computer database for analysis alongside the electronic surveys.
- 6.2.6 The information obtained will be used to undertake travel performance indicator and modal split analysis, whereby an answer rate of 60% could be considered a sufficient representation of residents at the building. These can be used to set SMART targets for the Site, with an example provided in **Table 6.1** below. Site users would then be surveyed every two years from the initial survey.

Travel Plan Performance Indicators

6.2.7 The following Travel Plan performance indicators can be considered upon receipt of the travel survey data:

- **Attractiveness / Uptake of sustainable modes** – targets could be set for perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure/storage;
- **Car ownership and mode of travel** – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode share targets; and
- **Travel Plan awareness targets** – targets could be set in relation to appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

Modal Split Analysis

6.2.8 Modal split targets could be set for a reduction in private car use offset by an increase in sustainable modes. **Table 6.1** is an example of such targets:

Example of Potential Modal Shift Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	TBC following surveys	- 2%	- 2%	- 4%	- 8%
Car Share		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Public Transport		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Cycle		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Foot		+ 0.5%	+ 0.5%	+ 1%	+ 2%

Table 6.1 – Example of Potential Modal Shift Targets

6.2.9 It may also be appropriate to monitor modal splits through the aforementioned travel surveys so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel.

6.2.10 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes to encourage more residents and staff to cycle.

6.3 SMART Targets

6.3.1 All performance indicator targets and potential modal split targets will be set through consultation with MCC and TfGM. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed). An example of key targets for this Site could be as outlined in **Table 6.2**:

No.	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
			2020	2022	2024	
1	To raise awareness of sustainable travel options enabling residents, staff and visitors to have an informed choice about their travel options and make sound travel decisions	A. To increase access to information for all users (both written and online)	75% of users	85% of users	95% of users	Travel information packs produced and distributed
2	To minimize wherever possible single occupancy car use	B. To increase the proportion of car sharers*	By 1%	By 2%	By 3%	Parking survey
		C. To increase those using the car club*	By 0.5%	By 1%	By 1.5%	Adoption rates of car club
3	To maximise use of existing sustainable transport modes for all journeys	D. Increase the proportion of public transport users	By 1%	By 2%	By 3%	Travel plan survey
4	Reduce the carbon footprint of the building and reducing the impact on the environment	E. Increase those cycling	By 0.5%	By 1%	By 1.5%	Use of cycle parking
		F. Increase those walking	By 1%	By 2%	By 3%	

Table 6.2 – Example Targets Linked to Objectives

* subject to baseline survey

6.3.2 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. As noted, surveys will be commissioned within three months of occupation.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the TP.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the TP will lie with the operator, whereas each of the elements will be split between the operator and any other parties occupying the ancillary uses. Following full operation, the operator would need to distribute the travel surveys.

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

7.2.3 At this point, the day to day responsibility will shift from the operator to the appropriately appointed TPC which could be a member of the management company.

7.2.4 Notwithstanding, adequate consultation and support from the operator is required to ensure the smooth implementation of the TP. A number of measures to be undertaken by the operator comprise:

- A commitment to actively pursue any future partnerships with bus operators and the identification of opportunities to future stages of the development;
- Provision of security for walkways to and from the site and between the main residential areas and the development, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting and CCTV installations, particularly off-site in collaboration with the Highways and Planning Authorities;
- Businesses locating within the Site will be required to sign up to the TP and appoint a Travel Plan representative, such as the business manager or owner;
- A representative of the residential community to be appointed to work with the TPC;
- Support for a Travel Plan Coordinator in ways including but not limited to funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively pursue, support and promote a car-sharing scheme in terms of database management.

7.3 Travel Plan Coordinator (TPC)

7.3.1 The TPC, which could be a member of the management company, 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;
- Assist Travel Plan representatives (from the commercial and retail elements) in implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the Site;
- Liaising with public transport operators and represent the operator at relevant forums;
- Administering the car share scheme;
- Monitoring the TP and detect trends in change against targets and report to the relevant parties (i.e. Manchester City Council (MCC)); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.3.2 A TPC or representative from the management company will be identified in due course.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from occupiers and liaising with MCC on transport related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

7.4.2 The results of each survey would be used to review progress against targeted modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the Site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

7.4.3 The figures calculated will additionally take account of known parameters (such as car movements or cycle parking usage) which will be calculable independently to ensure the robustness of the information provided.

7.4.4 Monitoring reports will be provided to officers at MCC every two years following the receipt of the first surveys. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all residents and staff upon the completion of surveys.

7.4.5 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys and throughout the lifetime of the development until otherwise agreed upon with MCC to ensure that the TP reflects current opportunities and local circumstances.

8.0 Action Plan

8.1 Introduction

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

Action	Indicator	Target Date	Responsibility
Appoint TPC / Representative from Management Company	Development build nearing completion	Six months before first occupation	VITA Group
Produce Welcome Pack	TPC appointed	First occupation of each element of the development	TPC
Provide Travel Information Boards	TPC appointed	First occupation of each element of the development	TPC
Undertake Initial Travel Surveys	50% occupation of development	Within three months	TPC
Decide Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with MCC
Introduce Car Share Scheme	Once Modal Split Targets are agreed with MCC	Within three months of finalising targets and modal splits with MCC	TPC
Issue Revised Travel Plan	Receipt of the initial Travel Surveys	Within six months of the first use of the development	TPC
Present Monitoring Report (every 2 years)	Once Travel Plan is approved by MCC	For at least three years following the agreement of targets with MCC	TPC

Table 8.1 – Action Plan

049239 Circle Square, Plots 7 & 8

Travel Plan



Plans



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

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Leeds • Liverpool • London • Manchester • Nottingham

Project:
CIRCLE SQUARE (PLOTS 7 & 8)

Drg Title:
LOCATION PLAN
REGIONAL LEVEL

Status:
PRELIMINARY

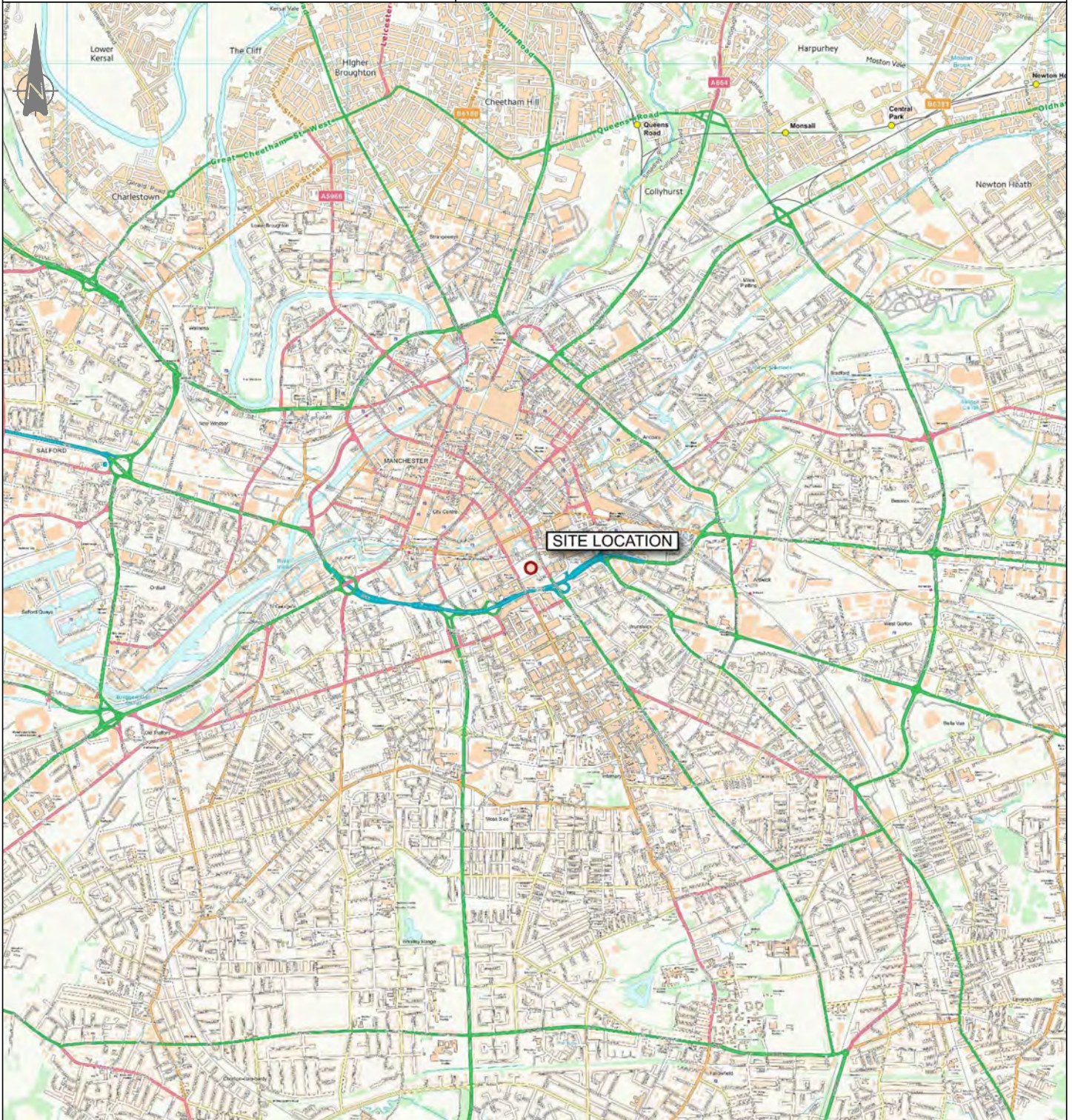
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

49239 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY:  Site

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0161 236 2394
manchester@curtins.com
www.curtins.com

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Project:
CIRCLE SQUARE (PLOTS 7 & 8)

Drg Title:
LOCATION PLAN
LOCAL LEVEL

Status:
PRELIMINARY

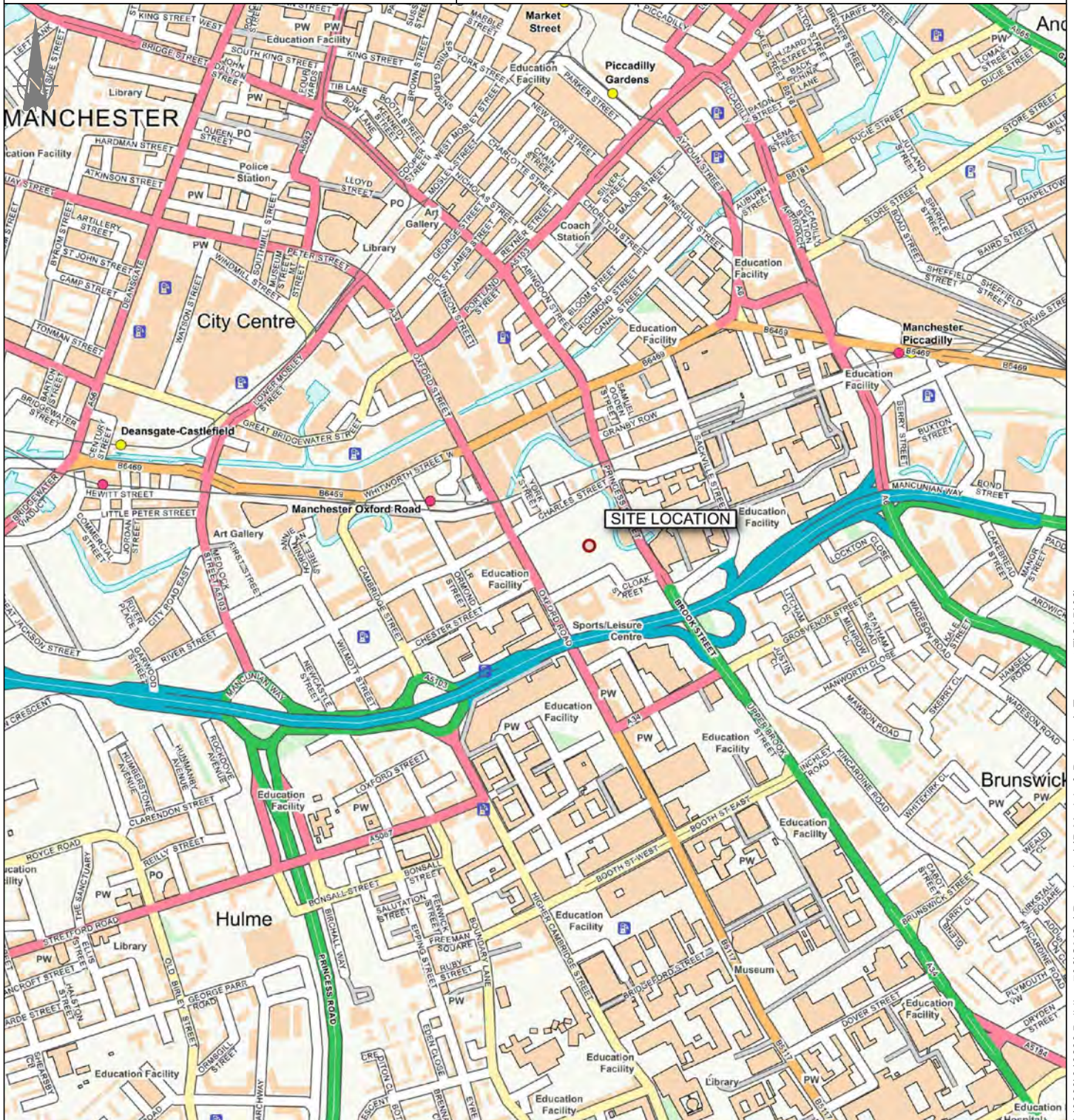
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

49239 - CUR - 00 - XX - DR - TP - 06002 - P01



KEY: Site



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Project:
CIRCLE SQUARE (PLOTS 7 & 8)

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

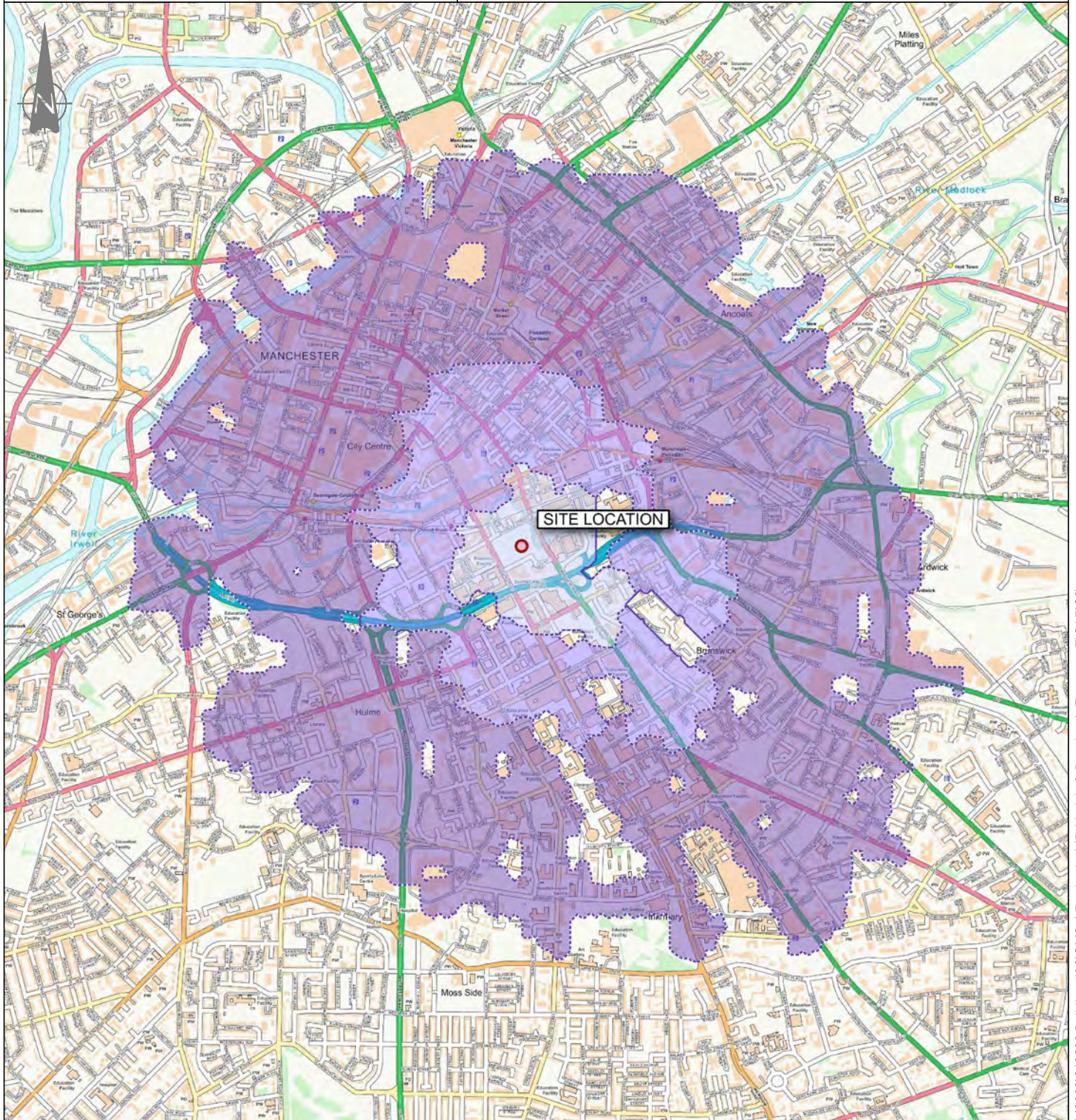
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

49239 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY: Site

Walking Catchment:

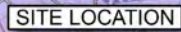
- 500m
- 1000m
- 2000m

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Scale: NTS



KEY:  Site  Cycle Catchment 8000m

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0161 236 2394
manchester@curtins.com
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Leeds • Liverpool • London • Manchester • Nottingham

Project: CIRCLE SQUARE (PLOTS 7 & 8)

Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT
CATCHMENT

Status: PRELIMINARY

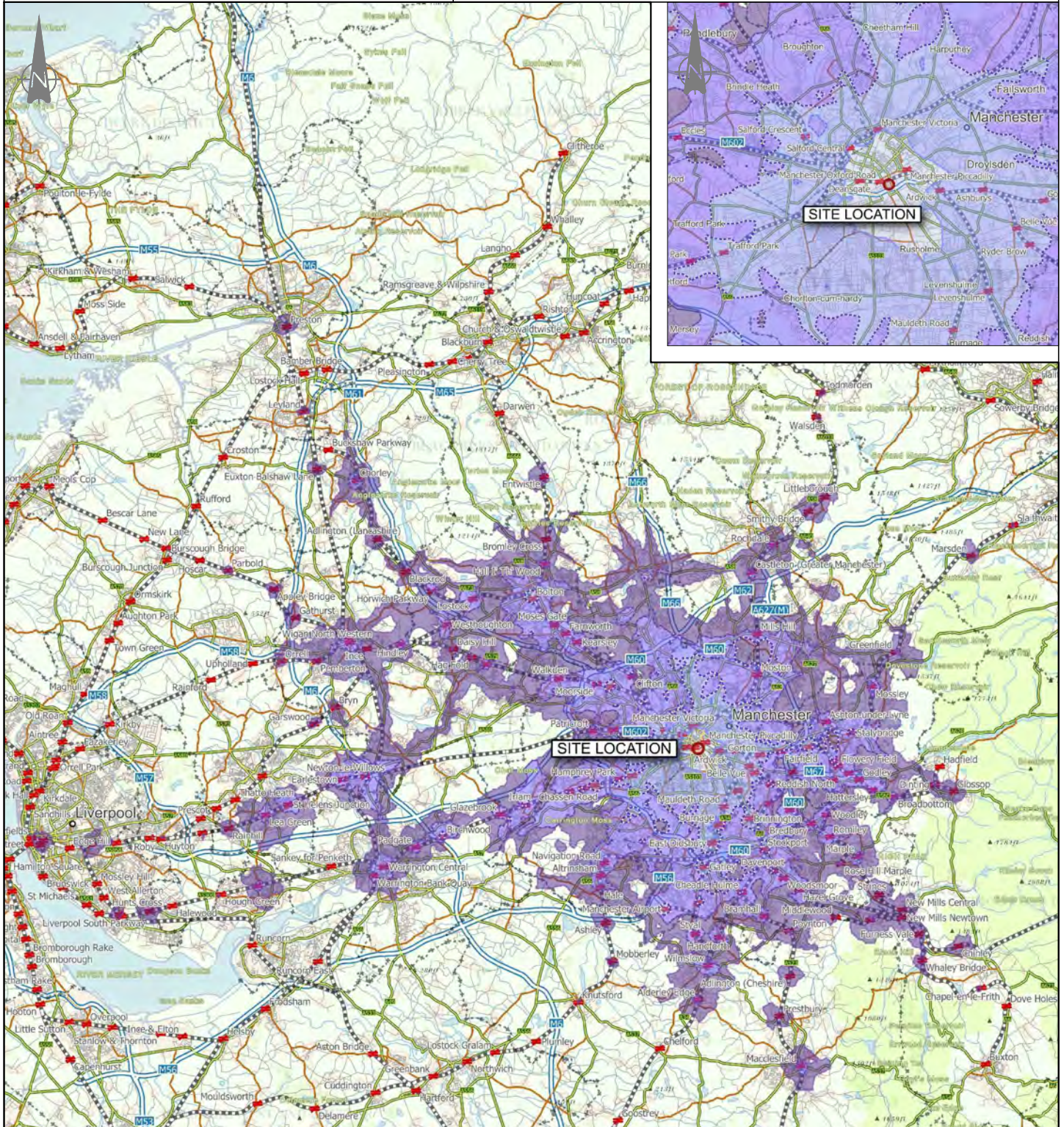
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY: Site
Public Transport Catchment:
 15 minutes
 30 minutes
 45 minutes
 60 minutes

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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

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
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