

191022/SK21767/TP01(-00)
Crown Street, Manchester
Travel Plan

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK21767	TP01	00	-	L Speers	LGS	23/10/2019

1 Introduction

- 1.1 SK has been appointed to prepare a residential Travel Plan for the Crown Street development in Manchester city centre.

Residential Development

- 1.2 The development is 664 residential units, with basement parking for 260 cars and residential amenity space including a swimming pool, gym and communal gardens. The development includes 647sqm of flexible commercial floor space on ground and first floor. The layout is attached as Appendix A.
- 1.3 The new streets within the development area will be accessed via the existing junction of Silvercroft Street with Great Jackson Street. The new access route formed via Silvercroft Street has been tested for vehicle types that would be expected to require access, to ensure that sufficient manoeuvring space is provided.
- 1.4 The basement parking areas is accessed via a spur off the realigned Silvercroft Street. The route formed by the spur will provide an enhanced pedestrian environment for north-south movements through the framework area.
- 1.5 The spur will also be utilised for refuse collection, to fit with the refuse strategy for the residential element of the scheme wherein refuse stores are located within the basement and bins transferred to street level via the access ramp at times of collection. Whilst regular, such movements are of low frequency and duration.
- 1.6 Deliveries and other ad-hoc large vehicle movements (such as residents moving in) will be accommodated within the realigned Silvercroft Street along the southern frontage of the residential area. A turning area is provided for large vehicles at the western end of Silvercroft Street (realigned).
- 1.7 The development is in an accessible location within Manchester City Centre. This, coupled with the likely resident movement patterns and the parking levels proposed, will limit the reliance on the private car and encourage active travel. In line with TfGM survey data, the majority of residents will work in key destinations in the Regional Centre. Leisure and retail trips will also be concentrated on the City Centre. This means that sustainable modes will be dominate movement patterns, even when a resident owns a car.
- 1.8 A central foyer separates the two tower blocks that comprise the residential element of the proposal. This is accessible from pedestrian entrances on both the Chester Road and Silvercroft Street (realigned) frontages.
- 1.9 Secure cycle storage areas are provided within the building for use by future residents. The storage areas provide capacity for 664 cycles for residents (100%) and parking for visitors in external stands.
- 1.10 The development includes a mix of amenity uses to reduce the need to travel. These include: a swimming pool; gym; post/parcel storage areas and, communal gardens.

Travel Plan Process

- 1.11 A Travel Plan is a tool for managing access to a site that aims to promote access by sustainable modes. It contains a package of consented development infrastructure and promotional measures designed to meet the stated objectives of the Plan.
- 1.12 This Travel Plan has been developed in line with the advice set out in DfT's 'Making Residential Travel Plans Work', TfGM's 'Transport for Sustainable Communities' and NPPF/NPPG.
- 1.13 DfT guidance states that it is helpful to:

'...view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be the outcomes from the Transport Assessment.'

- 1.14 The pyramid views the process as a series of considerations that are constructed from the ground up, with each new layer building on the preceding one.
- 1.15 The base of the pyramid and Travel Plan is the location of the development, as it is this that creates a foundation for good accessibility and mode choice opportunities by ensuring that the development relates well to places people want to go and is connected to these by existing transport infrastructure. Clearly the Site has a very strong base due to its city centre location and exceptional level of existing accessibility.
- 1.16 At the next level the physical or infrastructure aspects of the proposal are considered. This ensures that travel choices are built into a proposal to allow residents to realise their potential for sustainable trip making. Increased intervention is required if the base layer (location) of the Site is poor. This is not the case with the Site, which benefits from immediate proximity to good transport links and city centre amenities. Notwithstanding this, the proposal includes infrastructure to facilitate sustainable living, such as: cycle parking; on-site resident amenities; on-site commercial uses; post/parcel storage; EV parking bays; and restrained levels of residential parking.
- 1.17 The remaining levels of the pyramid set out if any further promotion or management interventions, and local route improvements are needed to compensate for anything found to be lacking in the preceding levels. Again, this is patently not the case with the Site in question. Notwithstanding this, the Travel Plan includes measures to promote the options available to residents and manage the Plan going forward.
- 1.18 In line with best practice and DfT's pyramid, the Travel Plan measures are commensurate with the level of intervention that will be required to encourage and support sustainable and active travel practices. The Plan therefore concentrates on ensuring that the residents understand what infrastructure is being provided as part of the development to support sustainable living and on ensuring adequate provision of information resources and the promotion of existing sustainable routes that provide connections to the Site.
- 1.19 The report also outlines monitoring, funding and management measures that will be adopted as part of the Plan.
- 1.20 This Travel Plan has been prepared to discharge Planning Condition 36 which states that:

'Before first occupation of each building, as defined by Condition 3, a Travel Plan for that building, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of each building, and shall be kept in operation at all times thereafter.'

Benefits

- 1.21 Travel Plans result in a variety of benefits to the occupiers and the wider community, including:
 - Promoting active and healthy lifestyles
 - Reducing road safety and congestion issues
 - Reducing carbon emissions and improving local air quality
 - Ensuring that residents are fully aware of the travel options available to them
 - Encouraging better travel behaviour

Objectives

- 1.22 The principle aims of the Travel Plan are to reduce single occupancy car trips and support sustainable travel practices.

Travel Plan Structure

1.23 The Travel Plan outlines policy interventions and measures that are commensurate with the scale and impact of the development. In summary, the following information is included in the plan:

- Information on existing transport services to the Site and travel patterns
- Proposed Development measures included to enhance accessibility and reduce car use
- Identification of a Travel Plan Co-ordinator
- Mechanisms for monitoring and reviewing the Travel Plan

2 Audit

Site Location

2.1 Figure 2.1 shows the location of the Site in relation to the City Centre and surrounding destinations.



Figure 2.1: Site Location

- 2.2 The Site is located on the southern side of the city on a key gateway route into the City Centre. The Site is in a strategic regeneration area of Manchester City Centre and has been included in the recently updated Great Jackson Street Development Framework where it forms part of Plot C, which will be delivered in three separate phases. This application is the first of the three phases.
- 2.3 The Site is in a strategic regeneration area of Manchester City Centre and has been included in the recently updated Great Jackson Street Development Framework where it forms part of Plot C, which will be delivered in three separate phases. This application is the first of the three phases.
- 2.4 To the east of the Site is the Plot E of the Great Jackson Street Development Framework, which consented has been granted for the development of 399 apartments and 50 retirement dwellings

(ref: 116850/FO/2017). Further east of this Site is the Owen Street Development Site, which has consent for the development of 1,508 dwellings (ref: 111719/FO/2016/C1). The Owen Street development is currently under construction.

- 2.5 Prior to construction the Site was occupied by a commuter car park providing 401 spaces.

Access on Foot

- 2.6 The Site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of its City Centre location.
- 2.7 Good width footways are provided on either side of the Chester Road carriageway edge. Future residents can easily gain access to services and amenities using the footway that routes along Chester Road frontage and cross to the western side at the signalised facilities at the junction of Bridgewater Viaduct/Whitworth Street West.
- 2.8 Opportunities also exist to use the lightly trafficked pedestrian routes along (old) Deansgate to access the City Centre. Signalised crossing facilities are provided at the junction of Whitworth Street West/Deansgate, and Whitworth Street West/Medlock Street.
- 2.9 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km, which equates to a 25-minute walk. Further guidance is provided in the Chartered Institute of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' on acceptable maximum distances to destinations to local service and town centre facilities. These distances are 1.2km (15-minutes) and 800m (10-minutes), respectively.
- 2.10 Figure 2.2 shows 10, 15 and 25-minute walking isochrones from the Proposed Development, based on a walking speed of 4.8kph.

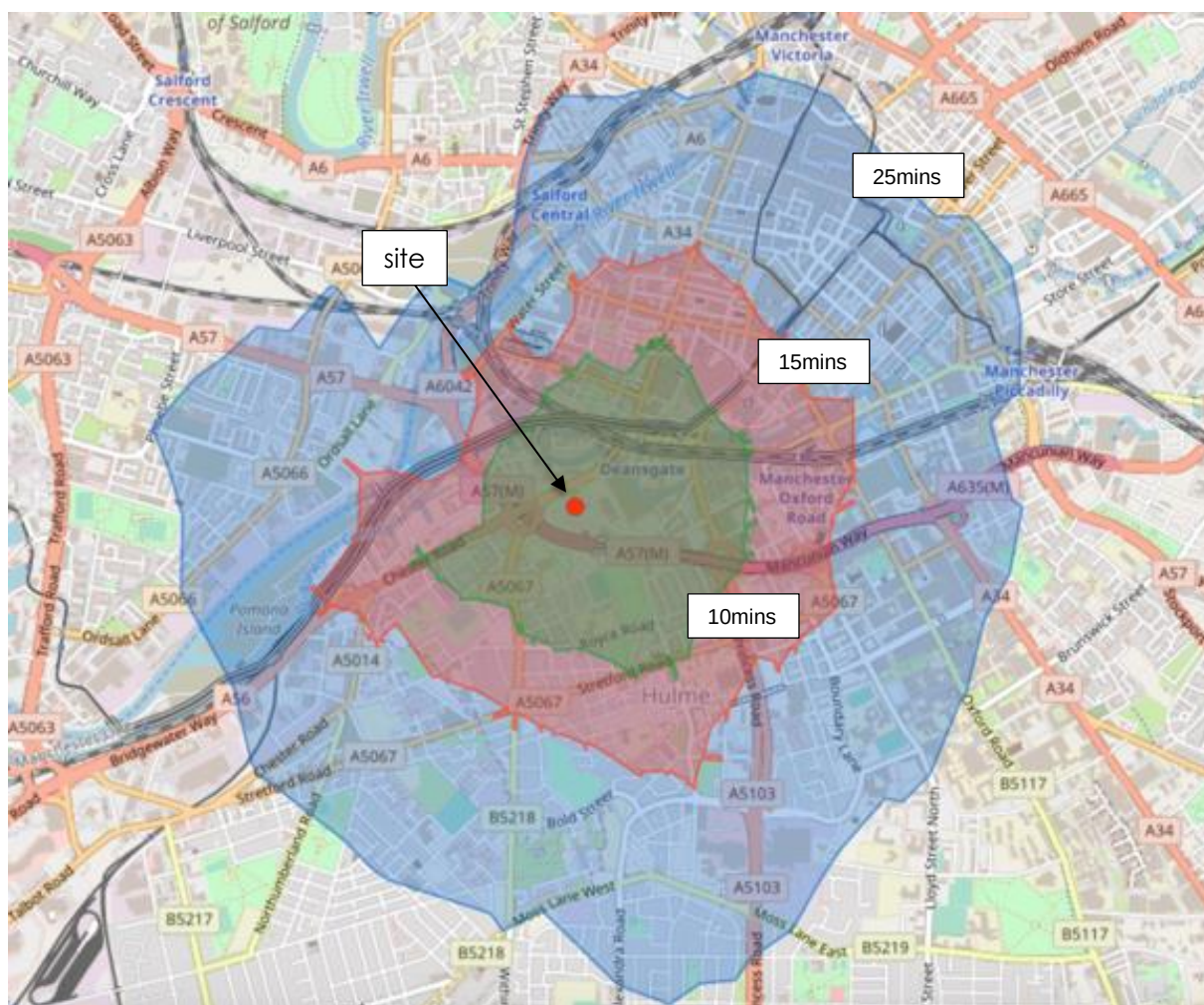


Figure 2.2: 10, 15 & 25 Minute Walking Isochrones

- 2.11 The walking isochrones shows that the Site is within a 10-minute walk of Castlefield, Deansgate, First Street, and Whitworth Street West. Within a 15-minute walk of the Proposed Development access can be gained to the Oxford Road Corridor, Hulme, Spinningfields, St Peter's Square, St Anne's Square and King Street. The isochrones show that most of the City Centre and areas of Salford are within a 25-minute walk of the Proposed Development.
- 2.12 The existing pedestrian infrastructure surrounding the Site provides a good basis for future trips by residents to key destinations. The close proximity of the Site to a key City Centre destinations and local area amenities, means that journeys on foot are likely to be a significant mode choice for future residents.

Access by Cycle

- 2.13 Figure 2.3 shows the Site relates well to existing formal and informal cycle routes on the Greater Manchester Cycle Network. The Site relates well to 20mph routes that provide a suitable environment for cycle trips into the City Centre. Marked cycle routes are also present along the frontage on Chester Road and a on Great Jackson Street. These routes provide connections to Route 6 of National Cycle Network on Whitworth Street West.
- 2.14 The existing routes serving provide a good basis for future trips on cycle and provide good linkages to the entire network, including routes through the City Centre and beyond.



Figure 2.3: Local Cycle Network

- 2.15 Great Jackson Street is an advisory route on the Greater Manchester Cycle Network and is one of TfGM's Bee Network (a route that people already use to travel from A to B). Most of the roads in the city centre are identified as low-speed streets that are suitable for cycle trips. These routes link to streets with dedicated cycle facilities, including the recently opened facilities delivered as part of the Oxford Road Corridor cycle improvements. The routes in the city centre provide links to segregated cycle facilities and key strategic cycle routes, including Route 6, Route 55 and Route 66 of the National Cycle Network which provide connections to areas outside the city centre.
- 2.16 Figure 2.3 shows that there is cycle parking provided at frequent locations around the city. The city centre also benefits from a number of cycle hire facilities, including Bike & Go Oxford Road station and Bromptondock from Piccadilly station.
- 2.17 Cycling England recommends 8km as a maximum cycling distance in the document 'Integrating Cycling into Development Proposals' and the CIHT document 'Planning for Cycling' states that cycling has the potential to substitute for car trips under five miles (8km). Figure 2.4 shows an 8km cycling catchment from the Site.

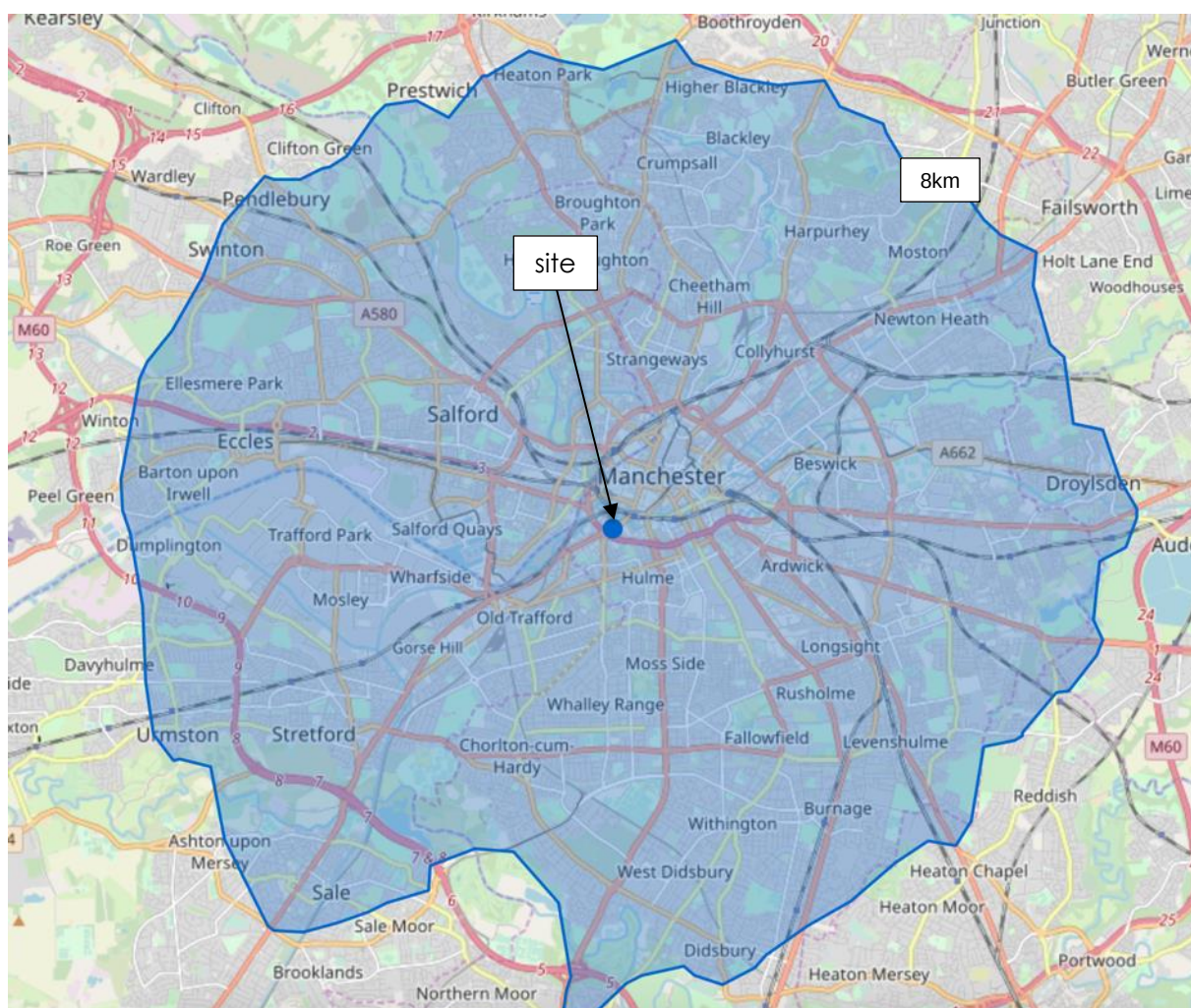


Figure 2.4: 8km Cycling Catchment

- 2.18 Figure 2.4 shows that all of Manchester City Centre, southern areas of Salford, Trafford Park, Stretford and East Manchester are all within an 8km cycle of the Proposed Development.
- 2.19 It is shown that opportunities exist for access by cycle from the Site to areas of the city and the Regional Centre using existing the Greater Manchester Cycle Network.

Public Transport

- 2.20 As shown in Figure 2.5, the nearest bus stops to the Site are located on Whitworth Street West, Medlock Street and Chester Road. These bus stops are all well within a five minute walk of the Site.

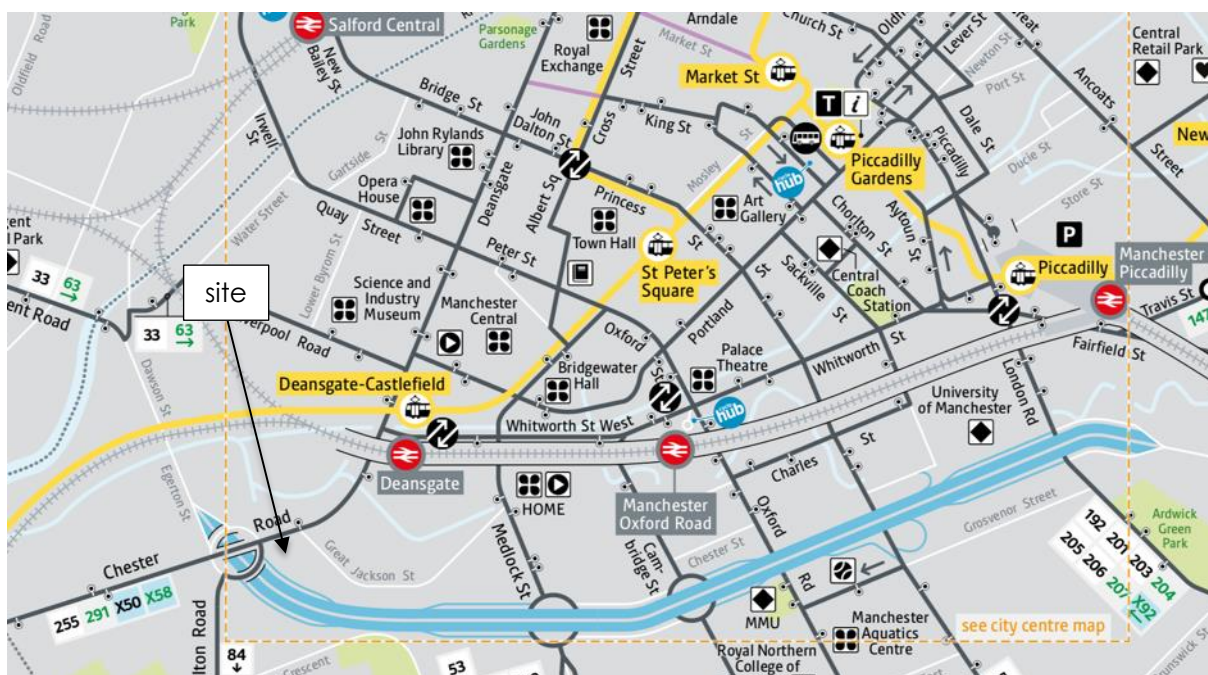


Figure 2.5: Local Public Transport Nodes

- 2.21 TfGM's interactive bus tool shows that the bus stops are served by approximately 1,200 buses per day (Monday to Friday). These services provided a comprehensive coverage of city centre and regional destinations. The services also provide good coverage of early mornings, evening and weekend periods.
- 2.22 Access can also be gained to Route 2 of the Free bus service, which routes on Whitworth Street West. The bus service providing frequent routes around the City Centre to link key destinations, as shown in Figure 2.6.

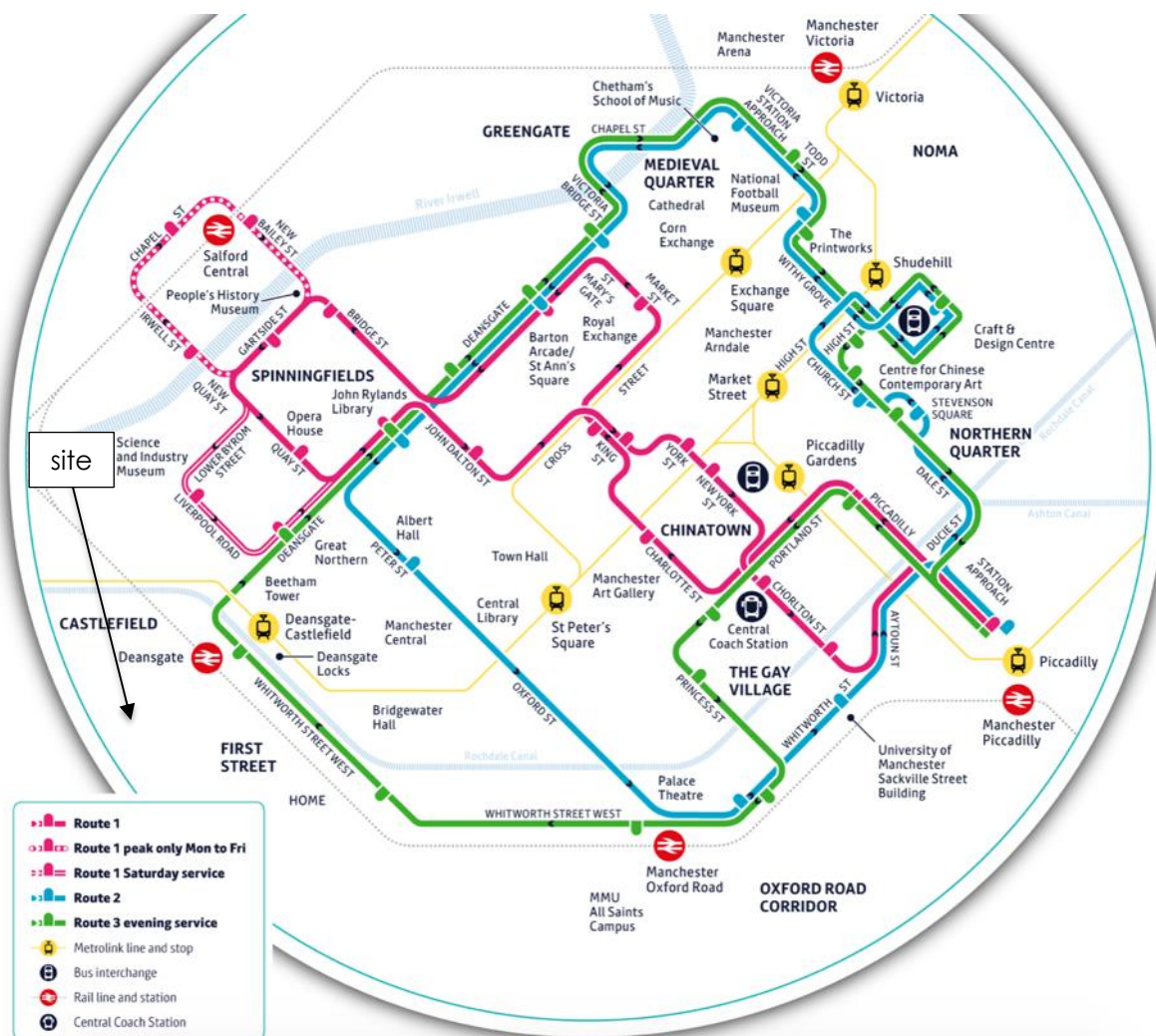


Figure 2.6: Free Bus Route

- 2.23 The Proposed Development is located a 4-minute walk from Deansgate station. Access can be gained to the station using the footway fronting the Site on Chester Road and crossing at the existing signalised facility at the junction of Bridgewater Viaduct/Whitworth Street West.
- 2.24 Trains offering coverage of destinations across Greater Manchester region and the UK serve Deansgate station. It also provides a connection to Oxford Road and Piccadilly stations. Figure 2.7 shows Deansgate Station in the context of the wider Greater Manchester train network.

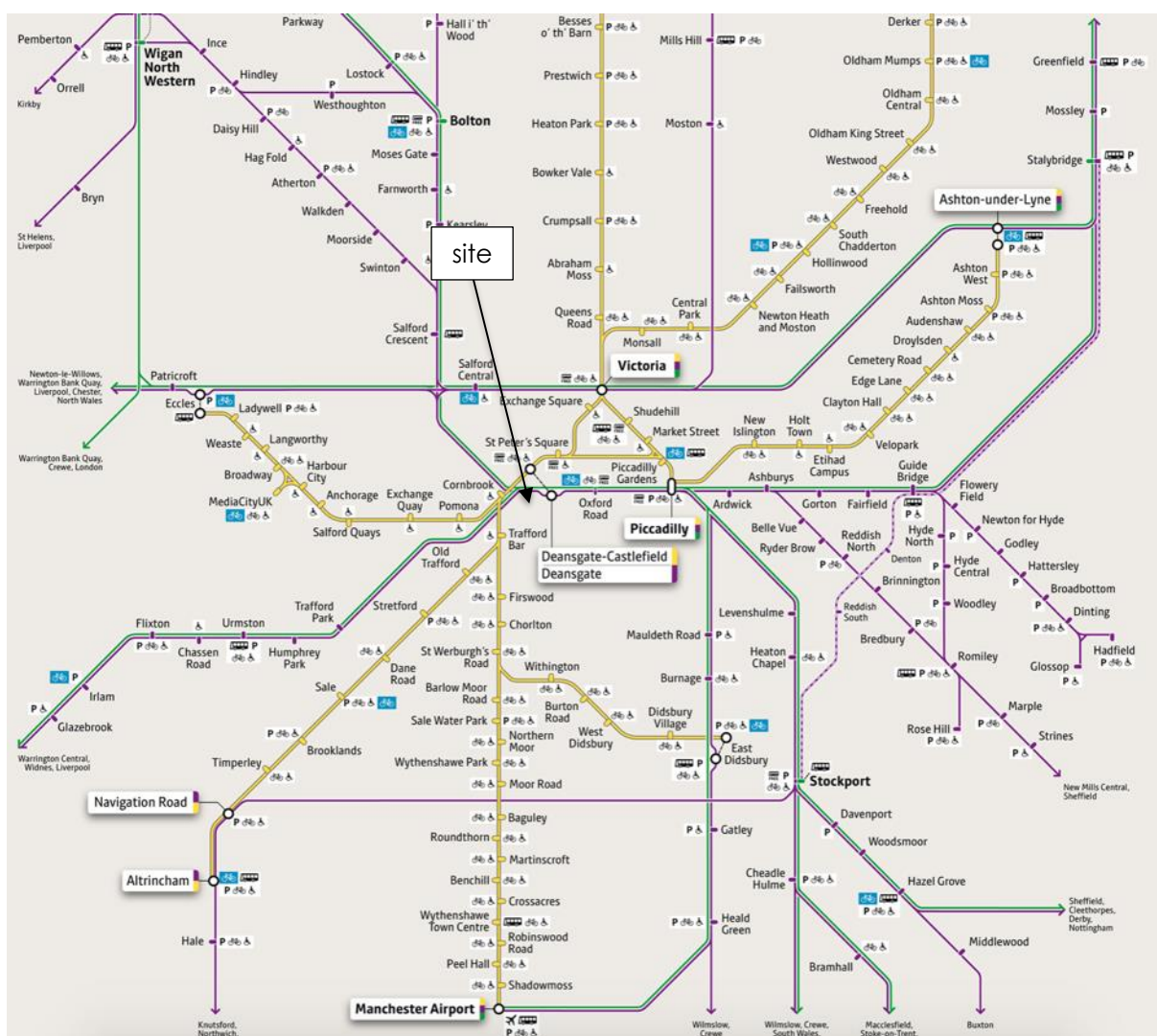


Figure 2.7: Train Services

- 2.25 Metrolink services can be accessed from Deansgate-Castlefield Metrolink station. Existing Metrolink services provide high-frequency services on the Altrincham, Eccles, East Didsbury, MediaCity, Ashton, the airport, Rochdale and Bury. Figure 2.8 shows the Metrolink network. Consent has recently been granted for the construction of the Trafford Park Line, which will provide connections from the city to Old Trafford, Trafford Park and the Trafford Centre.

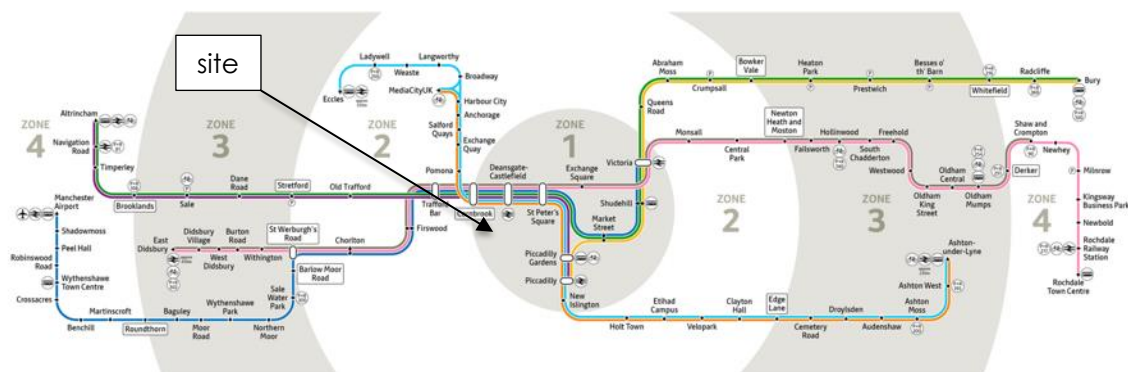


Figure 2.8: Tram Services

- 2.26 The assessment shows that good opportunities exist for future residents to access key destinations in Greater Manchester by public transport.

Greater Manchester Accessibility Level

- 2.27 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the Site. A GMAL is calculated using the interactive tool managed and maintained by TfGM for use in assessing the accessibility by non-car modes of a development site. The tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 2.28 The Site has a split GMAL of 7/8, indicating that it benefits from a very high level of accessibility.

Casual Car Use

- 2.29 The Enterprise Car Club provides an MCC and TfGM supported solution that complements the city centre's sustainable transport system to the meet occasional and casual vehicle needs of city centre residents and businesses. The Car Club enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car.
- 2.30 Car clubs offer pay as you go motoring, with vehicles available to hire for as little as 30 minutes per trip. The vehicles are available 24/7 and members of the scheme can easily access vehicles on demand by reserving on-line. Using a car club can save motorists up to £3,500 a year on costs usually associated with fuel, insurance, servicing, MOT, cleaning and parking.
- 2.31 Car Club vehicles are conveniently located across the city centre, including two near the Site on Whitworth Street West.
- 2.32 Enterprise also provides longer-term car hire solutions. Enterprise operates from The Grand in Manchester and provides a drop-off vehicle service to residents' doors. The combination of the two car hire services means that both short- and long-term occasional vehicle hire needs can be offered to residents in Manchester allowing them to use a car when it is required.

Car Access

- 2.33 Vehicular access is provided from Silvercroft Street, which connects to both Great Jackson Street and Crown Street. Access (entry only) can also be gained to Crown Street and Silvercroft Street from the off-slip from Mancunian Way.
- 2.34 From Chester Road access is provided to Great Jackson Street via a left in/left out arrangement. Vehicles wishing to access Great Jackson Street from Chester Road (S) must travel further along the road and use the (old) Deansgate junction to access via Owen Street. The Chester Road/(old) Deansgate junction is also a restricted movement priority arrangement. Chester Road is dual carriageway at this point with two lanes in each direction and a right turn lane for traffic turning into Deansgate provided within the central reserve. Traffic is not permitted to turn right from Deansgate onto Chester Road towards the Bridgewater Viaduct.
- 2.35 Chester Road is a major radial route connecting the City Centre area with the inner ring road and continuing south-west through Trafford. To the west of the Site, Chester Road is dual carriageway and meets the A57(M) Mancunian Way at a major grade separated junction. To the north-east of the Site the route becomes single carriageway with two lanes maintained in each direction, connecting with Whitworth Street West at a signal-controlled junction and leading into A56 Deansgate. Good standard footways with cycle facilities are provided on the western footway.
- 2.36 Great Jackson Street provides a connection between Chester Road in the west and areas east of the River Medlock and the A5103 Medlock Street. At its eastern end, Great Jackson Street is known as City Road East. This road provides a direct connection to Medlock Street.
- 2.37 Medlock Street is a major radial route connecting the City Centre area with the inner ring road and continuing south towards Altrincham as Princess Road. At its northern end, Medlock Street connects with Whitworth Street West at a signal controlled junction, with the route continuing north as Albion Street.
- 2.38 The Site sits within Zone 4 of the City Centre Pay & Display parking system. In Zone 4, parking charges apply and there is a maximum stay of ten hours (Monday to Sunday, 8am to 8pm).

3 Management

Travel Co-ordinator

- 3.1 An effective Travel Plan needs a clear hierarchy of responsibility. Travel Co-ordinators play an important role in developing, managing and promoting the measures set out in a Travel Plan.
- 3.2 The Site is owned by Renaker Build and will be managed by **Zenith Management**. The Travel Co-ordinator for the Proposed Development is:

James McDermott Zenith Management

jamesmcdermott@zenithmanagementnw.com

- 3.3 The Travel Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement and monitor the respective Travel Plan's effectiveness.
- 3.4 In summary, the Travel Co-ordinator's main responsibilities are:
 - Responsibility for the implementation strategy
 - Providing a point of contact for residents
 - Issuing household travel packs
 - Monitoring the Travel Plan and reporting back to the Council

Funding

- 3.5 The funding of the Travel Plan, in terms of staff time and promotional printing and distribution costs, will be borne by the owner of the building or their successor in title.

4 Toolkit

Travel Plan Promotion

- 4.1 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them.
- 4.2 All new households will be provided with a travel pack on initial occupation. Based on other Travel Plans agreed with MCC for residential developments in the city centre, the travel pack will include information on sustainable travel modes, including information on public transport routes and frequencies, and maps of local walking and cycling routes.
- 4.3 In summary, the travel packs will also provide:
 1. Travel Plan Co-ordinator contact details
 2. Details of TfGM's website links to on-line and phone app journey planning software
 3. Details of TfGM's website links to cycle and walking route maps
 4. Details of TfGM's website links to bus maps and timetables
 5. Details of current TfGM local initiatives (such as adult cycle training)
 6. Details of Car Club membership
 7. Free paper maps, as available at the time of issue from TfGM
- 4.4 The travel pack will provide links to allow the download of existing local area and journey planning phone apps, such as TfGM's personalised travel website, **My TfGM**. The use of this app will be promoted to all residents so that they can see how easy it is to travel around the city on foot, cycle or public transport.
- 4.5 A travel pack has been produced and is attached as Appendix B.
- 4.6 The Travel Plan Co-ordinator will also be responsible for making residents aware of the many benefits for travelling more sustainably:

1. Improve health and wellbeing
2. Save money
3. Reduce traffic congestion
4. Increase physical activity and fitness
5. Improve air quality
6. Reduce carbon emissions
7. Meet new people

Walking & Cycling

- 4.7 The Proposed Development benefits from an exceptional level of accessibility on foot and by bike using existing infrastructure. A central foyer separates the two tower blocks that comprise the residential element of the proposal. This is accessible from pedestrian entrances on both the Chester Road and Silvercroft Street (realigned) frontages.
- 4.8 Secure cycle storage areas are proposed within the building for use by future residents. The storage areas will provide capacity for 664 cycles for residents (100%) and parking for visitors in external stands.
- 4.9 The Proposed Development includes a mix of amenity uses to reduce the need to travel. These include: a swimming pool; gym; post/parcel storage areas and, communal gardens.
- 4.10 Information on local walking and cycling routes will be provided to each household in the travel pack. The travel pack will include details of on-line and phone app journey planning software that is available from [TfGM](#). Website links will be provided to [Walkit](#) and [CycleStreets](#) journey planning software.
- 4.11 TfGM also offer free cycle training and maintenance sessions for adults. The cycle training and maintenance will be promoted to residents will also be included in the travel pack.
- 4.12 Greater Manchester also benefits from a number of cycle hire schemes in central areas that could be used by residents as part of a public transport trip at the destination end. These include [Bike & Go](#) and [Brompton Dock](#) from various train stations across the country. Information on the bike hire schemes will be included in the travel pack.

Public Transport

- 4.13 The Proposed Development benefits from an exceptional level of accessibility by public transport and is located only a short walk from train, tram, bus and Metroshuttle services.
- 4.14 The travel packs will include information relating to phone app and on-line journey planning information available from [TfGM](#). It will also include city centre public transport maps, as available for free from TfGM at the time of issue.

Efficient Vehicle Use

- 4.15 In recognition of the sustainable location of the Site parking is restrained. The basement provides 39% parking provision (260 spaces), including disabled and EV charging spaces.
- 4.16 Information will be provided on the city centre Car Club scheme in the travel packs.
- 4.17 Storage space is provided for deliveries is provided to serve the proposal. This will allow residents to purchase shopping on the internet and for it to be delivered to the site in their absence, reducing the need for residents to travel.

5 Monitoring

- 5.1 A baseline survey will be undertaken of residents within six months of first occupation of the development.
- 5.2 The survey will be conducted electronically using Survey Monkey or similar. A website link to the travel survey is provided in the travel pack and a copy is attached as Appendix C.

- 5.3 Following the baseline survey, the Travel Plan will be updated with targets and these will be issued with the proposed actions for agreement with MCC.
- 5.4 A follow up survey will be undertaken two years after implementation of the actions. Then regular surveys (every five years) will be undertaken for the lifetime of the development, or otherwise until MCC decide that surveys are no longer required.
- 5.5 The targets will be reviewed and amended over time, as appropriate, following the initial survey.