

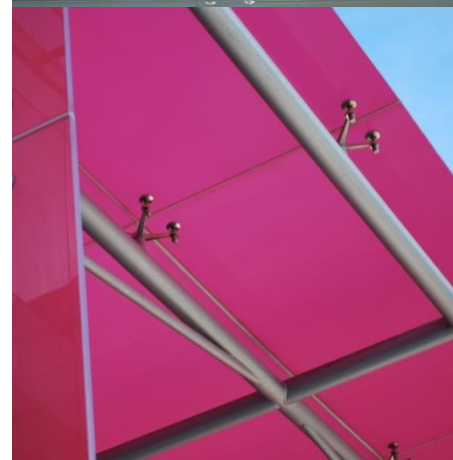
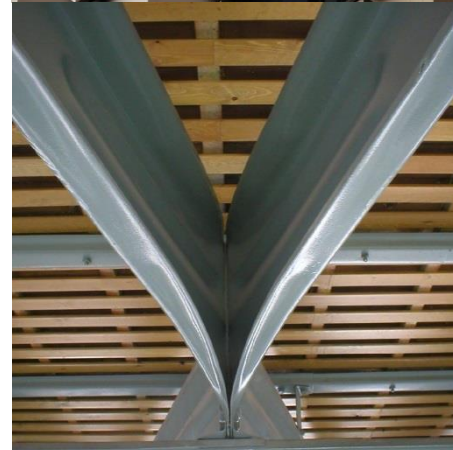
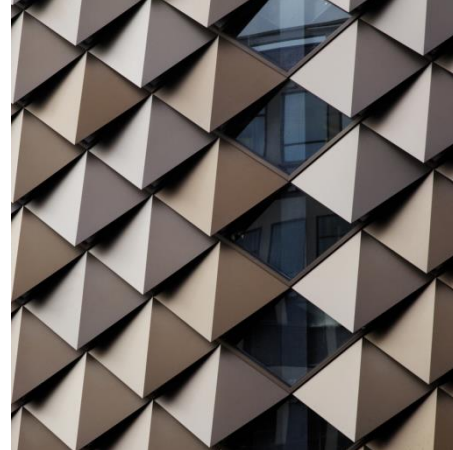
Tib Street, Manchester Travel Plan

Curtins Ref: 076598-CUR-00-XX-RP-TP-001

Revision: V01

Issue Date: 06 July 2020

Client Name: Domis Construction Limited



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

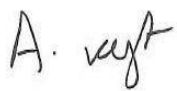
CIVILS & STRUCTURES • TRANSPORT PLANNING • ENVIRONMENTAL • INFRASTRUCTURE • GEOTECHNICAL • CONSERVATION & HERITAGE • PRINCIPAL DESIGNER
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham



Control Sheet

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Lynnie Ler MEng (Hons) Graduate Transport Planner		06 July 2020

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		06 July 2020

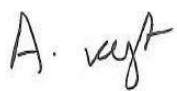
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		06 July 2020

Table of Contents

1.0	Introduction.....	1
1.1	Background.....	1
1.2	What is a Travel Plan?	1
1.3	Document Purpose	2
1.4	Document Structure	3
2.0	Travel Plan Benefits.....	4
2.1	Introduction.....	4
2.2	Environmental Benefits	4
2.3	Health Benefits.....	5
2.4	Financial Benefits.....	6
2.5	Mutual Benefits	6
2.6	Travel Plan Aims & Objectives	7
3.0	Existing Situation.....	8
3.1	Site Location.....	8
3.2	Surrounding Highway Network	8
4.0	Accessibility by Sustainable Modes of Travel	12
4.1	Introduction.....	12
4.2	Pedestrian Accessibility.....	12
4.3	Accessibility by Cycle.....	13
4.4	Accessibility by Public Transport	15
4.5	Summary	21
5.0	Travel Plan Initiatives.....	22
5.1	Introduction.....	22
5.2	Appointment of Travel Plan Coordinator (TPC).....	22
5.3	Production of Welcome Packs.....	22
5.4	Measures to Encourage Walking	23
5.5	Measures to Encourage Cycling.....	23
5.6	Measures to Encourage Public Transport.....	24
5.7	Car Sharing and Car Clubs	24
6.0	Targets.....	27
6.1	Introduction.....	27
6.2	Data Collection and Analysis	27
6.3	SMART Targets	29
7.0	Monitoring and Review	30
7.1	Introduction.....	30
7.2	Responsibility and Management.....	30
7.3	Travel Plan Coordinator (TPC)	31
7.4	Monitoring and Evaluation	31
8.0	Marketing Strategy.....	33

8.1	Introduction	33
8.2	Promotion of the TP	33
8.3	Document Distribution	33
9.0	Action Plan	34
9.1	Introduction	34
9.2	Budget, Funding and Timescales	34

Figures

Figure 3.1	– Location Plan in Relation to the Local Highway Network	8
Figure 4.1	– Local Cycle Network	14
Figure 4.2	– Public Transport Network in the vicinity of the Site	16
Figure 5.1	– Enterprise Car Club Locations in Manchester City Centre	26

Tables

Table 3.1	– Highway Network Infrastructure Summary	11
Table 5.1	– CIHT Suggested Acceptable Walking Distances	12
Table 4.2	– A Summary of Bus Services	17
Table 4.3	– Summary of Bus Service Frequencies from Piccadilly Gardens	19
Table 4.4	– City Centre Free Bus Services	19
Table 4.5	– Summary of Rail Services calling at Manchester Victoria	20
Table 4.6	– Summary of Metrolink Services	21
Table 6.1	– Example of Potential Targets	28
Table 9.1	– Action Plan	34
Table 9.2	– Budget, Funding, and Timescales for each Initiative	36

Appendices

Appendix A – Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Domis Construction Limited to provide all traffic and transport advice in relation to a residential development (Use Class C3) located on land off Tib Street in Manchester City Centre.
- 1.1.2 The development proposals were submitted (Manchester City Council (MCC) Planning Reference: 114146/FO/2016) for the *“redevelopment of the site for a residential building (Class C3) with ground floor commercial uses (Class A1, A2, A3, A4, B1,D2 (Gym and Cinema) varying in height from 7 to 10 storeys to provide 183 apartments (8 x studio, 48 x 1 bed, 125 x 2 bed and 2 x 3 bed) with associated landscaping and other works following demolition of existing structure and artwork at junction of Tib Street and Church Street”*.
- 1.1.3 The development was granted planning permission (subject to conditions) in February 2017. Since then, the development has been undergoing construction and is approaching completion. Upon completion, the site would be permeable for pedestrian and cycle access with provision of active frontages along the perimeter of the site .
- 1.1.4 The development is summarised as follows:
- 183 apartment units (mixture of studio, 1-, 2- and 3-bedroom units);
 - Ground floor amenity / retail uses;
 - Development to be serviced from Joiner Street;
 - Zero car parking to be provided;
 - Secure storage for c. 184 cycles at the ground floor level; and
 - Widening of footways along Bridgewater Place and Tib Street, with new dropped kerbs and tactile paving to be provided along Joiner Street.
- 1.1.5 The site layout is included in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (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 Croft Transport Solutions to support the planning application. Notwithstanding, Condition 18 of the planning consent states:

“The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Croft Transport Solutions dated 09-16. In this condition a travel plan means a document that includes the following:

- 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 TP is prepared to discharge the above condition. This TP also refers to and updates the roles and responsibilities (where appropriate) proposed in the earlier FTP.
- 1.3.3 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage ‘active travel’ which improves peoples’ health. According to TfGM’s document ‘*Transport for Sustainable Communities: a Guide for Developers*’, a TP should achieve:

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

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

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

- Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013;
- National Planning Policy Framework, DCLG, 2019;
- Greater Manchester Transport Strategy 2040, TfGM, 2017;
- National Planning Practice Guidance, DCLG, 2014; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Document Structure

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out 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
- 1.4.3 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 6** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 7** outlines the strategy for Travel Plan targets.
- 1.4.5 **Section 8** identifies a marketing strategy on how the plan will be implemented on an ongoing basis together with a strategy for communicating the travel plan to all residents and staff. **Section 9** concludes the report by providing an Action Plan that summarises the document and 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 benefits which can be gained 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, heavy goods vehicles, 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 outlines 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 can drastically reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

“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 and 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

- 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 and staff of the 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*, DfT, 2009.

2.6 Travel Plan Aims & Objectives

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

2.6.2 The aims of this TP will be supported with the following objectives:

- **Objective 1** – To increase the level of cycling to and from the site;
- **Objective 2** – To increase the level of walking to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site; and
- **Objective 4** – 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 in Manchester City Centre along the Market Street promenade, to the north-west of the Piccadilly Gardens public realm and the Manchester Piccadilly rail station. The site is bound to the north by Church Street, to the east by Tib Street, to the south by Bridgewater Place, and to the west by Joiner Street.

3.1.2 **Figure 3.1** shows the location of the site in relation to the surrounding highway network:



Figure 3.1 – Location Plan in Relation to the Local Highway Network
(Source: OpenStreetMap)

3.2 Surrounding Highway Network

Bridgewater Place

3.2.1 To the south of the site, Bridgewater Place commences off Tib Street and extends for c. 115m to the west, where the road terminates at a dead-end and there is no through route to High Street. The carriageway is narrow at c. 4m, and it can be observed that the road is used by servicing vehicles. The

road is one-way from the west to east, which is indicated by “No Entry” signage at the eastern terminus of the road.

- 3.2.2 Pedestrian footfall along Bridgewater Place is not envisaged to be prominent, as pedestrian infrastructure is available in the form of narrow footways under 1m in width, and the road is dimly lit by limited street lights. Notwithstanding this, as part of the development, the northern section of the footway between Joiner Street and Tib Street will be widened to c. 2.5m.
- 3.2.3 Bridgewater Place is subject to a speed limit of 20mph and comprises Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions (no waiting at any time) throughout its entire length.

Tib Street

- 3.2.4 Forming the eastern boundary of the site, Tib Street commences at a signalised junction with the A665 Ring Road to the north-east of the site and extends for c. 450m towards the south-west, where it terminates at a dead-end in the vicinity of the site and continues as a pedestrianised zone until the road meets Market Street. Tib Street is also one-way in a southerly direction, and there is adequate signage at several junctions along the road to inform drivers.
- 3.2.5 In the vicinity of the site, Tib Street has an average carriageway width of 6m, however the existing usable carriageway width is narrowed to c. 3m due to construction works onsite. The road comprises footways averaging 1.5m in width, with dropped kerbs. The southern end of the carriageway approaching Market Street is also level with the footway.
- 3.2.6 Tib Street is subject to a 20mph speed limit and has TROs in the form of double yellow parking restrictions along most of its length, with the following exceptions; at the southern end of the road and along the eastern boundary of the site, there are designated loading bays for goods vehicles loading only between 08:00 – 20:00. Further to the north of the site, parts of Tib Street are within Zone 2 of Manchester City Centre’s Controlled Parking Zone (CPZ) with on-street pay-and-display parking bays along the carriageway. Parking charges apply Monday to Sunday 08:00 – 20:00, with no charge for parking on a Bank Holiday.

Church Street

- 3.2.7 Forming the northern boundary of the site, Church Street commences off High Street to the west, and extends for c. 220m in an easterly direction until it meets a signalised junction with Oldham Street and continues as Dale Street. The entirety of Church Street in a westerly direction is a bus lane, whereas Church Street in an easterly direction is open to general traffic.
- 3.2.8 In the vicinity of the site, Church Street comprises a single carriageway with an average width of 12m, although the road widens at several points to accommodate bus laybys. There is high level of pedestrian

footfall along the road, as such pedestrian infrastructure is good in the form of footways up to 5m in width along both sides of the road. At the junctions along the road, there are also signalised crossing facilities with dropped kerbs, tactile paving, and pedestrian refuge islands. Notwithstanding, at the time of writing, a portion of the footway on the southern side of Church Street within the site boundary is closed due to construction works onsite.

3.2.9 To the east of the site, there is an on-road cycle lane along the eastbound lane of the road. There are also advanced cycle stop lanes at the traffic light junctions. Directly to the north of the site, there are bus stops with sheltered waiting facilities and seating. These bus stops provide access to various destinations across Greater Manchester (detailed in **Section 4.4** below).

3.2.10 Church Street is subject to a speed limit of 20mph, and there are TROs in the form of double yellow parking restrictions along the entire length of the road.

Joiner Street

3.2.11 To the west of the site, Joiner Street extends for c. 65m between Church Street and Bridgewater Place. Similar to Bridgewater Place, the carriageway is narrow at c. 4m and was primarily used by servicing vehicles, as there were restrictions in place prohibiting vehicles from entering except for loading and access to off-street premises.

3.2.12 Joiner Street comprises footways of c. 1.5m in width along both sides of the carriageway. The road is also subject to a speed limit of 20mph and has TROs in the form of double yellow parking restrictions along its entire length.

3.2.13 At the time of writing, Joiner Street is currently closed off from public access due to construction works onsite.

Highway Network Infrastructure Summary

3.2.14 The following table presents a high-level review of the existing infrastructure in the immediate vicinity of the site.

Road	Pedestrian	Cycle	Public Transport
Bridgewater Place	• Low footfall, narrow footways, dimly lit • Section of footway to be widened as part of development	• No Cycle facilities	• No bus stops

Road	Pedestrian	Cycle	Public Transport
Tib Street	• Wide footway on both sides, well lit • Well maintained • Section of footway to be widened as part of development	• No Cycle facilities	• No bus stops
Church Street	• Wide footway on both sides, well lit • Well maintained • Signalised pedestrian crossing facilities with pedestrian refuge, dropped kerbs and tactile paving	• On-road cycle lane • Advanced cycle stop lines at junctions •	• Covered waiting facilities at nearby bus stops, with a bus lane
Joiner Street	• Narrow footways	• No Cycle facilities	• No bus stops

Table 3.1 – Highway Network Infrastructure Summary

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

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

4.1.2 The accessibility of the 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 5.1**.

	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, distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips have been considered.

4.2.3 The 500m catchment incorporates a number of leisure facilities in Manchester City Centre, including retail stores, restaurants, public houses, bars and gym/health facilities. These include Market Street, Piccadilly Gardens (a landmark open space in the city centre), the Arndale shopping centre (one of the largest city-centre shopping malls in Europe which houses over 200 shops as well as several food and drink establishments), Arndale Market, The Printworks (comprising leisure outlets, restaurants/bars, the

Vue cinema and a Co-Op establishment) and various cafes/leisure facilities. It is considered that the majority of everyday facilities and entertainment can be accessed within a 500m walk of the site.

- 4.2.4 The 500m catchment also incorporates a number of existing and developing residential properties, such as the development directly to the north of the site, and within the Northern Quarter to the north-east which is known for retail, residential, and cultural uses.
- 4.2.5 Most notably, the site is located directly in close proximity to the Market Street Metrolink station and within a 500m walk from the Piccadilly Gardens bus terminals, therefore increasing the attractiveness of travelling to the site by sustainable modes of travel.
- 4.2.6 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include areas such as Shudehill, Corn Exchange, the Cathedral Gardens, and the Chinatown district of Manchester, which features a variety of restaurants, cafes, shops and bars, as well as many residential apartments.
- 4.2.7 Within the wider 1,000m – 2,000m catchments, there are a great number of residential properties in all directions. Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along Oxford Road, Deansgate, Castlefield and Spinningfields. These areas comprise many convenience stores, retail outlets, places of worship, high street banks, artisan cafes, bars, restaurants, public houses, along with a vibrant nightlife. The vast majority of Manchester City Centre is within a 2,000m walk of the site.
- 4.2.8 The surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. In the immediate vicinity of the site, there are several signalised crossing points, pedestrian refuge islands, dropped kerbs and tactile paving to aid pedestrians. There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist. The site is considered highly accessible by foot.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.2 The 8km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The

catchment also extends as far as Prestwich and Blackley to the north, Fairfield to the east, Didsbury and Withington to the south, and Trafford Park and Eccles to the west.

- 4.3.3 All major train and bus stations within Manchester City Centre are within 8km of the Site and are accessible following Sustrans cycle routes. Existing cycle infrastructure and low speed limits are part of the city's high-quality cycle infrastructure to improve cyclist safety. The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** below:

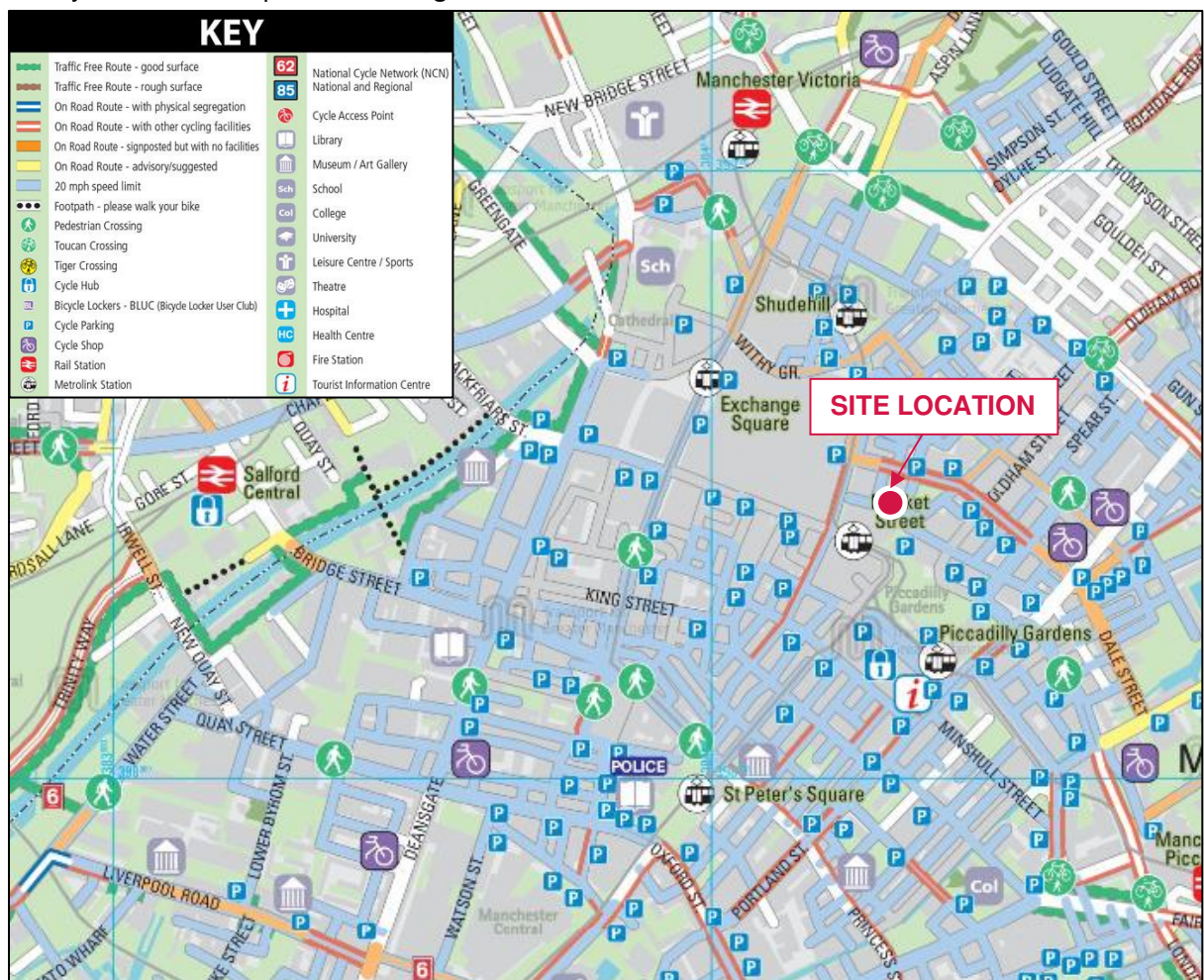


Figure 4.1 – Local Cycle Network
(Source: TfGM)

- 4.3.4 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named "Bee Network". The 'Bee Network' are 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 confirmed 'Bee Network' in Manchester City Centre, allowing future residents and staff to benefit from the public realm improvements for better safety and quality of commute.

- 4.3.5 There are two national cycle routes within proximity of the site. National Cycle Route 6 to the south-west can be accessed from the development via Deansgate. 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.
- 4.3.6 National Cycle Route 66 to the east can be accessed by on road local cycle routes running through the Northern Quarter. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull.
- 4.3.7 Based on the above, it is considered that there is a real opportunity for cycling as a sustainable mode of travel to and from the site.

4.4 Accessibility by Public Transport

- 4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8. This is a particular strength of the site, which offers strong multi-modal links to the city centre.
- 4.4.3 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.2** below:



Figure 4.2 – Public Transport Network in the vicinity of the Site
(Source: MappingGM)

Bus Accessibility

- 4.4.4 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.
- 4.4.5 There are a number of bus stops comfortably within a 400m walk of the site, with the closest located along Church Street (directly along the northern frontage of the site), Oldham Street and Piccadilly (c.

200m east and south-east of the site). A summary of the buses that serve all of these stops are provided in **Table 4.2** below:

Bus Service	Route	Peak Frequency		
		Weekday	Saturday	Sun/Hols
From Church Street:				
59	Manchester – Cheetham Hill – Middleton – Oldham – Shaw – Rushcroft	10 mins	15 mins	30 mins
112	Manchester – Collyhurst – Moston – Middleton	15 mins	15 mins	30 mins
117	Manchester – Collyhurst – Moston – New Moston – Greengate	30 mins	30 mins	Hourly
118	Manchester – Collyhurst – Moston – NMGH	15 mins	20 mins	30 mins
119	Manchester – Moston – Higher Blackley	30 mins	30 mins	Hourly
135	Manchester – Cheetham Hill – Heaton Park – Whitefield – Bury	10 mins	10 mins	10 mins
From Piccadilly:				
74	Manchester – Newton Heath – Failsworth – Woodhouses – Hollinwood – Oldham	30 mins in the PM	-	-
76	Manchester – Failsworth – Limeside – Oldham	10 mins	10 mins	30 mins
216	Manchester – Clayton – Droylsden – Ashton – Salybridge	10 mins	10 mins	15 mins
217	Manchester – Clayton – Droylsden – Ashton	Hourly	Hourly	Hourly
230	Manchester – Clayton – Droylsden – Ashton	30 mins	30 mins	Hourly
231	Manchester – Clayton – Droylsden – Hartshead – Ashton	30 mins	30 mins	Hourly

Table 4.2 – A Summary of Bus Services

- 4.4.6 The site is also within a 400m walk to the main Piccadilly Gardens bus stops east of the site, which run additional services as follows:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
15	Manchester – Rusholme – Firwood – Stretford – Urmston – Davyhulme – Flixton	20 mins	30 mins	Hourly
34	Manchester – Pendleton – Worsley – Leigh – Lowton – Golborne – Bryn	30 mins	30 mins	Hourly
34A	Manchester – Leigh Express	-	-	30 mins
36	Manchester – Pendleton – Swinton – Walkden – Little Hulton – Bolton	10 mins	20 mins	30 mins
37	Manchester – Swinton – Walkden – Farnworth – Bolton	10 mins	15 mins	30 mins
38	Manchester – Swinton – Walkden – Logistics North	10 mins	10 mins	30 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
85	Manchester – Moss Side – Alexandra Park – Chorlton	10 mins	15 mins	20 mins
85A	Manchester – Alexandra Park – Chorlton – Arrowfield Road	30 mins	30 mins	-
86	Manchester – Hulme – Whalley Range – Chorlton – Stretford – Sale – Altrincham	10 mins	15 mins	30 mins
101	Manchester – Hulme – Moss Side – Northenden – Baguley – Wythenshawe	15 mins	15 mins	30 mins
102	Manchester – Moss Side – Wythenshawe – Wythenshawe Hospital	40 mins	30 mins	Hourly
103	Manchester – Moss Side – Wythenshawe – Peel Hall – Manchester Airport	40 mins	30 mins	Hourly
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
250	Manchester – Old Trafford – Trafford Park – into Trafford Centre	10 mins	10 mins	10 mins
255	Manchester – Old Trafford – Stretford – Urmston – Flixton – Partington	30 mins	30 mins	Hourly

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
256	Manchester – Hulme – Stretford – Davyhulme – Flixton	10 mins	15 mins	30 mins
263 Sapphire	Manchester – Hulme – Stretford – Sale – Altrincham	15 mins	15 mins	15 mins
291	Manchester – Old Trafford – Trafford Park – into Trafford Centre	30 mins in the early AM	-	-
X50	Manchester – Old Trafford – into Trafford Centre	10 mins	10 mins	10 mins

Table 4.3 – Summary of Bus Service Frequencies from Piccadilly Gardens

- 4.4.7 Future staff and visitors can also board the City Centre Free Bus services calling along Church Street (Route 2 only) and Piccadilly (Routes 1 and 3) in order to access the following locations and frequencies detailed in **Table 4.4**:

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	Every 10 mins from 07:00 – 19:15	See below	Every 12 mins from 11:00 – 18:00
	Additional loop to Salford Central during weekday peak hours	Every 10 mins from 07:00 – 09:00 and 16:00 – 19:15	See below	N/A
	Additional loop to Science and Industry Museum on Liverpool Road	N/A	Every 10 minutes from 08:20 – 19:15	N/A
2	Piccadilly – Northern Quarter – Shudehill – Manchester Victoria – Albert Hall – Oxford Road circular	Every 10 mins from 06:30 – 19:10 Every 20 mins from 19:10 – 23:30	Every 10 mins from 08:30 – 19:30 Every 15 mins from 19:30 – 23:30	Every 12 mins from 10:00 – 19:00
3 (evenings only)	Piccadilly – Central Coach Station – Oxford Road – Deansgate – Manchester Victoria – Shudehill – Northern Quarter circular	Every 20 mins from 19:30 – 23:30	Every 15 mins from 19:30 – 23:30	N/A

Table 4.4 – City Centre Free Bus Services

- 4.4.8 Overall, the site is well served by bus. The site also benefits from the free bus service.

Rail Accessibility

- 4.4.9 The closest rail station to the development is Manchester Victoria, located approximately 650m north of the site. **Table 4.5** shows the frequencies of regular trains that run from Manchester Victoria:

Destination	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Newcastle	4	4	2
Manchester Airport	4	2	2
Wigan Wallgate	3	1	1
Middlesbrough	2	2	1
Rochdale	6	2	2
Liverpool Lime Street	1	1	1
Scarborough	1	1	1
Bolton	7	4	3
Stalybridge	2	2	2
Todmorden	4	2	2

Table 4.5 – Summary of Rail Services calling at Manchester Victoria

4.4.10 The trains that service Victoria Rail Station regularly run 7 days a week from a number of different locations within the North West; this provides frequent access for residents and staff at the site. More locally the above services provide access to residential areas such as Ashton-under-Lyne, Salford, Eccles and Rochdale. Alternatively, Manchester Piccadilly is also accessible at a c. 850m distance to the south-east of the site, where trains call from a number of different locations across the whole of the UK.

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

4.4.12 It is considered the site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

4.4.13 The nearest Metrolink station is located to the south of the site, along Market Street. **Table 4.6** outlines the frequencies of services calling at these stations:

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Navy Line] Victoria – Manchester Airport	12-minute frequency between 05:57 and 23:09	12-minute frequency between 05:57 and 00:09	12-minute frequency between 06:52 and 23:04
	20-minute frequency between 03:00 and 06:00	20-minute frequency between 03:00 and 06:00	20-minute frequency between 03:00 and 07:00

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Green Line] Altrincham – Bury	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
[Yellow Line] Bury – Piccadilly	12-minute frequency between 05:54 and 23:30	12-minute frequency between 05:54 and 00:30	12-minute frequency between 06:54 and 23:30

Table 4.6 – Summary of Metrolink Services

4.4.14 It is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent 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 location of the development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage sustainable travel to and from the site.
- 5.1.2 This section of the TP sets out the initiatives that could be implemented in order to reduce residents' and staff 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 2017 planning consent.

5.2 Appointment of Travel Plan Coordinator (TPC)

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

5.3 Production of Welcome Packs

- 5.3.1 Welcome packs can be important in influencing travel patterns and therefore it is envisaged that welcome packs will be supplied to all residents at the development upon moving in, and also to staff at the retail units. The contents of the welcome packs will include the following:
- 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).
- 5.3.2 As well as providing such information throughout the welcome packs, community notice boards in communal areas could also be provided to detail relevant information as set out above.

5.4 Measures to Encourage Walking

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

5.4.2 It has been demonstrated throughout **Section 4** of this TP that there is an existing high level of pedestrian infrastructure in the surrounding area. It is also intended to improve the pedestrian offering in immediate vicinity of the site as part of the development. The following measures will be provided in order to encourage residents and staff to walk:

- 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;
- 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.

5.4.3 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 will also be considered.

5.5 Measures to Encourage Cycling

5.5.1 It has been demonstrated throughout **Section 4** of this TP that there is an existing high level of cycle infrastructure in the surrounding area. The development will also provide over 100% cycle parking spaces to encourage cycling.

5.5.2 In addition to the above infrastructure, the following measures will be provided to encourage residents and staff to cycle.

- Information on the local cycle network routes made available through the previously discussed Welcome Packs;
- 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;
- 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;

- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness; and
- Promotion of events such as “National Bike Week”.

5.5.3 Additional measures such as promoting TfGM’s cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance), 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), and having the TPC negotiate discounts with local cycle retailers will also be considered.

5.6 Measures to Encourage Public Transport

5.6.1 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 throughout Manchester City Centre. The following measures will be considered in order to encourage residents and staff to travel by public transport:

- Advertise details of the “My TfGM” mobile app and online Journey Planner <http://my.tfgm.com/>;
- Advertise details of the Traveline Journey Planning tool for the North West. Future residents and staff travelling out of Greater Manchester can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at <http://www.traveline.co.uk/>;
- Provision of a map showing local bus and rail stations in the vicinity of the site;
- Provide up-to-date bus details including timetables/contact information in the Welcome Packs; and
- Advertise any promotions/discounts offered by public transport operators.

5.6.2 Additional measures such as liaising with bus companies and TfGM on any future improvements and/or extensions to local services and offering limited time discount tickets will also be considered.

5.7 Car Sharing and Car Clubs

5.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of residents and staff travel to the same location each day. It is envisaged that the lack of parking provision will discourage single occupancy car use by residents and encourage sustainable modes of travel such as walking, cycling, public transport and car sharing.

5.7.2 There are car sharing organisations which offer a matching service. Residents and staff would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. Notwithstanding this, CarshareGM is an employer-based car sharing scheme and residents would need to work for an employer that has signed up to the scheme to benefit from this, and business at the retail units would have to sign up to the scheme for staff to benefit from it. Alternatively, www.liftshare.com/uk

is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for residents who do not own a car but require occasional use.

5.7.3 Additional measures which could be implemented comprise:

- Introduction of a “Guaranteed Ride Home” for passengers who travel to work with drivers who subsequently have to leave during the day in an emergency or for other reasons, to request for a free taxi ride home;
- Provision of “Carwise” booklet to include tips on reducing impact on the environment; and
- Joining of any existing locally established web-based car share initiative through CarshareGM.

5.7.4 Alternatively, Enterprise Car Club has a vehicle location at 104 High Street, M4 1BD, which is c. 200m to the north of the site; 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.

5.7.5 **Figure 5.1** below shows additional locations across Manchester City Centre that Enterprise Car Club currently operate in.

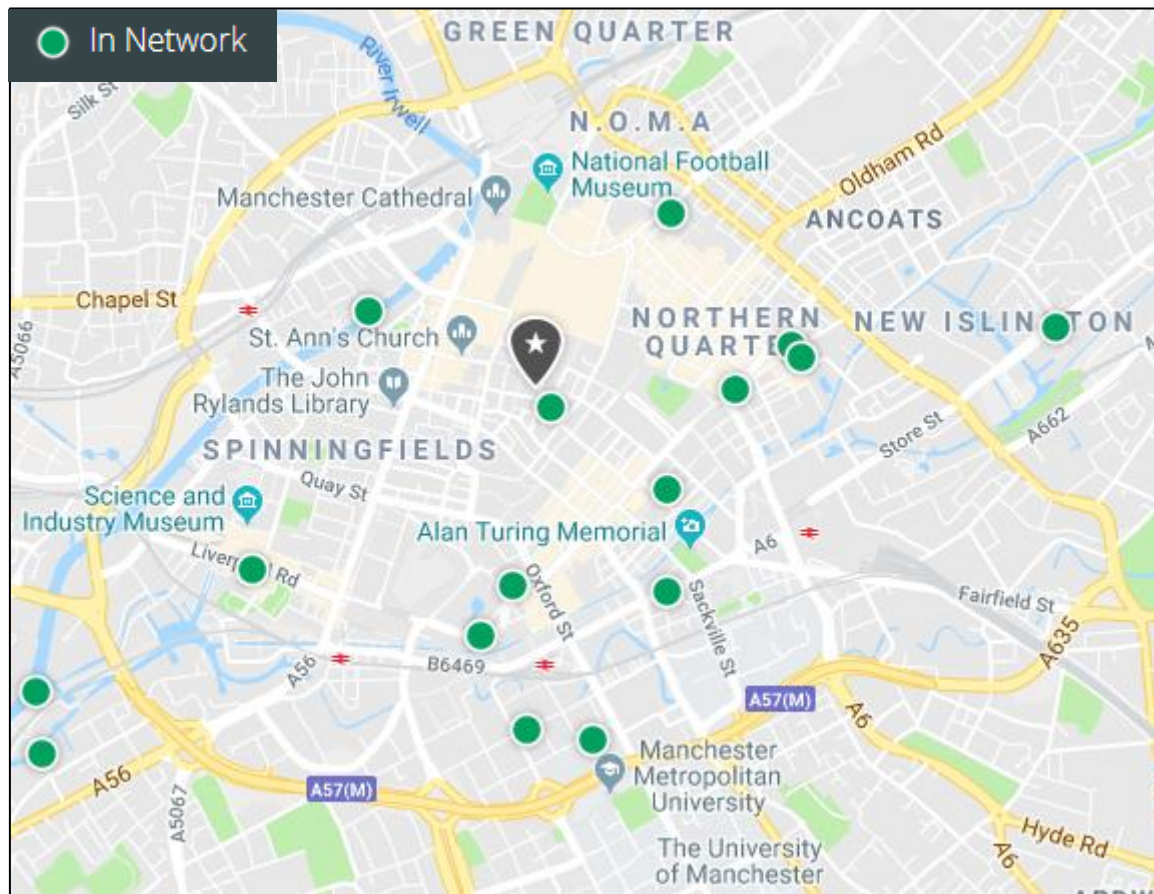


Figure 5.1 – Enterprise Car Club Locations in Manchester City Centre

(Source: Enterprise Car Club)

- 5.7.6 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. This would be led by the TPC.

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 some example targets 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 of future residents and staff. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 6.2.2 In order to understand travel habits, travel surveys will be distributed to all residents and staff within three months after first occupancy of the site. 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);
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various active and sustainable modes;
 - Any barriers to walking, cycling and public transport; and
 - Initiatives that would encourage residents and staff to travel more sustainably.
- 6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 6.2.4 Firstly, questions will be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents and staff would be sent this link in the early stages of operation and can click on it and get directed to an internet-based survey.
- 6.2.5 Paper surveys will also be made available to residents and staff across communal areas of the site. These results can 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. Residents and staff would then be surveyed annually from the initial survey to review progress against

current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

Travel Plan Performance Indicators

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

- **Attractiveness of Sustainable Modes** – e.g. perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure;
- **Uptake of Alternative Modes** – e.g. uptake of public transport, registration and participation in car share schemes and levels of pedestrian and cyclist activity;
- **Travel Plan Awareness** – e.g. appreciation of the Travel Plan process and knowledge of the benefits offered by the Plan.

Modal Split Analysis

6.2.8 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

6.2.9 To provide an indication of potential targets, an example is provided in **Table 6.1** below:

Example of Potential 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%	-4%	-4%	-10%
Car Share		+1%	+1%	+1%	+3%
Public Transport		+1%	+1%	+1%	+3%
Cycle		-	+1%	+1%	+2%
Foot		-	+1%	+1%	+2%

Table 6.1 – Example of Potential Targets

6.2.10 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.

- 6.2.11 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which be arranged within three months after first occupancy of the site.
- 6.2.12 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. Modal split targets could then be set in future Travel Plan updates if deemed appropriate.

6.3 SMART Targets

- 6.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken three months after first occupancy of the site.
- 6.3.2 At this point, official targets will be set through consultation with Manchester City Council. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

7.0 Monitoring and Review

7.1 Introduction

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

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

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

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

7.2 Responsibility and Management

7.2.1 Overall responsibility for the TP will lie with the scheme developer. Following construction and full occupation, travel surveys would need to be distributed. The initial travel survey would be distributed after 3 months of first occupancy at the site.

7.2.2 The survey information will enable analysis to be undertaken to establish mode share targets subject to consultation with Manchester City Council (MCC). It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift. The updated travel plan along with the results of the initial travel survey and any updated actions would be forwarded to MCC.

7.2.3 At this point, the day to day responsibility will shift from the scheme developer to the appointed Travel Plan Coordinator (TPC).

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

- A representative of the residential community to be appointed to work with the TPC;
- 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 TPC 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 promoting car-sharing and sustainable transport options at the site.

7.3 Travel Plan Coordinator (TPC)

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

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- 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;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. 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 will be nominated in due course, at least one month before first occupation.

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 residents and staff and liaising with MCC on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.

7.4.2 The results of each survey would be used to review progress against target 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 ownership) which will be calculable independently to ensure the robustness of the information provided.

-
- 7.4.4 Monitoring reports will be provided to officers at Manchester City Council annually 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 three years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council) to ensure that the TP reflects current opportunities and local circumstances.

8.0 Marketing Strategy

8.1 Introduction

- 8.1.1 The initiatives proposed in **Section 5** of this TP need to be communicated by a clear strategy to ensure maximum effectiveness and encourage large levels of uptake. The Marketing Strategy is therefore considered to be a vital step in ensuring the success of any TP.

8.2 Promotion of the TP

- 8.2.1 Promotion of the TP around the site should take the following forms:

- Provide a summary of the TP in the Welcome Pack;
- Publicise the TP with posters and notice boards in communal areas; and
- Organise a monthly promotional event in a communal area such as the lobby.

8.3 Document Distribution

- 8.3.1 A version of this TP document and any subsequent TP review documents should be made readily accessible to all future residents and staff of the site. In order to ensure this, the following strategy will be undertaken:

- Provide an electronic copy to all residents and staff;
- Make a hard copy available at the reception areas; and
- An electronic version made available to email to residents and staff.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation	Scheme developer
Produce Welcome Pack	Upon occupation of the development	TPC
Provide Travel Information Boards	Within three months of occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months of first occupancy	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with MCC
Distribute Travel Survey Results to Manchester City Council	Within 3 months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least three years from the date of the baseline travel surveys (or until a date to be agreed with MCC)	TPC

Table 9.1 – Action Plan

9.2 Budget, Funding and Timescales

Budget

9.2.1 The anticipated relative cost of each TP measure has been set out in **Table 9.2**. Those categorised as “No Cost” only involve small amounts of time for organisation and encouragement. “Low” costs primarily

involve small costs in organising external meetings and liaison, and the cost of time to organise the initiatives. Low cost initiatives are expected to cost up to £250.

9.2.2 Those categorised as “Medium” are small facilities improvements, which will take more time to organise and carry out and need more funding to implement. Medium cost initiatives are anticipated to cost up to £2,000.

9.2.3 Costs categorised as “High” are long term higher value costs. High cost initiatives are expected to cost over £2,000.

Funding

9.2.4 Funding will continue to be made available not only for the implementation of the measures proposed in this TP, but also for their management and communication. As identified in **Section 7** of this TP, the communication and management of a TP is best undertaken by a TPC.

9.2.5 Funding will be provided for contributions to the involvement in bicycle week activities and additional required marketing and promotion. Funding will continue to be made available for the provision of this role, whether this be an allowance of additional time for the TPC to complete elements of their responsibility, or allowance of additional funding.

9.2.6 Funding for the Travel Plan initiatives, management and communication will come from the scheme developer.

Timescales

9.2.7 The following phrases have been used in **Table 9.2** below to give a general indication of timescales for each element of the action plan:

- Year 0 – to be completed before first resident occupancy;
- Year 1 – to be completed within one year; and
- On-going – an on-going element which spans the TP.

9.2.8 These timescales are intended as a guide only and have been included in order to help the monitoring and review process. Measures categorised as ‘On-Going’ need to be undertaken throughout the year and then the same for the following years, for example the maintenance of signage within and adjacent to the site by replacing them if they are in bad condition.

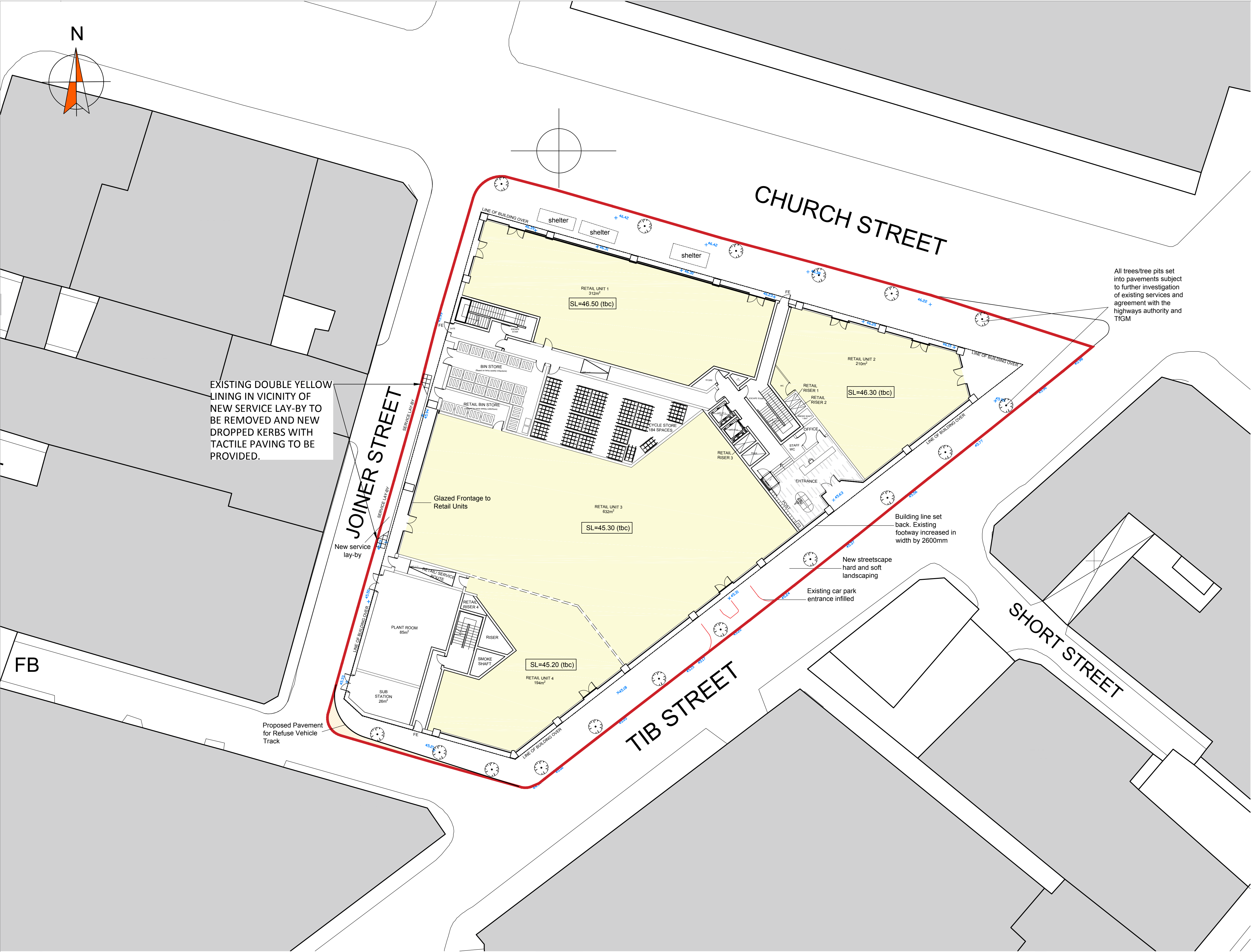
9.2.9 Measures categorised as ‘Year 1’ are initiatives that take place once a year and that may be repeated the following year or not, depending if it is needed or not. For example, promoting the car share service is a single action that will only take place in Year 1, while updating the Welcome Pack will first be done prior to occupation of the site, but would be revised annually to provide the most up-to-date information for new residents throughout the year.

9.2.10 A code of colours has been used on the cost (green, yellow, amber and red depending on the budget for each proposal) and timescales (green for Year 0, yellow for Year 1 and brown for On-Going measures) columns to make the table more navigable.

Initiative	Measure	Cost	Timescale
Welcome Pack	Collect relevant information for the Welcome pack.	No Cost	Year 0
	Update the Welcome Pack.	No Cost	Year 1
	Produce and distribute packs to residents and staff upon first occupation, and to new residents and staff on a rolling basis.	Medium	Year 1
	Produce Travel Information Boards.	Medium	Year 0
Encouraging Walking	Draft promotional material (comprising health benefits, information on maps, routes, the Greater Manchester walking website www.gmwalking.co.uk and the www.walkit.com website for journey planning) for distribution across the site.	Low	Year 1
	Clear signage of pedestrian routes within and adjacent to the site, including pedestrian zones.	Medium	On-Going
Encouraging Cycling	Draft promotional material (comprising information on routes, the TfGM website www.tfgm.com/cycling-and-walking and the www.sustrans.org.uk website for guidance) for distribution across the site.	Low	Year 1
	Promoting TfGM's cycle training sessions and courses (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance)	Low	On-Going
	Encourage local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness.	Low	On-Going
Encouraging Public Transport Use	Draft promotional material (comprising information on bus details, timetables, and relevant contact information) for distribution across the site in communal/high traffic areas.	Low	Year 1
	Distribute details of the My TfGM mobile app and online Journey Planner my.tfgm.com .	No Cost	On-Going
	Advertise any promotions / discounts offered by public transport operators.	No Cost	On-Going
Encouraging Car Sharing and Car Club Use	Advertise the availability of the car share schemes (via the websites www.carsharegm.com and www.liftshare.com) to residents and staff.	No Cost	On-Going
	Advertise the availability of the car club vehicle location (and the website www.enterprisecarclub.co.uk), via notice boards in common areas.	No Cost	On-Going

Table 9.2 – Budget, Funding, and Timescales for each Initiative

Appendix A – Site Layout



© this drawing and the building works depicted are the copyright of **idp** and may not be reproduced or amended except by written permission. no liability will be accepted for amendments made by other persons.

all dimensions to be checked on site and architect notified of any discrepancies prior to commencement.
do not scale.

notes:

Schedule of Accommodation

183 x No. Residential Apartments

Studio	8	4%
One Bedroom	48	26%
Two Bedroom	125	68%
Three Bedroom	2	1%
Total: 183		

Gross Internal Areas
Resident's Amenity Space: 1440m²
Level 1- 180m²
Level 7- 253m²
Level 9- Penthouse Roof Deck- 1007m²

Ground Floor: 1,969m²
1st - 6th Floor: 10,704m² (1784m² per floor)
7th - 8th Floor: 3,178m² (1589m² per floor)
9th Floor Penthouses: 541m²

TOTAL AREA INCLUDING AMENITY: 17,833m²
TOTAL AREA EXCLUDING AMENITY: 16,383m²

- 4 x No. Retail Units (Total 1348m²).
 - Retail Unit 1- 312m²
 - Retail Unit 2- 210m²
 - Retail Unit 3- 632m²
 - Retail Unit 4- 194m²
- 8 x No. Studio Apartments
- 48 x No. One Bedroom Apartments
- 98 x No. Two Bedroom Apartments (2 Bed- 3 Person)
- 27 x No. Two bedroom apartment (2 Bed- 4 Person)
- 2 x No. Three bedroom apartments (3 Bed- 5 Person)

Rev K	07.12.16	Retail risers, trees and service lay-by added	BL	AL
Rev J	05.12.16	Retail added to Joiner Street, cycle store moved, bin store separated	BL	AL
Rev I	24.10.16	Cycle spaces increased. Trees added.	BL	AL
Rev H	05.09.16	Doors removed behind bus stop, door added to Joiner street ele	BL	AL
Rev G	26.08.16	Bin Store extended, doors from retail to back of house added.	BL	AL
Rev F	10.08.16	Corner point amended, glazing to shops moved, corridor ends straightened out	BL	AL
Rev E	27.07.16	Entrance moved, general amendments	BL	AL
Rev D	11.07.16	Building layouts updated	JR	AL
Rev C	08.07.16	Building layouts updated	JR	AL
Rev B	27.06.16	Apartment layouts/building layouts	NH	AL
Rev A	23.06.16	Apartment layouts/building layouts	NH	AL
rev:	date:	comment(s):	name:	check:



ARCHITECTS.
URBAN DESIGNERS.
PLANNERS.
PROJECT MANAGERS.
WE ARE IDP.

status: **PLANNING** RIBA Stage: **3**

client: **Tibst Limited**

job: **Tib Street, Manchester**

title: **Ground floor**

drawn: **BL** date: **September 2016**

checked: **AJL** scale @ a1: **1:200**

job no: **C2814** drg no: **03-001** rev: **K**

IDP GROUP 78 THOMAS STREET MANCHESTER M4 1LQ
T: +44 (0)161 883 2289 E: info@idpgroup.com
www.weareidp.com

Ground Floor
SCALE 1:200

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