Curtins | Building a better future

Plot F1, Great Jackson Street

Travel Plan

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Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Renaker Build Limited (the Applicant) to provide traffic and transport advice in relation to the development of a Site known as Plot F1 at Great Jackson Street, Manchester. This Travel Plan relates to Plot F1 only.

1.1.2 It is noted that Plot F1 comprises a Build to Rent (BTR) residential development – and would be operated by Urban Bubble.

1.1.3 The Proposed Development was Approved by Manchester City Council (MCC) in July 2022, Planning Reference: **132199/FO/2021**. The full description of the consented development is as follows:

"Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works."

1.1.4 This Travel Plan has been prepared to discharge associated planning condition 65 only of the consent – which reads as follows:

"Before first occupation of [Phase 2] of the development, a Travel Plan, 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 the development, and shall be kept in operation at all times thereafter."

1.1.5 Combined, Plot F forms part of the wider Great Jackson Street Strategic Regeneration Framework (SRF) which encompasses a Site area of 7.78 hectares, as shown in **Figure 1.1** below:

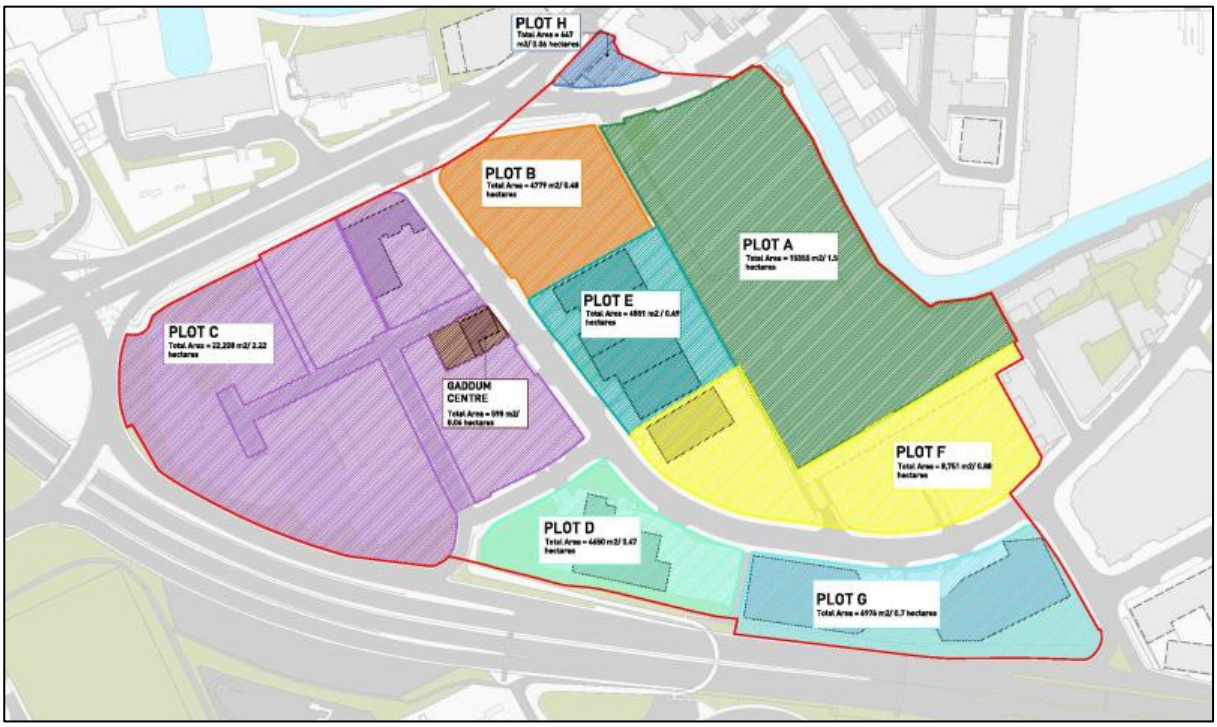


Figure 1.1 – Great Jackson Street SRF – Development Plots

(Source: Great Jackson Street Development Framework. 2018 Update)

1.1.6 The proposed site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined[1] as:

> *"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."*

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 Purpose of the Report

1.3.1 Curtins previously produced a Framework Travel Plan for the Plot F site, the first stage of the Travel Plan process. This full Travel Plan is the second stage of the Travel Plan process. It includes a list of

[1] Ministry of Housing, Communities and Local Government (2024). National Planning Policy Framework [Online]. Available at https://www.gov.uk/government/publications/national-planning-policy-framework--2

measures that will be implemented to affect modal choice, and a management strategy for implementation of these measures.

1.3.2 Transport for Greater Manchester (TfGM)[2] 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, stating that 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."*

1.3.3 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, MHCLG, 2024; and
- National Planning Practice Guidance, DCLG (now MHCLG), 2014.
- Manchester Core Strategy (2012-2027);
- Greater Manchester Transport Strategy 2040, Transport for Greater Manchester, 2021;

1.4 Structure of the Report

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.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.

1.4.3 **Section 4** gives an overview of the development proposals.

1.4.4 **Section 5** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.4.5 **Section 6** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.6 **Section 7** outlines the strategy for Travel Plan targets.

[2] Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBSVa9O42aqgYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

1.4.7 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.

1.4.8 **Section 9** concludes the report by providing an Action Plan that summarises the key actions to be completed as part of the travel planning process.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be categorised under the following main headings:

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

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

2.1.3 Most car journeys are within cycling distance, and many could be walked[3]. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km[4]:

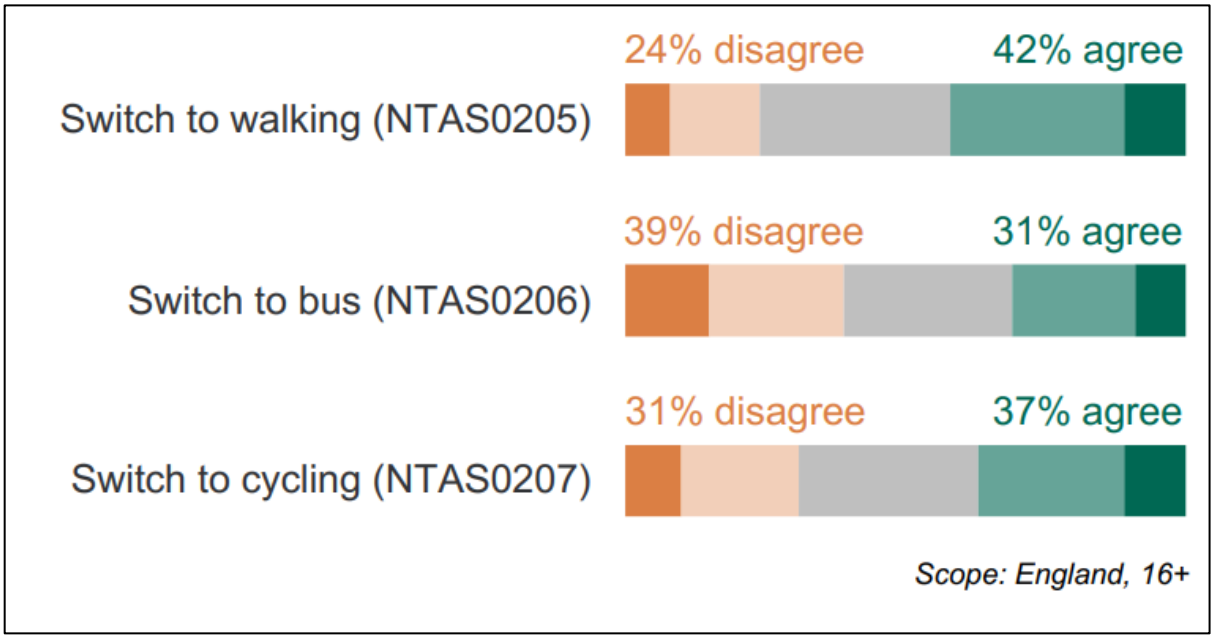


Figure 2.1 – Willingness to Switch Mode of Travel

[3] Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis
[4] Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1

2.1.4 **Figure 2.2** illustrates some of the benefits of walking, wheeling, and cycling in Sustrans' Index cities, which includes Greater Manchester[5].

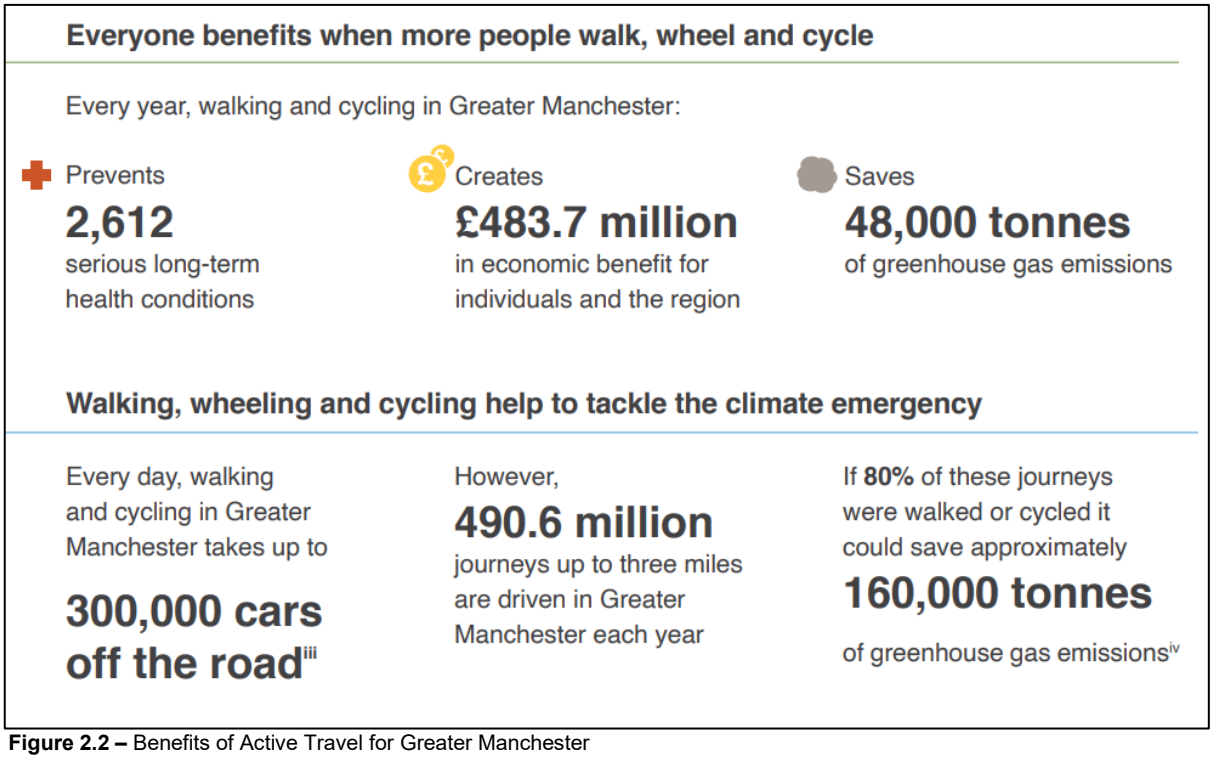


Figure 2.2 – Benefits of Active Travel for Greater Manchester

2.1.5 Within Greater Manchester, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands and traffic congestion has a £1.3 billion cost to businesses in every year[6].

2.2 Environmental Benefits

2.2.1 The climate emergency is a global issue that affects all nations.

2.2.2 Transport has been the UK's largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions[7]. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019. This is due to the increased length of journeys, a shift towards

[5] Sustrans (2022). Walking and Cycling Index 2021 [Online]. Available at: https://www.sustrans.org.uk/media/10527/sustrans-2021-walking-and-cycling-index-aggregated-report.pdf OR Sustrans and TfGM (2022). Greater Manchester Walking and Cycling Index 2021 [Online]. Available at: https://www.sustrans.org.uk/media/10485/greater-manchester-walking-and-cycling-index-2021.pdf
[6] Mayor of Greater Manchester, Greater Manchester Combined Authority and TfGM (2018). A Greater Manchester Congestion Deal [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/1JkCTKjf3Gg4cCG6SMOQil/4de8eb327adb2c8fecd2a654c6ce24c9/17-1821_GM_Congestion_Deal_2018_Final.pdf
[7] Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively[8].

2.2.3 Capped £2/£1 (adult/child) single fares in Greater Manchester were extended for 2025 following their introduction in 2022. This reduced fares by an average of 17%[9] - indicating singles were previously approximately £2.41. Together with the above, this indicates single fares in Greater Manchester were roughly £1.72 20 years prior, and that the new fare offer has gone some way in mitigating the increase. Bus patronage increased by approximately 10% between September and November 2022, likely offset by a slight decrease in car travel.

2.2.4 Greater Manchester is one of the most polluted areas of the UK and was one of the few regions to exceed legal limits during COVID-19 lockdowns with NO2 levels 4.5 times higher than World Health Organisation (WHO) guidelines[10].

2.2.5 More than 97% of addresses in the UK exceed World Health Organisation limits for at least one of three key pollutants, while 70% of addresses breach WHO limits for all three[11]. Salford, Manchester, Stockport, and Oldham within Greater Manchester are among the 10 most polluted areas nationwide.

2.2.6 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government[12] 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 100% lower than the 1990 baseline."

2.2.7 A coordinated Clean Air Plan (CAP) is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO_2) exceedances. Several measures have been proposed to help reduce roadside NO_2 levels as effectively as possible, while also protecting local people, businesses, and the economy. The CAP is currently on hold, subject to further review.

2.2.8 The Greater Manchester Transport Strategy 2040 seeks to deliver a system where sustainable transport is a viable and attractive alternative to the car, enabling people to travel to a wide range of destinations and opportunities.

[8] Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf
[9] TfGM (2023). Evaluation of GMs £2/£5 bus fares offer – First 3 months [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4bvY846dOvayHQgWPjZAKx/bb39f35da506c5dfa86214de05641895/Evaluation_of_GMs_lower_bus_fares_first_3_months_March2023.pdf
[10] Department for Environment, Food & Rural Affairs. Air Pollution in the UK [Online]. Available at: https://uk-air.defra.gov.uk/library/annualreport/
[11] Central Office of Public Information and Imperial College London (2022).
[12] Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

2.2.9 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

2.2.10 By 2040, the evidence-based ambition is that 50% of trips within Greater Manchester are undertaken by active travel and public transport with a slight reduction in the number of car trips since 2017, enabling the delivery of a healthier, greener, and more productive city-region. TfGM calls this the 'Right Mix' target, which is illustrated in **Figure 2.3** below:

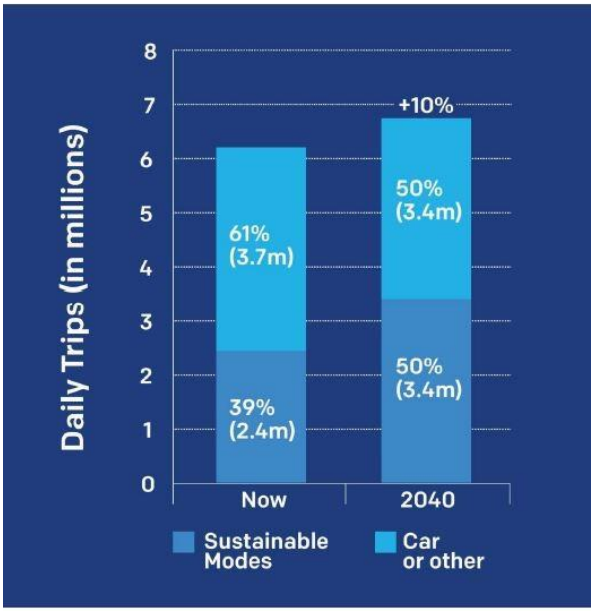


Figure 2.3 – Right Mix for Greater Manchester (2017 to 2040)
(Source: Greater Manchester Transport Strategy 2040, 2021)

2.2.11 The Right Mix target is partly based on a series of transport interventions to improve active travel and public transport infrastructure so that more people can use these modes of travel.

2.2.1 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *"Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive."* Transport is one the six priority areas for action. The framework details MCC's commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets
Objective 2 – Climate adaptation and resilience
Objective 3 – Health and wellbeing
Objective 4 – Inclusive, zero carbon and climate resilient economy

2.2.2 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.

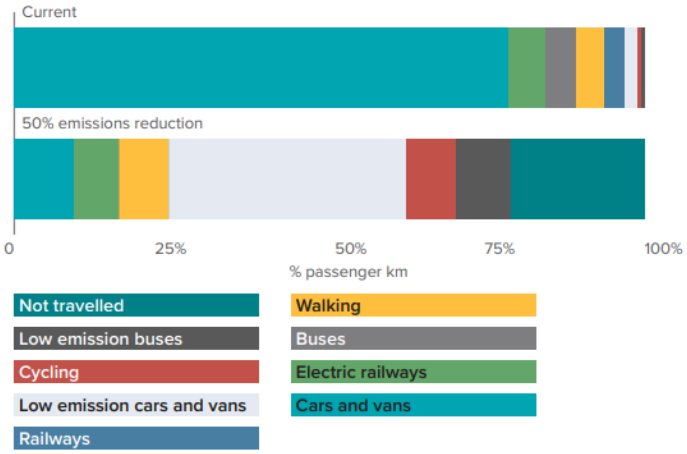
2.2.3 The Manchester Climate Change Framework: 2022 Update found that the city "is not currently on track to stay within our carbon budget and are at risk of missing our first milestone: to reduce the city's direct emissions by 50% by 2025."

Scale of action needed to reduce emissions by 50%:

Modelling by SCATTER indicates the following scale of action is needed:

- 30% reduction in overall distance travelled – we need to travel less by, for example, accessing services remotely and making more use of use of local facilities and services.
- 20% of journeys need to be made by active travel – walking/wheeling or cycling.
- 20% of journeys needs to be made by public transport.
- 80% of remaining passenger miles that are by cars, vans and motorbikes need to be in electric or hybrid electric vehicles.
- 9% reduction in freight mileage and 71% increase in freight fuel efficiency.

Graph 9: modal shift in passenger miles needed to meet a 50% reduction in direct emissions



2.2.4 Some of the recommended actions:

- *Residents to change the way we travel, ensuring we choose the right type of transport for each journey, prioritising active travel (walking/wheeling and cycling) and public transport, particularly for short trips.*
- *MCC to reallocate road space on appropriate parts of the network to support the delivery of infrastructure for more sustainable modes of transport, including buses, walking/wheeling, and cycling.*
- *MCC to gradually remove inner city centre parking supply as sustainable travel options are improved and to explore introduction of a workplace parking levy across the city to further encourage modal shift.*
- *MCC to implement reductions in speed limits across the city to help reduce emissions and support delivery of road safety programmes.*

2.2.5 Encouraging people to make smarter choices in the way they travel can considerably 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.

2.3.2 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries[13]. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.

2.3.3 The adverse health impacts are not limited to vulnerable people, adults in good general health can also develop health conditions from continued exposure to dirty air[13]. Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.

2.3.4 People in Greater Manchester can sign up to receive free air pollution alerts for when air quality is forecasted to 'moderate' or above at https://cleanairgm.com/data-hub/forecast-and-alerts/.

2.3.5 Within Greater Manchester, 1,200 premature deaths are linked to air pollution in the region annually[13].

[13] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/

Adults

2.3.6 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*[14]. **Figure 2.4** below demonstrates that although most adults (63%) meet this guidance[15], a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

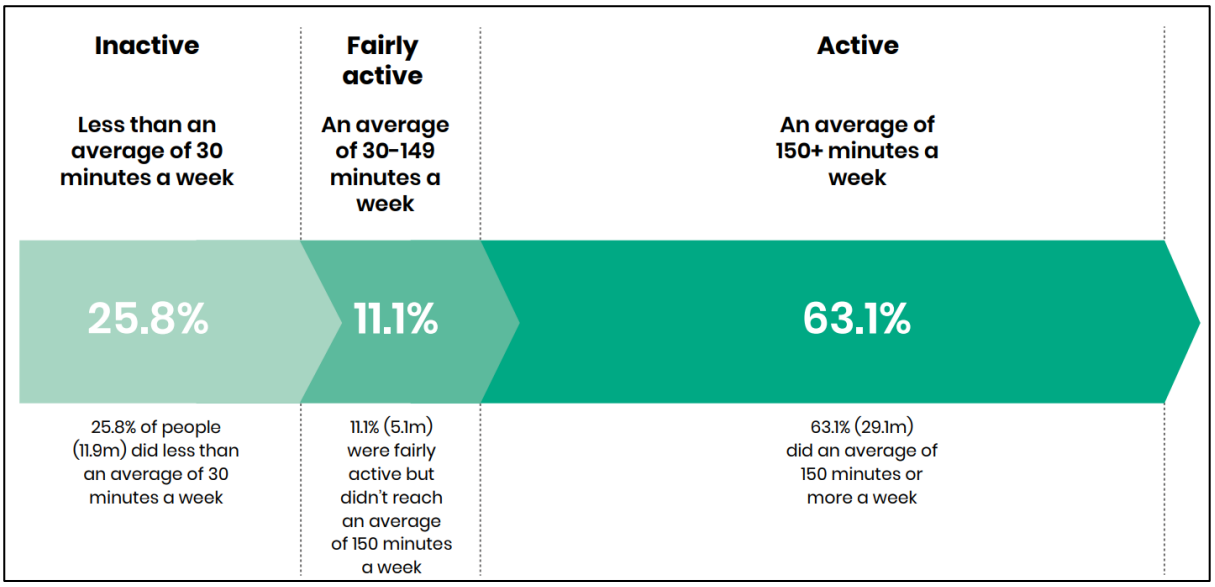


Figure 2.4 – Activity Levels for Adults

2.3.7 This has contributed to poor health in much of the adult population[16]:

"In 2021, 26% of adults in England were obese. [This is slightly lower than the 28% reported in 2019, although NHS Digital warns that the 2021 data is not directly comparable to prior years.]

The prevalence of … diabetes increased with BMI group, from 3% of those who were not overweight nor obese, to 5% of overweight and 11% of obese adults.

The prevalence of longstanding illness was similar for those who were not overweight nor obese (36%) and those who were overweight but not obese (35%). It was higher among those classified as obese (51%)."

[14] Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report
[15] Sport England (2020). Active Lives Adult Survey: November 2021/22 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports
[16] NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021

Children & Young People

2.3.8 Children and young people should *"aim for an average of at least 60 minutes of moderate or vigorous intensity physical activity a day across the week"*[14], according to NHS guidance. In the 2021/22 academic year, slightly more than half (52.8%) of children in years 1-11 (aged 5-16) do not meet the NHS guidance[17] – rising to 61% in years 3-4 (aged 7-9). This is on par with pre-pandemic levels.

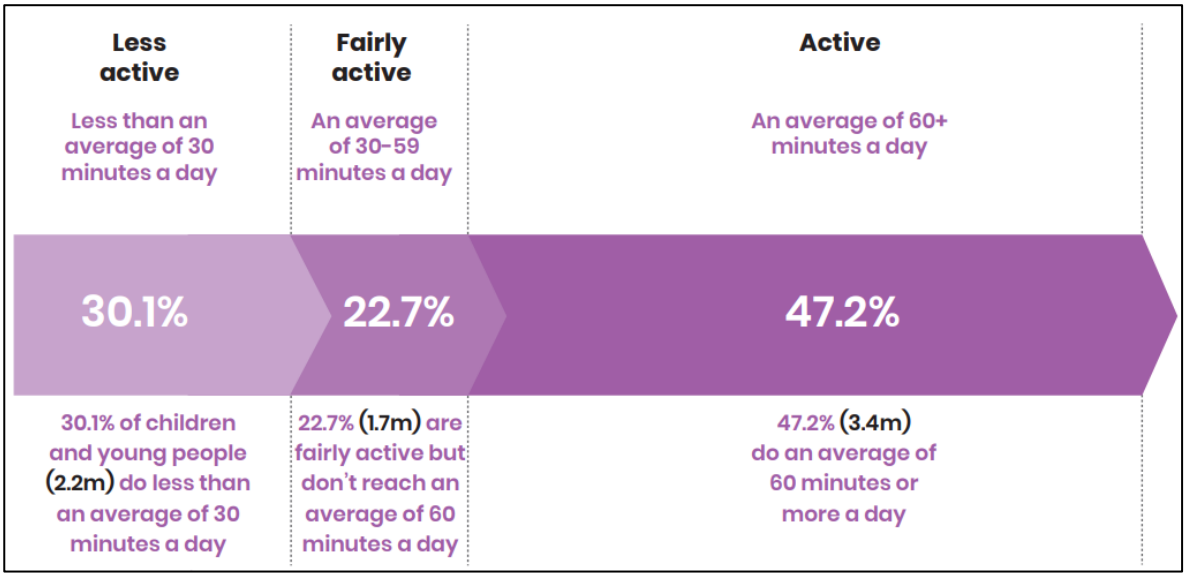


Figure 2.5 – Activity Levels for Children and Young People

2.3.9 The UK Chief Medical Officers[14] further state:

> *"If physical activity were a drug, we would refer to it as a miracle cure, due to the great many illnesses it can prevent and help treat."*

2.3.10 Poor air quality is the largest environmental risk to public health in the UK[18]. Road transport contributes to a third of all nitrogen dioxide (NO2) and an eighth of all particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

2.3.11 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

[17] Sport England (2022). Active Lives Children and Young People Survey: Academic Year 2021/22 [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports
[18] Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health are shown in **Figure 2.6** below:

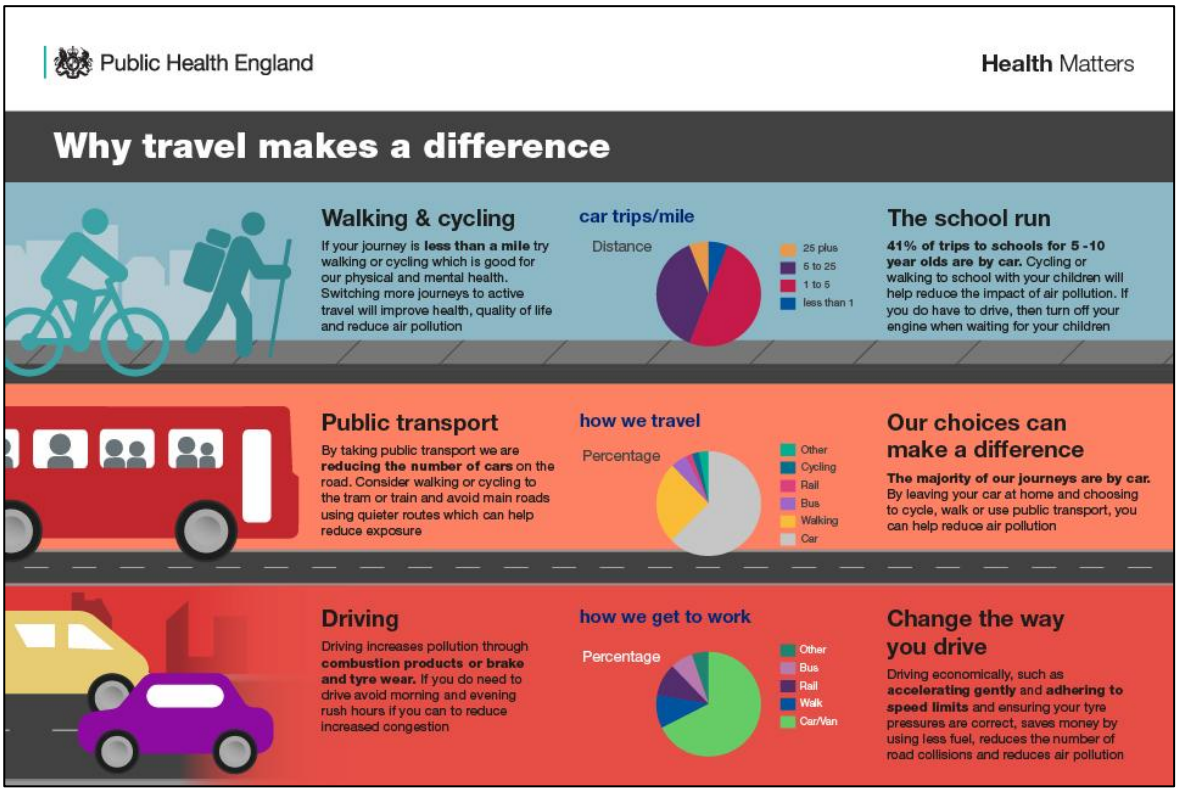


Figure 2.6 – The Impact of Travel Behaviour on Public Health

2.3.12 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being "staggering"[19].

Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.
Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.
In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.

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 as physical inactivity has been conservatively calculated to directly

[19] The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292

cost the NHS up to £1 billion per annum (in 2006-07 prices)[20], with further indirect costs estimated at £8.2 billion (in 2002 prices)[21].

2.4.2 As illustrated by **Figure 2.7** below, the health and social care cost of air pollution in England was £43m - £157m in 2017 which could rise to £1.6bn - £5.6bn in 2025 and £5.3bn – £18.6bn in 2035 if action is not taken[22].

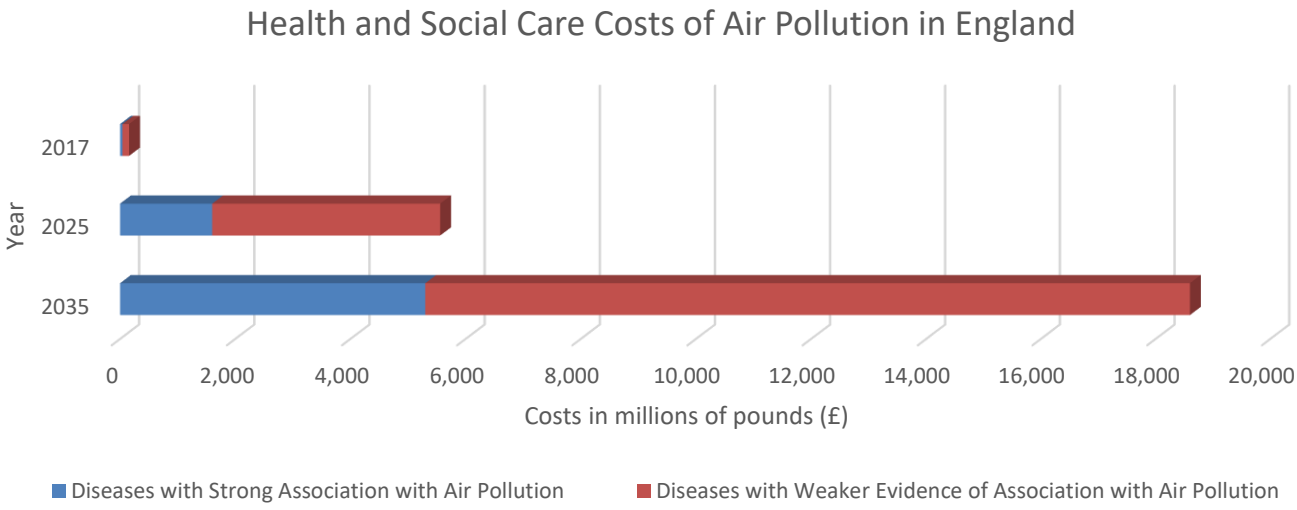


Figure 2.7 – Health and Social Care Costs of Air Pollution in England

2.4.3 Conversely, increased active travel in urban areas would lead to savings of roughly £17 billion within 20 years for the NHS (in 2010 prices)[23].

2.4.4 Every £1 spent on cycling brings £5.50 of social benefits[24] – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – which is higher than the benefits of investment in road and rail projects[25].

2.4.5 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions[26]. Cycle parking delivers five times higher retail spend than the same area of car

[20] Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.
[21] Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.
[22] Public Health England (2018). Estimation of costs to the NHS and social care due to the health impacts of air pollution [Online]. Available at: https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution and https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs
[23] Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205
[24] Department for Transport (2014). Value for Money Assessment for Cycling Grants [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf
[25] Eddington Transport Study (2006)
[26] Department for Transport (2020). Cycle Infrastructure Design – Local Transport Note 1/20 [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

parking[27]. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter[28].

2.4.6 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.

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

2.5 Social Benefits

2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people[29]:

> *"Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities."*

2.5.2 Increased cycling can boost the mobility of the poorest by a quarter and promote independence in youth and at older ages[28].

[27] Rajé F and Saffrey A (2016). The Value of Cycling [Online]. Phil Jones Associates, Department for Transport, and University of Birmingham. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf
[28] Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf
[29] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

3.0 Existing Situation

3.1 Site Location

3.1.1 The Site is located on the south-west edge of Manchester City Centre, situated in the Deansgate-Castlefield area. The Site is also within walking distance of the Deansgate rail station, the Deansgate-Castlefield Metrolink station, and is well connected to central Manchester, Spinningfields, and Hulme.

3.1.2 The Site is bounded to the north by Plot A & E of the SRF, to the east by Plot F2, to the west by Plot D of the SRF, and to the south by Great Jackson Street. The Site is also in the vicinity of many local amenities and leisure / entertainment facilities such as Deansgate Locks and First Street. The following **Figure 3.1** illustrates the Site in relation to the local highway network:

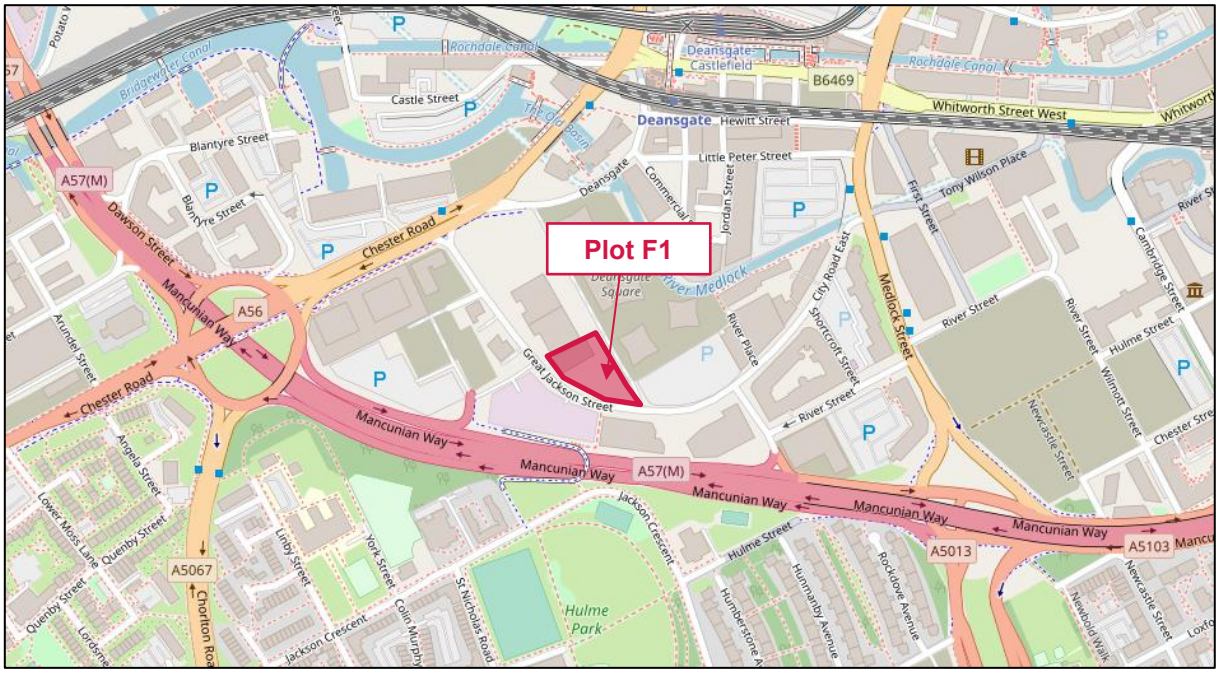


Figure 3.1 – Indicative Site Location in Relation to the Local Highway Network.

(Source: ©OpenStreetMap)

3.2 Existing Use and Access

3.2.1 At the time of writing, Plot F1 is currently under construction.

3.2.2 Access to the construction yard is currently via the junction of Great Jackson Street and Owen Street.

3.3 Surrounding Highway Network

Great Jackson Street

3.3.1 Forming the northern boundary of the Site, Great Jackson Street connects the A56 Chester Road to the A5103 Medlock Street in a semi-circular route from west to east, continuing on as City Road East past the priority junction with Garwood Street at the north-east of the Site. The roads form the minor arm of a priority junction at both ends and have a combined length of circa 580m. The priority junction at the western end of Great Jackson Street has a left-in, left-out arrangement, whilst the priority junction at the eastern end of the road allows for all traffic movements.

3.3.2 Great Jackson Street comprises a single carriageway with a typical width of 10m. There are also footways of an average 2.5m with on both sides of the road, along with street lighting at regular intervals on the southern side of the road. The road is also subject to a speed limit of 20mph

3.3.3 Great Jackson Street is in Zone 4 of Manchester City Centre's Controlled Parking Zone (CPZ), where Pay and Display (P&D) parking is provided for up to 10 hours between 08:00 and 20:00 on Mondays to Sundays, with no return within 1 hour and no charge for parking on a Bank Holiday.

3.3.4 Where the road meets other minor junctions leading into other car parks or minor roads, there are Traffic Regulation Orders (TROs) present in the form of double yellow line parking restrictions.

3.3.5 It is important to note that the surrounding Great Jackson Street area is currently undergoing a significant amount of development, and its road network is constantly changing. These changes are linked to the surrounding developments, which include Crown Street Phase 3 development and Plot D development.

Garwood Street

3.3.6 To the east and south of the Site, Garwood Street measures c.85m and serves as a link between Great Jackson Street / City Road East and the A57 Mancunian Way. At its northern end, it forms a priority junction with Great Jackson Street and City Road East, whereas at its southern end it forms a priority junction with the Ring Road leading into Manchester City Centre and the universities.

3.3.7 The road is clearly signed to prevent westbound entry onto the Ring Road. In the northbound direction from the Mancunian Way, there are also many signs indicating the change of speed limit from 50mph on the Mancunian Way to 30mph along the slip road, and then to 20mph along Garwood Street.

3.3.8 Garwood Street comprises a single carriageway of approximately 10m in width and wide footways of up to 5m on both sides of the road. There are some street light columns. The road is also within Zone 4 of the CPZ and has 3 P&D bays adjacent to the eastern boundary of the Site. There are also TROs in the form of double yellow line parking restrictions at the major junctions.

Melbourne Street

3.3.9 To the west and south of the Site, Melbourne Street measures circa 70m and serves as a link between Great Jackson Street and the A57 Mancunian Way. At its northern end, it forms a priority junction with Great Jackson Street, whereas at its southern end it commences at the junction between the end of the Ring Road slip road and Crown Street.

3.3.10 Access from the A57 Mancunian Way is only possible from the slip road coming from Deansgate Interchange, which has been recently improved as part of the Manchester Salford Inner Relief Route (MSIRR) improvements, and the only movement possible is outbound from the Mancunian Way. Speeds reduce from 50mph on the Mancunian Way to 30mph along the slip road onto Melbourne Street, and then to 20mph along Melbourne Street.

3.3.11 Melbourne Street comprises a single carriageway of approximately 7m in width and footways of c.2.5m on both sides of the road. There are some street light columns along both sides. The road is also within Zone 4 of the CPZ and has a number of P&D bays along the road, with TROs in the form of double yellow line parking restrictions along the rest of the carriageway and junctions.

3.3.12 Melbourne Street currently provides pedestrian access to Hulme and other areas to the south of the city centre via a pedestrian and cycle bridge over the Mancunian Way, located at the end of Melbourne Street. This bridge can be accessed within a 250m walk from the centre off the Site.

3.3.13 A new signalised Toucan crossing is proposed on Melbourne Street as part of the Plot D development, connecting footway/cycleway provision within the Plot D Site to the footway/cycleway proposed as part of CSP2. This will be complemented by a shared space for pedestrians and cyclists along the southern side of Melbourne Street.

A57 (M) Mancunian Way

3.3.14 Located to the south of the Site, the A57 (M) Mancunian Way forms part of the inner ring road around Manchester City Centre by connecting Deansgate in the west to Manchester Piccadilly in the east. The road commences at a signalised junction with the A57 Regent Road, A6042 Trinity Way and Water Street, then extends to the east for a length of circa 2.75km before it terminates and continues on as the A635 Ring Road.

3.3.15 In the vicinity of the Site, the A57 (M) Mancunian Way comprises a dual carriageway with a total width of 28m and up to three lanes in each direction. The road is subject to a speed limit of 50mph and is lit by regularly spaced lighting columns.

A56 Chester Road

3.3.16 The A56 Chester Road is one of the main radial routes into Manchester City Centre and provides the main route for outlaying towns such as Altrincham and Sale to gain access to the city. In the vicinity of the Site, Chester Road has an overall carriageway width of around 19m.

3.3.17 Chester Road serves as a bus route into and out of Manchester and also features an on-road cycle lane along its southern side and an unsegregated footway / cycleway on its northern side. Chester Road is subject to a 30mph speed limit and is lit by regularly spaced lighting columns.

3.3.18 There are bus stops on both sides Chester Road, where the closest bus stop to the Site is within a 500m walking distance from the proposed northern Site access. More details regarding bus services are provided in **Section 4** of this report.

Owen Street

3.3.19 Owen Street is located to the north of the Proposed Development. It currently links Deansgate with Great Jackson Street, extending for c.210m.

3.3.20 Owen Street has undergone a major refurbishment as part of the SRF proposals. At the time of writing, the carriageway and eastern footway have been fully completed, with only the western footway to be fully constructed.

3.3.21 The carriageway is c.5.5m wide. The current footway to the east ranges in width, with a minimum of c.2.5m. Street lighting is currently only provided along the eastern footway, as the western footway will be built as part of other plots of the SRF. On-street parking is restricted by double red line markings along the entirety of the road.

River Place

3.3.22 River Place is located to the east of the development and provides access to the Lumiere Building, The Boatmans Building and The Rhine Apartments. The road is usually a no through route road, but at the time of writing, cars can travel in a one-way direction down Pond Street and onto Owen Street from River Place as part of a temporary traffic regulation order until April 2026 which re-routes traffic to facilitate the 'Fusion Student' scheme on Old Deansgate. After April 2026, River Place will revert to an exit route for servicing vehicles coming off Deansgate Square along Pond Street until the proposed arrangements for Plot F2 are brought in as part of the development.

3.3.23 River Place currently provides an exit route for servicing vehicles coming off Deansgate Square via Pond Street.

3.3.24 The carriageway is two-way and c.5m wide. Footways of c.2m in width are provided along both sides of the road. There are TROs in the form of single yellow line parking restrictions along both sides of the carriageway with double yellow line parking restrictions at junctions.

4.0 Development Proposals

4.1 Phasing

4.1.1 Phase F1 will be delivered as Phase 2 of the Plot F Proposed Development. Details of both phases are provided below.

- Phase 1 – Construction of Building F2, plus F2 basement car parking, landscaping and access; and
- Phase 2 – Demolition of the existing building on-Site and the construction of Building F1, plus F1 basement car parking, landscaping and access.

4.1.2 **Figure 4.1** below demonstrates the phasing proposals:

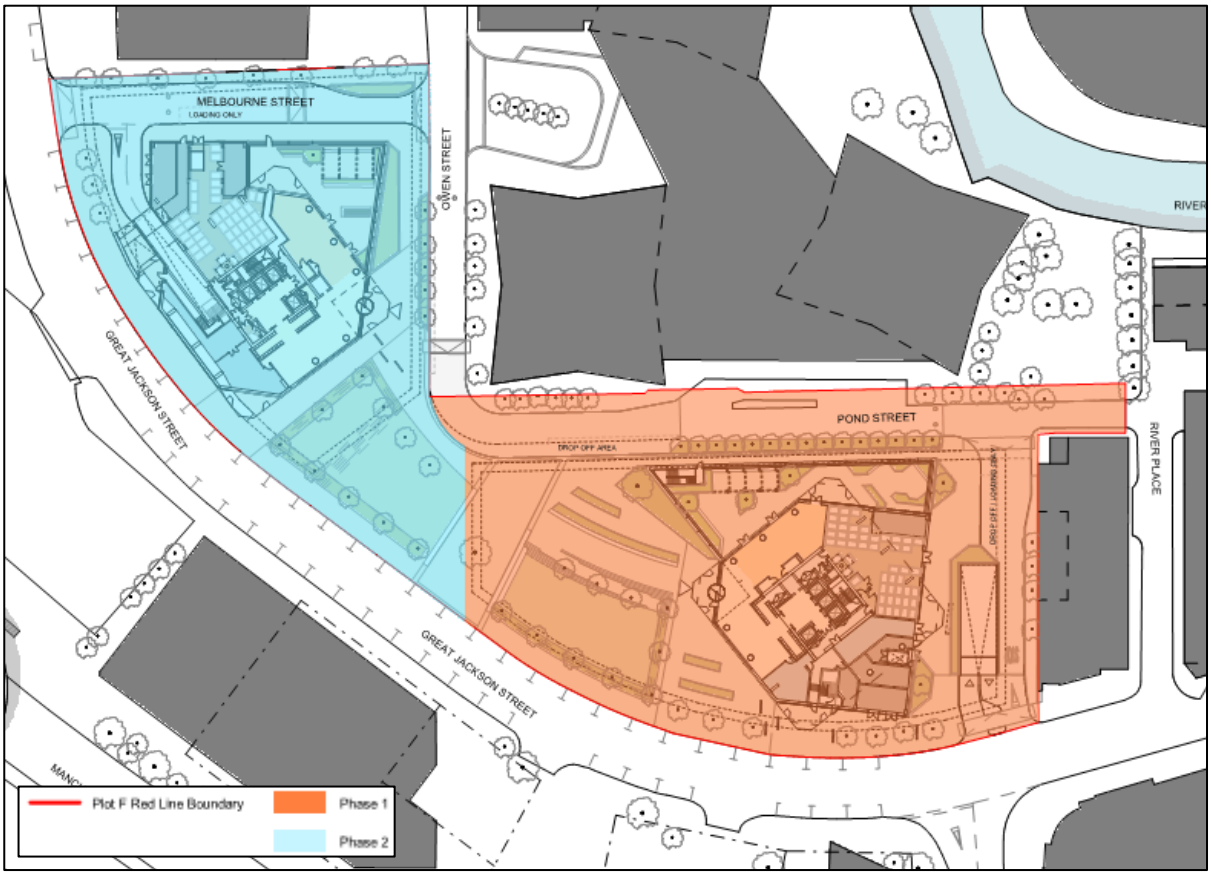


Figure 4.1 – Proposed Development Phasing (Source: Simpson Haugh Architects)

4.2 Development Proposals

4.2.1 The proposals include demolition of existing structures and the construction of a residential-led scheme comprising two buildings of 51 storeys each, together accommodating 988 residential units (Use Class

C3) equally distributed as 494 dwellings at Building F1 and 494 dwellings at Building F2; complete with basement car parking, cycle provision, landscaping, access and other associated works.

4.2.2 The scheme will comprise 157 one-bedroom apartments, 312 two-bedroom apartments, and 25 three-bedroom apartments with Plot F1.

4.2.3 There will also be 148 car parking spaces (circa 30% provision) within three basement levels for Plot F1.

4.2.4 There will be up to 20% demand-led Electric Vehicle Charge (EVC) provision (7kw each). Spaces will be future proofed with containment channels that enable cable connections to be installed as and when required.

4.2.5 There will also be 29 accessible spaces provided across Plots F1 and F2, which equates to approximately 10% provision.

4.2.6 The Proposed Development will offer 100% cycle parking provision. The spaces will be covered and secure, distributed across the levels of basement car park. These spaces will be complemented by visitor cycle parking, which will be provided at ground floor level, within the landscaped proposals.

4.2.7 The proposed Site layout plan is included in **Appendix A**.

4.3 Pedestrian & Cycle Access Strategy

4.3.1 The Site layout has been designed to promote walking and cycling. Cyclists would be able to access the Site in a similar manner to vehicles, as the cycle stores are located within the car parks. Moreover, as a result of the Proposed Development, the surrounding highway infrastructure would also benefit from a more pleasant environment with landscaping and the provision of trees, improved footways and the provision of public realm within the Site. This would ensure a safe physical environment for pedestrian and cyclists to promote active travel for commuting, leisure and recreation.

4.3.2 It is envisaged that pedestrian and cycle friendly routes, which respond to the principal north-east and south-west alignment of streets, would be provided to establish safe and attractive alternative routes to Great Jackson Street and A56 Chester Road, therefore enhancing connectivity / integrating between the city centre and communities to the south. Furthermore, these routes within the Site will enhance the connectivity with Hulme via the existing pedestrian and cycle bridge over the A57 Mancunian Way.

4.3.3 As stated in **Section 3.3**, the surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. At the major junctions near the Site, there are signalised crossing points, pedestrian refuge islands, dropped kerbs and tactile paving to aid pedestrians.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

5.1.1 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.

5.1.2 The accessibility of the Proposed Development is considered in this context for the following modes of travel:

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

5.2 Pedestrian Accessibility

5.2.1 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.

5.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined *"Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius)."*

5.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport's (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be *"…an upper limit"* and that walking *"…offers the greatest potential to replace short car trips, particularly those under 2 km."* The Chartered Institution for Highways and Transportation (CIHT) also quotes 2km as the preferred maximum walking distance for commuting, school, and sight-seeing trips in the document titled *'Guidelines for Providing for Journeys on Foot'* (2000).

5.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).

5.2.5 The pedestrian catchment plan confirms that the Site is well located in relation to local services and facilities within Manchester. Most notably, several bus stops along the A56 Chester Road and A5103 Medlock Street are located within the 800m walking catchment. Future residents can also access the

Procters Young Peoples Centre in Hulme, several office buildings east of the Site, the Deansgate Locks Premier Inn hotel, the Manchester School of Acting, several small coffee shops, and the Castlefield Gallery.

5.2.6 The First Street development comprising a Sainsbury's, INNSIDE hotel, HOME theatre, public houses, several bars and restaurants is also within the 400m walking catchment. The Crown Street Primary School, which opened in September 2024, is located within 800m of the Site.

5.2.7 Within 1,200m of the Site, more bus stops and tram stops are accessible for residents of the Site. The Deansgate Railway Station and the Deansgate-Castlefield Metrolink station can be accessed within an 8-minute walk (or 600m walk distance) north of the Site. The entirety of the leisure / entertainment in the Deansgate and Spinningfields areas is also accessible, with Deansgate Locks fronting Whitworth Street West, the Bridgewater Hall and Manchester Central Convention Complex, Manchester Great Northern (comprising the ODEON cinema, bowling alley, and food/drink establishments), Science and Industry Museum and Beetham Tower.

5.2.8 To the east of the Site, the Oxford Road rail station is accessible within 1,200m, along with the Palace Theatre and more entertainment facilities. The Oxford Road Corridor is accessible too, and it is known as the busiest bus corridor in Europe, connecting Manchester City Centre to the surrounding neighbourhoods including Ardwick, Hulme, Longsight, Moss Side and Rusholme. Along the corridor are many pharmacies, a Tesco and Sainsbury's store, food and drink outlets, and health clubs.

5.2.9 To the south of the Site, the Manchester Metropolitan University campus lies within the 1,200m catchment, which includes student accommodation along with places of worship. There are also several primary schools, Hulme Park and St Georges Park.

5.2.10 At 2,000m beyond the Site, the whole of Manchester City Centre including the Central Business and Retail Districts, Manchester Piccadilly, Piccadilly Gardens, Market Street, Shudehill, the Northern Quarter, Chinatown, Salford Central, the outskirts of Ordsall and Old Trafford, Hulme, Moss Side, Brunswick, Manchester Science Park and the University of Manchester campus are all within reach. the Site is strategically situated in Manchester City Centre such that the surrounding facilities can benefit future residents of all ages.

5.2.11 As part of the Manchester and Salford Inner Relief Route (MSIRR) works programme, the Mancunian Way / A56 Chester Road roundabout (Deansgate Interchange) has been recently improved to offer capacity improvements and also improved pedestrian and cycle linkages, which will therefore be of benefit to residents of the development when routing to / from Manchester City Centre.

5.2.12 The topography of the local area is generally flat and conducive to pedestrian trips, and the area benefits from natural surveillance from the commercial and residential properties that abut all the main walk routes.

5.2.13 The Site is therefore considered to be highly accessible by foot with various employment, education, health, retail and leisure facilities within walking distance of the Site. The Site is also conveniently located to various public transport routes and interchanges.

5.3 Cycle Accessibility

5.3.1 The Greater Manchester Cycling Strategy has been introduced to set out a regional approach to prioritise future investment in cycling and associated infrastructure. Greater Manchester's vision is of a city "fit for the future" – a healthy, safe, sustainable city where people want to live, work and visit and where a well-established cycling culture is integral.

5.3.2 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

5.3.3 The average cycling trip length was 5,730m in 2022 and 4,545m in 2023 (based on National Travel Survey dataset NTS9910a). The average length was between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020.

5.3.4 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles (8km) in 2022 and 2023, respectively (in dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20. In particular, the National Model Design Code notes "the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less".

5.3.5 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km/6.0km/6.9km and 8km in approximately 17/19/21 minutes and 25 minutes, respectively.

5.3.6 The 8km catchment extends as far as Blackley in the north, Fairfield to the east, Didsbury in the south and Trafford Park to the west.

5.3.7 There are multiple local on and off-road routes that surround the Site, for example; along Great Jackson Street and City Road East, the A56 Chester Road, Whitworth Street West and Medlock Street and adjacent to the Bridgewater Canal, as shown on **Figure 5.1** below:

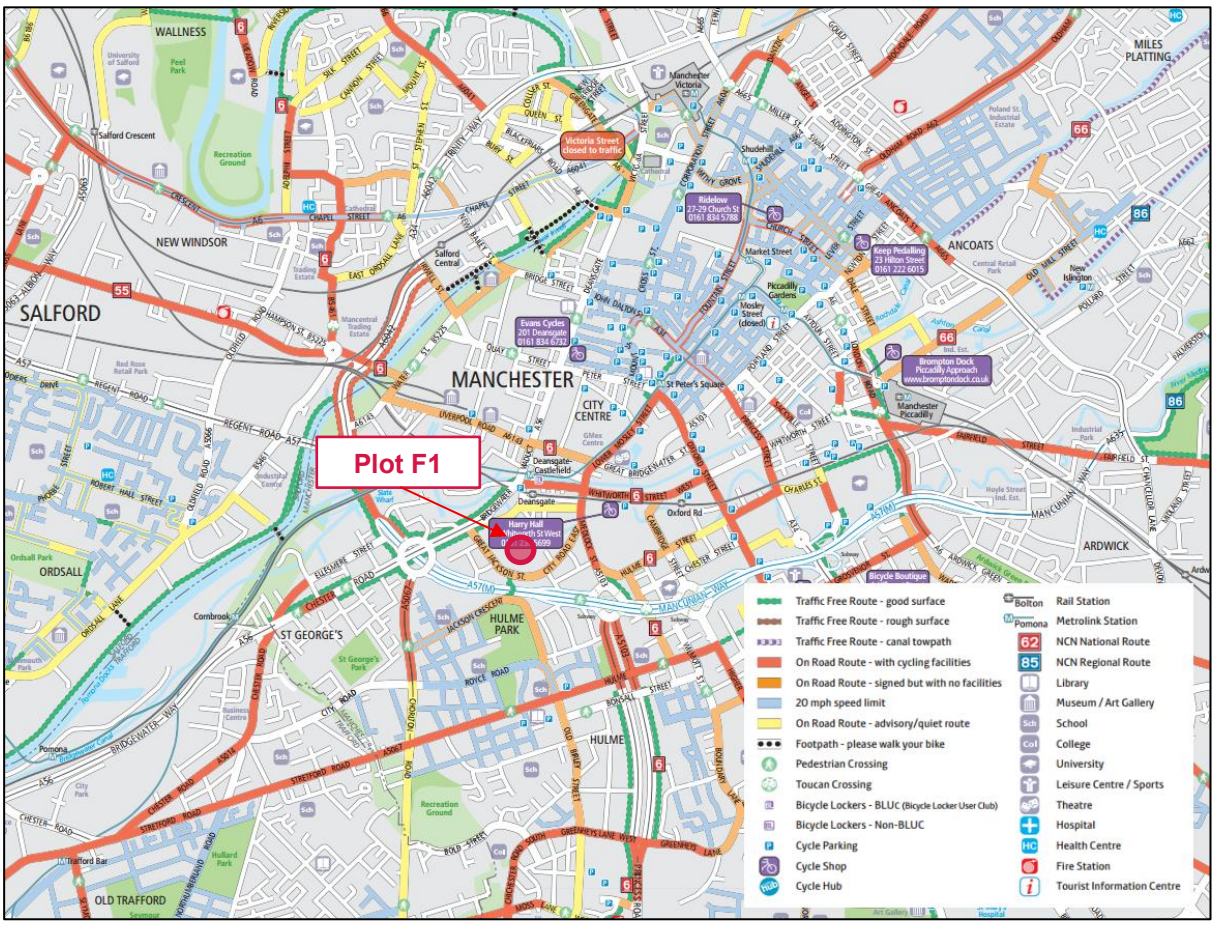


Figure 5.1 – Local Cycle Routes

(Source TfGM)

5.3.8 Some of the most attractive cycle routes in the area lie alongside the waterway network. There are cycle routes alongside both the Bridgewater Canal and the River Irwell that are easily accessible from the Site. Local routes in the vicinity of the Site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's new high- quality cycle infrastructure to improve cyclist safety along the Oxford Road Corridor.

5.3.9 National Cycle Route 6 is located some 650m to the north of the Site on Liverpool Road. 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.

5.3.10 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.

5.3.11 The site is surrounded by Beeways and confirmed infrastructure improvements, as illustrated in **Figure 5.2**, allowing future residents and visitors that cycle to benefit from better safety and quality of commute.

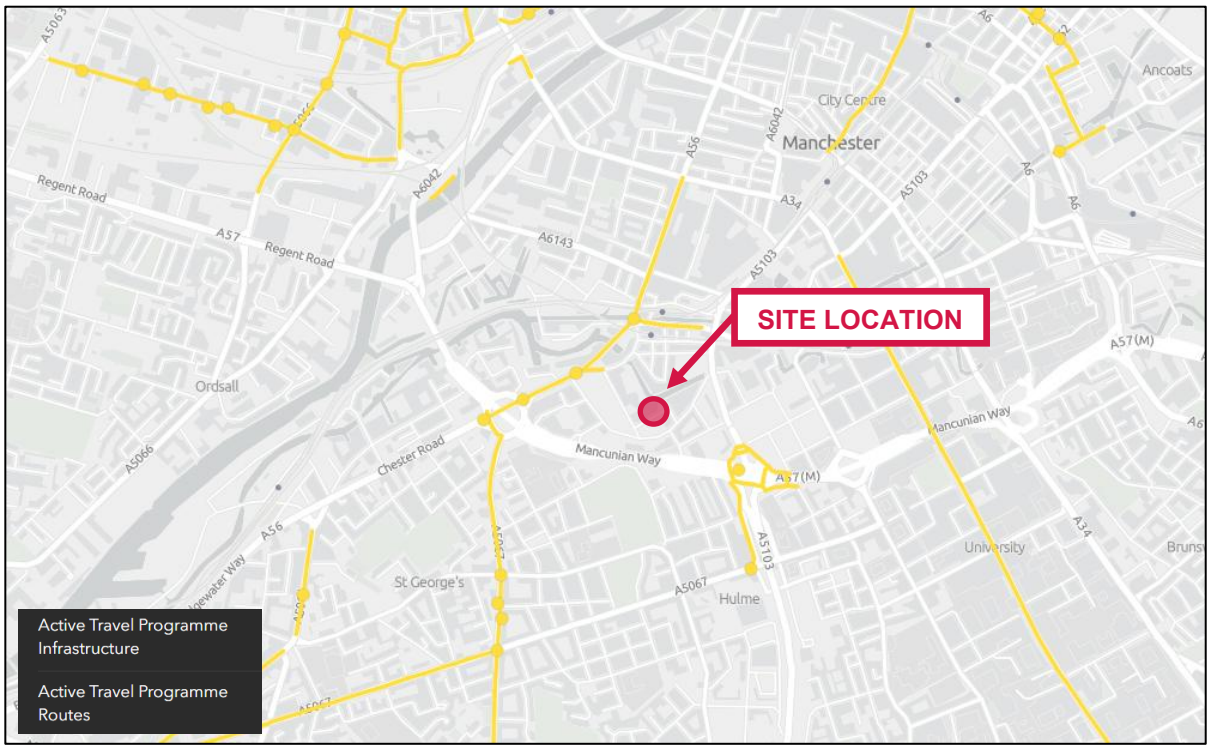


Figure 5.2 – Proposed Bee Network
(Source: MappingGM, 2025)

5.3.12 As mentioned earlier, there will be 100% provision of secure, covered cycle parking spaces provided at the Proposed Development, thereby encouraging this mode of transport.

5.3.13 The Site is therefore considered to be highly accessible by bicycle and would provide a realistic alternative to travel by car.

5.4 Public Transport Accessibility

5.4.1 Developed by Transport for Greater Manchester, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

5.4.2 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 represents a low level of accessibility (described as 'very poor'). the Site is located in an area with a GMAL rating of 8, with excellent accessibility. This is a particular strength of the Site, which offers strong multi-modal links opportunities.

5.4.3 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document *'Planning for Walking'* (2015). The accessibility of the site is considered in relation to these distances to public transport services below.

5.4.4 Accessibility by bus, rail and Metrolink are considered further below.

Bus Accessibility

5.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

5.4.6 The nearest bus stop is located to the north-east of the Site on Medlock Street, within a c.400m walk, thereby at the CIHT's 400m walk distance threshold. Future residents could also walk c.550m to the bus stops along Whitworth Street West and opposite the Deansgate rail station with more services and the number 2 Free Bus. **Table 5.1** details the bus services that call at these stops and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Medlock Street				
256	Flixton - Lostock - Stretford - Hulme - Piccadilly Gardens	10 mins	15 mins	30 mins
From Whitworth Street West				
255	Partington - Carrington - Stretford - Piccadilly Gardens	30 mins	30 mins	Hourly
X50	The Trafford Centre - Trafford Park - Piccadilly Gardens	10 mins	10 mins	10 mins

Table 5.1 – Summary of Bus Service Frequencies

5.4.7 As shown in **Table 5.1**, there is a reasonably good frequency of bus services (in combination) stopping close to the Site which provide convenient access to locations such as The Trafford Centre, Manchester City Centre, Urmston and Stretford, amongst others.

5.4.8 Furthermore, within c.550m of the proposed development, Routes 1 of the Free Bus stop at Deansgate Station. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 5.2** below:

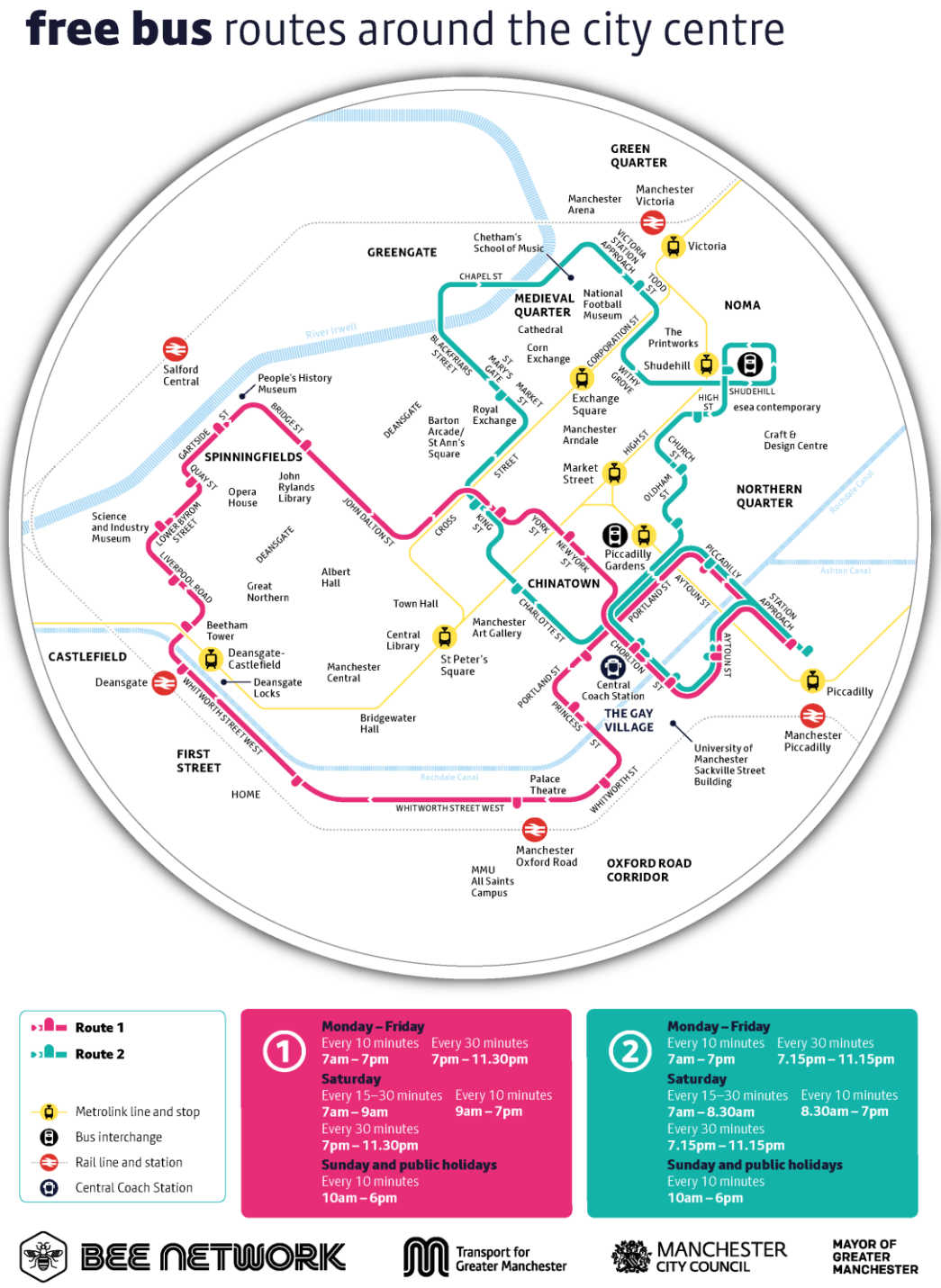


Figure 5.3 – Free Bus Route and Timetable
(Source: TfGM, 2021)

5.4.9 Overall, the Site is well served by bus. the Site also benefits from the free bus service that operates along Whitworth Street West.

Rail Accessibility

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

5.4.11 The nearest railway station is Deansgate Railway Station, located approximately 600m to the north of the Site. A summary of rail services from the station is summarised in **Table 5.2**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Blackpool North	2	1	1
Bolton	3	2	1
Liverpool Lime Street	2	2	1
Preston	2	1	1
Southport	2	2	1
Stockport	1	1	1
Warrington Central	2	2	1
Wigan	3	3	3

Table 5.2 – Summary of Rail Services from Deansgate Railway Station

5.4.12 The rail services that run to Deansgate Railway Station provide access to various locations across the North West of England, including, Liverpool, Manchester Airport, Southport and Manchester Oxford Road, amongst others. Trains run throughout the day and evening 7 days a week.

5.4.13 In addition to the locations noted above, they also serve key local destinations such as Bolton, Wigan, Preston, Buxton, Birchwood, Widnes and Warrington.

5.4.14 A short connection from Deansgate to Manchester Oxford Road or Manchester Piccadilly facilitates for journeys to destinations further afield such as London, Nottingham, Norwich, Leeds, Hull and Sheffield.

5.4.15 It is therefore considered the Site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

5.4.16 There are Metrolink stops located at Deansgate-Castlefield (c.550m walking distance north of the Site).

5.4.17 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some services operate for part of the day at busier times.

5.4.18 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: https://tfgm.com/public-transport/tram/tram-schedule.

5.4.19 Users can access the entire Metrolink network from the Deansgate-Castlefield stop as shown in the Metrolink map in **Figure 5.4.**

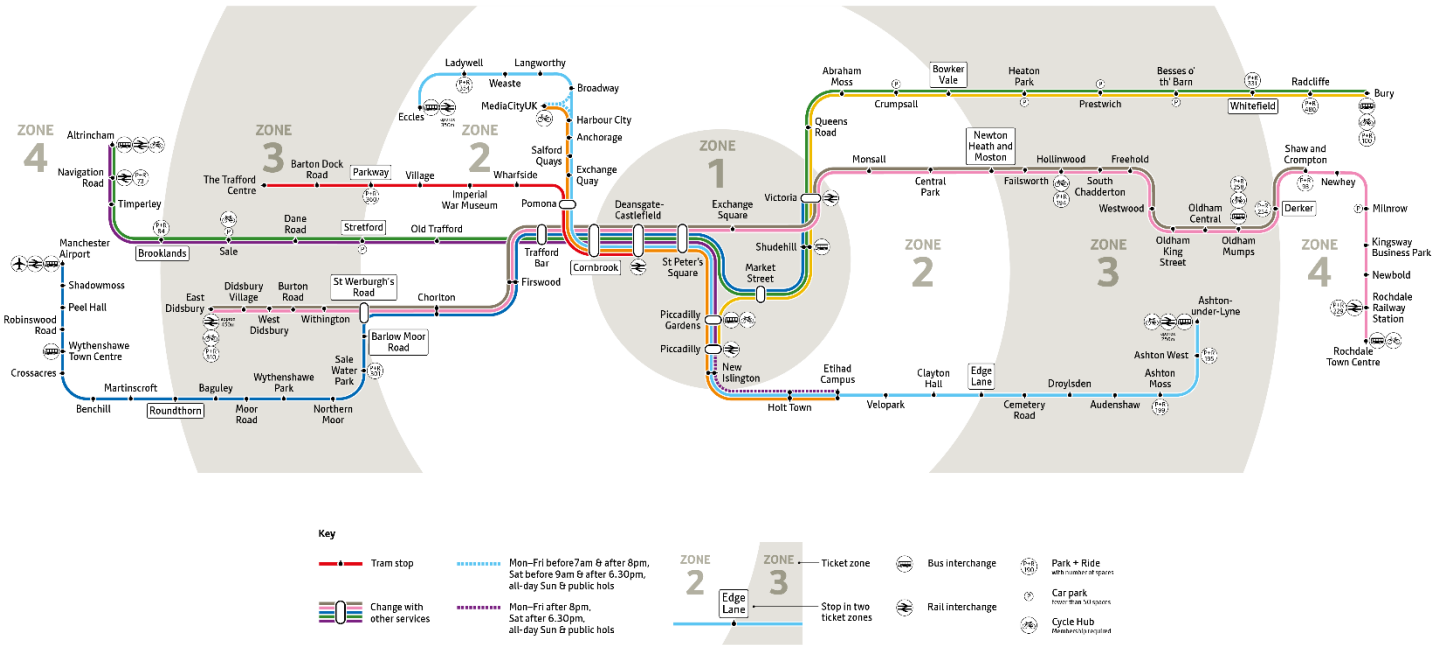


Figure 5.4 – TfGM Metrolink Network Map

(Source: TfGM, 2025)

5.4.20 The Metrolink services provide access to the Site seven days a week with trams running from a variety of locations within Manchester and the wider area between 6 and 20 minutes all day and into the evening.

5.4.21 It is therefore considered that the Site is highly accessible via Metrolink.

5.5 Summary

5.5.1 The above sections have demonstrated that the site is highly accessible by active and sustainable modes of transport; the surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within walking distance of the site.

5.5.2 The site is well located to take advantage of the excellent existing public transport facilities, including bus, Metrolink and rail, in addition to walking and cycling opportunities, which will therefore provide viable alternatives to travel by car.

6.0 Residential Travel Plan Initiatives

6.1 Introduction

6.1.1 Considering the high levels of accessibility and proximity of the city centre, it is anticipated the vast majority of residents, staff and visitors will travel to / from the site via sustainable modes of transport.

6.1.2 This section of the TP sets out the initiatives that could be implemented in a full residential Travel Plan to minimise the number of car trips generated by the Proposed Development and encourage residents to use sustainable modes of transport. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.

6.2 Production of Residential Welcome Packs

6.2.1 Welcome Packs can be important in influencing travel patterns and therefore Welcome Packs will be supplied to all residents at the Proposed Development upon moving in. The contents will include the following:

- Introduction to the Travel Plan concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Details of Transport for Greater Manchester's online journey planning resources: tfgm.com/plan-a-journey;
- Maps showing local walking/cycling routes and places of interest;
- Details of public transport services, including timetables and routes; and
- Details of the TPC.

6.2.2 As well as providing such information in Welcome Packs, community notice boards (either physical or virtual) will also be provided to display relevant information as set out above.

6.3 Measures to Encourage Walking

6.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in fair health could 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.

6.3.2 It has been demonstrated throughout **Sections 3** and **5** 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 Proposed Development, with improved footways and the

provision of high-quality public realm within the Site. The following measures will be provided in order to encourage residents to walk:

- Raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping and shelter to create pleasant pedestrian waiting areas;
- 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.

6.3.3 Additional measures such as marketing campaigns in line with 'Walk to Work Week' and the implementation of a 'walking buddy' scheme will be implemented.

6.4 Measures to Encourage Cycling

6.4.1 It has been demonstrated throughout **Sections 3** and **5** of this TP that there is an existing high level of cycle infrastructure in the surrounding area. The Proposed Development will also provide 100% cycle parking provision to encourage cycling, with additional cycle parking for visitors.

6.4.2 In addition to the above infrastructure, the following measures will be provided to encourage residents to cycle:

- Information on the local cycle network routes made available through the previously discussed Welcome Packs;
- Promoting the Cycle2Work scheme;
- 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 Transport for Greater Manchester 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'.

6.4.3 Additional measures such as promoting Transport for Greater Manchester's cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance).

6.5 Measures to Encourage Public Transport

6.5.1 It has been demonstrated throughout **Sections 3** and **5** of this TP that the Site is highly accessible by public transport, and that there are further opportunities throughout Manchester City Centre and beyond. The following measures will be provided to encourage residents 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 travelling out of Greater Manchester can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Provision of a map showing local bus and rail stations, and Metrolink stops, 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 Transport for Greater Manchester and public transport operators.

6.6 Car Clubs

6.6.1 It is acknowledged that many residents that do not own a car may require the use of a car on certain occasions. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.

6.6.2 Enterprise Car Club has a vehicle location within a 7-minute walk from the Site at Qpark First Street, First St, M15 4FN to east of the Site, with a number of alternative locations in 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.

6.6.3 It is considered that car clubs would be an attractive facility for residents and visitors who do not own a car but require occasional use. 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.

7.0 Targets

7.1 Introduction

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

7.2 Data Collection and Analysis

Travel Surveys

7.2.1 As the Proposed Development has not yet been constructed and occupied, it is not possible to undertake any travel surveys of future residents. Therefore, it is not appropriate to provide a definitive set of targets at this stage.

7.2.2 In order to understand travel habits, travel surveys would be distributed to all residents within three months of 50% occupation of the Proposed Development. Recipients would be encouraged to participate, and the surveys would extract the following key information:

- Place(s) of work;
- 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 to travel more sustainably.

7.2.3 This information would enable analysis to be undertaken to establish final targets. It would also provide information on reasons for that modal split and identify measures that would encourage a modal shift.

7.2.4 Surveys would be distributed electronically via SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents would be sent this link and can simply click to get directed to an internet-based survey. All results would be recorded on a computer database for analysis.

7.2.5 Paper surveys could also made available to residents, if required. All the results would be manually transferred to the database for analysis alongside the SurveyMonkey results.

7.2.6 In order to incentivise residents to complete the travel survey, a £50 prize draw for participating residents would be advertised.

7.2.7 The information obtained would be used to undertake travel performance indicator and modal split analysis. Residents would then be surveyed annually from the baseline travel survey for the duration that the TPC is appointed to review progress against the target modal splits.

Travel Plan Performance Indicators

7.2.8 The following Travel Plan performance indicators could also 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, use of car clubs and levels of pedestrian and cyclist activity;
- **Car Ownership and Mode of Travel** – e.g. average household car ownership and travel to work by mode; and
- **Travel Plan Awareness** – e.g. appreciation of the Travel Plan process and knowledge of the benefits offered by the Plan.

7.3 Data Analysis and Modal Split Targets

7.3.1 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to staff and residents. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.

7.3.2 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the TP:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

7.3.3 To provide an indication of potential targets, an example for the residential uses is shown in **Table 7.1** using modal splits from the Greater Manchester Travel Diary Surveys (GMTRADS) data, which has been obtained from TfGM.

Travel Mode	2019 TRADS Data	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	27%	- 0.5 %	- 1.0 %	- 1.5 %	- 3.0 %
By Car, Lift Sharing	3%	+/- 0 %	+/- 0 %	+/- 0.5 %	+ 0.5 %
Walk	7%	+ 0.5 %	+ 0.5 %	+ 0.5 %	+ 1.5 %
Cycle	14%	+/- 0 %	+/- 0.25 %	+/- 0.25 %	+ 0.5 %
Public Transport	48%	+/- 0 %	+/- 0.25 %	+/- 0.25 %	+ 0.5 %
Other	1%	–	–	–	–

Table 7.1 – Example Targets – Residential Use (GM TRADS)

7.3.4 The reduction in car drivers has been informed by a major synthesis report – *'A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management'* (Nicholas and Kuss, 2022) – which found that workplace travel planning can induce a 3-18% drop in car use by commuters and personalised (residential) travel planning can induce a 6-12% drop in car use share among residents.

7.3.5 The targets shown above are modest due to the very low proportion of people expected to be travelling by car, however if the travel surveys find a higher proportion do so there is potential with the measures outlined in **Section 6** for a larger reduction.

7.3.6 There will be an overall aim to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably walking and bus, but also car sharing and other public transport modes. This will also inform TP initiatives which can be tailored to increase uptake of certain modes of travel.

7.3.7 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.

7.3.8 The above targets are indicative only - and final targets will be decided for the Travel Plan following the receipt of the travel surveys. New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the implemented measures

8.0 Monitoring and Review

8.1 Introduction

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

8.1.2 Department for Transport (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 though the Planning Process.* DfT, 2009.

8.1.3 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.

8.2 Responsibility and Management

8.2.1 Overall responsibility for the TP will lie with the Applicant.

8.2.2 The survey information will enable analysis to be undertaken to establish mode share targets subject to consultation with Manchester City Council. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

8.2.3 At Practical Completion of the building and handover to the building management company, day to day responsibility will transfer from the applicant Renaker, to the TPC.

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

- Representative(s) of the residential community to be appointed to work with the TPC;

- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the Travel Plan as intended; and
- A commitment to actively promoting car-sharing, car clubs and sustainable transport options at the Site.

8.3 Travel Plan Coordinator (TPC)

8.3.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). 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.

8.3.2 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 Travel Plan;
- Representing the human face of the Travel Plan 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 and initiatives in the Travel Plan and instigate a marketing campaign upon first occupancy of the Site;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council); and
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.

8.3.3 The TPC will remain appointed until final occupation of the Proposed Development. If less than 10% of the apartments are unoccupied then final occupation shall be deemed to have occurred. At this point, the TPC role and any responsibilities relating to the Travel Plan would transfer to a local residents' association.

8.3.4 The Travel Plan Coordinator (TPC) for Plot F1 is noted as the following:

Name: Stuart Henshall (Urban Bubble)

Email: stuart.henshall@urbanbubble.co.uk

8.4 Monitoring and Evaluation

8.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and will be the responsibility of the TPC. Apart from receiving regular updates from residents and liaising with

Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.

8.4.2 The results of each survey will 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 considered and implemented where necessary.

8.4.3 Monitoring reports will be provided to officers at Manchester City Council every two years following the receipt of the baseline travel survey. The reports will include a comparison of achievements against targets and remedial actions where required. They will 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, a summary of the survey results would be made available to residents upon the completion of the survey analysis.

8.4.4 Monitoring surveys will be carried out annually from the baseline survey for the duration that the TPC is appointed to ensure that the Travel Plan reflects local circumstances and opportunities.

9.0 Action Plan

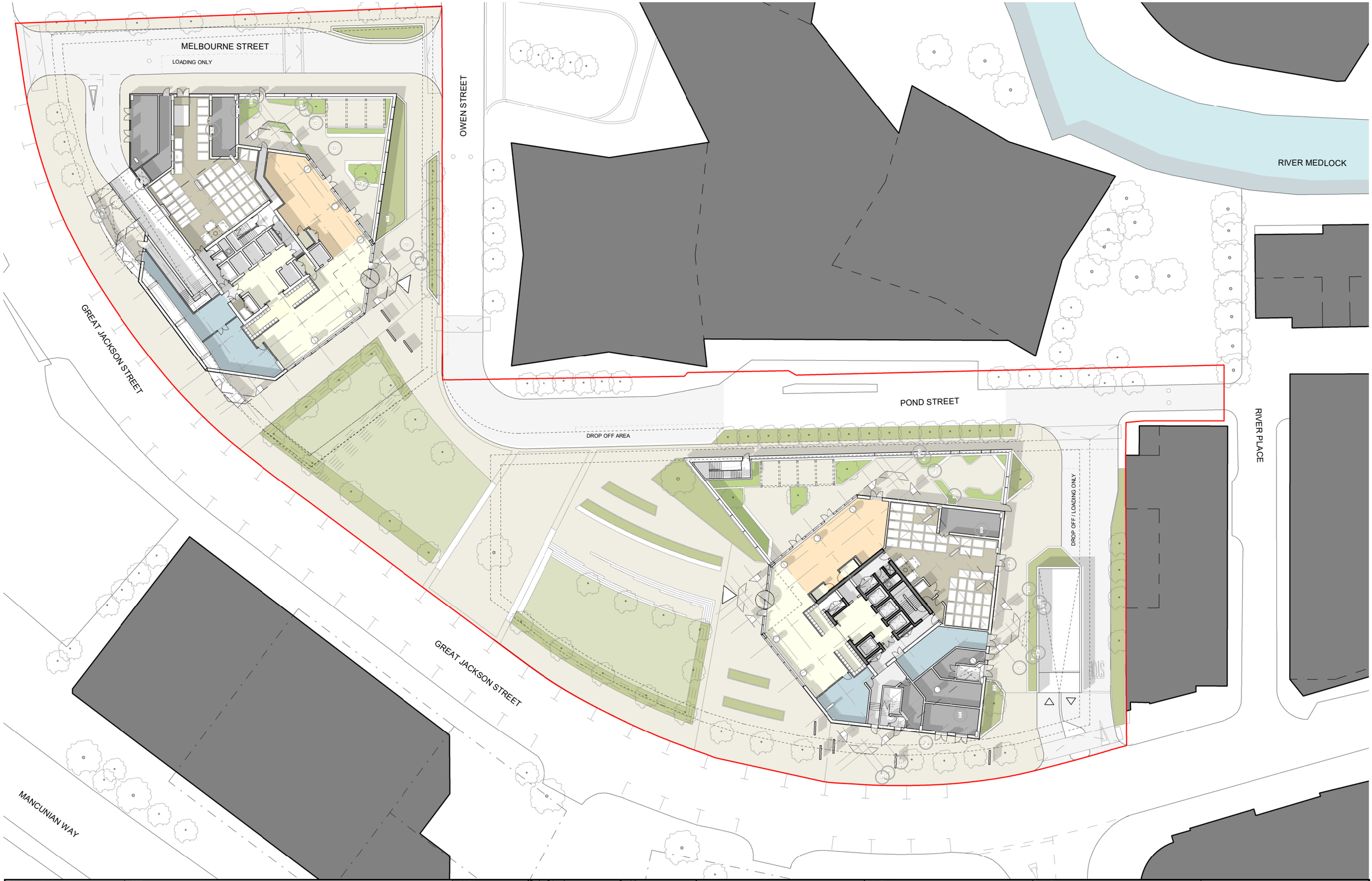
9.1 Introduction

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	**Complete:** Stuart Henshall (Urban Bubble) stuart.henshall@urbanbubble.co.uk	Renaker Build Ltd.
Produce Welcome Pack	Upon occupation of the Proposed Development	TPC
Undertake Baseline Travel Survey	Travel surveys would be distributed to all residents within three months of 50% occupation of the Proposed Development	TPC
Finalise Modal Split Targets	Within one month of undertaking the travel surveys	TPC in conjunction with Manchester City Council
Implement Travel Plan Initiatives	During occupation of the Proposed Development	TPC
Undertake Annual Travel Survey	Annually following the baseline travel survey for the duration that the TPC is appointed	TPC
Present Monitoring Reports	Every two years following receipt of the baseline travel survey for the duration that the TPC is appointed	TPC

Table 9.1 – Action Plan

Appendix A – Proposed Site Layout



This drawing is copyright
Do not scale off dimensions.
All dimensions to be checked on site by contractor.

Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

NOTE:
Previously issued as Z1-SHP-G100-PL-00-001

NORTH

Rev	Date	Description
P10	11-05-2021	Street Carpark Analysis
P11	27-05-2021	Public space update
P12	03-06-2021	Layout update
P13	09-06-2021	Ground floor layout to TPM
P14	11-06-2021	Design Update
P15	01-07-2021	Issue to design team
P16	09-07-2021	Landscape update
P17	14-07-2021	Private garden update
P18	21-07-2021	Design Development
P19	28-07-2021	F2 emergency stair update
P20	11-10-2021	Bollard update

Project Title
Great Jackson Street - Plot F
Manchester

Drawing Title
Site Plan
Level 00

Project No
10334

Scale
1 : 500 @ A3

Status
FOR INFORMATION

SHP Drawing Code PROJ - ORIG - ZONE - ROLE - CLAS - TYPE - LOC - SEQ
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Revision
P20

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