

Riverpark, Manchester

Interim Travel Plan

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- Plan 085926-CUR-XX-XX-G-TP-06003** – Accessibility – Pedestrian Catchment Plan (East)
- Plan 085926-CUR-XX-XX-G-TP-06004** – Accessibility – Pedestrian Catchment Plan (West)
- Plan 085926-CUR-XX-XX-G-TP-06005** – Accessibility – Cycle Catchment Plan
- Plan 085926-CUR-XX-XX-G-TP-06006** – Accessibility – Public Transport Plan

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- Appendix A** – Proposed Site Layout

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Kellen Homes and Great Places Housing Group (the Client) to provide transport and highways advice in relation to a planning application for residential development on the site of Riverpark Trading Estate in East Manchester.

1.1.2 The planning description is as follows:

“Erection of a residential development comprising 498 dwellings (including a mix of housing types and tenures) together with landscaping, sustainable drainage features, pedestrian footways, vehicular accesses and highways, parking provision and other associated works”.

1.1.3 The proposed scheme will provide 498 dwellings, comprising a mixture of flats (277) and houses (221), private and affordable, and dwelling sizes. A mix of tenures would be available.

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

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined¹ 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 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Assessment (TA) (**Ref: 085926-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.

1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

¹ Department for Levelling Up, Housing and Communities (now MHCLG) (2023). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

- 1.3.3 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."*

- 1.3.4 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.

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; and **Section 4** provides a summary of the development proposals.
- 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** 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.
- 1.4.5 **Section 7** outlines the strategy for Travel Plan targets.
- 1.4.6 **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.
- 1.4.1 **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 Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBSVa9O42aqqYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

2.0 Travel Plan Benefits

2.1 Summary

- 2.1.1 Successful implementation of the travel planning process can have various environmental, health, financial and social benefits for individuals and the wider population.
- 2.1.2 There are varied and wide-ranging negative effects of high levels of car usage, including being one of the biggest drivers of greenhouse gas emissions³, causing adverse physical and mental health including premature deaths⁴, and costs to the health service⁵ and businesses.
- 2.1.3 Poor air quality, of which road transport is a major driver, is the largest environmental risk to public health in the UK⁶.
- 2.1.4 Conversely, physical activity is a “miracle cure”⁷, with cycling in particular having “staggering”⁸ health benefits. Greater uptake of active travel and public transport could combat climate change and poor air quality, improve physical and mental health, relieve pressure on the NHS⁹, boost local businesses, improve the mobility and independence of those who cannot drive¹⁰, and encourage greater social cohesion¹¹.
- 2.1.5 A reduction in private car usage can also reduce local congestion (making for more pleasant journeys for active travellers and those who cannot avoid driving) and release land for more productive uses.

³ Department for Energy Security and Net Zero (2024). Provisional UK greenhouse gas emissions national statistics 2023 [Online]. Available at: <https://www.gov.uk/government/statistics/provisional-uk-greenhouse-gas-emissions-national-statistics-2023>

⁴ Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: <https://cleanairgm.com/air-pollution/>

⁵ 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.

⁶ 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>

⁷ 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>

⁸ 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>

⁹ 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

¹⁰ 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

¹¹ 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 in East Manchester, approximately a kilometre north of the Etihad Campus. It is bound by railway lines to the north, Ten Acres Lane to the east, Riverpark Road and Philip's Park Cemetery to the south, and Briscoe Lane to the west.
- 3.1.2 The area of East Manchester in which the site is located is characterised by a mix of residential, green space, industrial estate and employment to the northwest, and, to the south, sporting facilities.
- 3.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

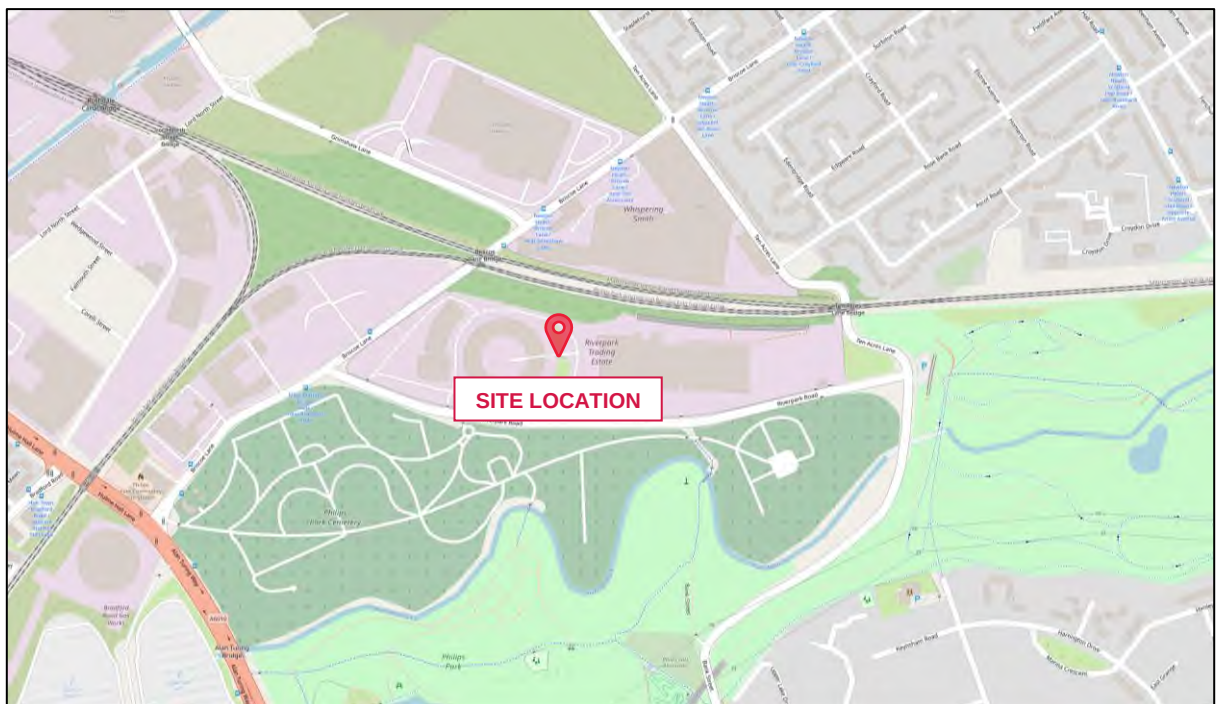


Figure 3.1 – Site Location

(Source: OpenStreetMap, 2024)

- 3.1.4 **Plan 085926-CUR-XX-XX-G-TP-06001** to the rear of the report illustrates the location of the site in relation to the surrounding areas, and **Plan 085926-CUR-XX-XX-G-TP-06002** to the rear of the report shows the site in a more local context relating to the local highway network.

3.2 Existing Use and Access

- 3.2.1 Historically, the site was occupied by the former Manchester Abbatoir which is understood to have operated until 2000.

- 3.2.2 More recently, the site has been occupied by the Riverpark Trading Estate. The dozens of units at the Trading Estate were occupied by a variety of land uses, including offices, shops, and storage. There was a total floor area of 349,906 sqft / 32,507sqm.
- 3.2.3 There are four priority access junctions off Riverpark Road.
- 3.2.4 Following prior approval in November 2024, the demolition of Riverpark Trading Estate has commenced. It is understood that the site still has a lawful employment land use and can be used for employment purposes – for example, van rental – without the need to obtain planning permission, although consent would be required for building works.

3.3 Surrounding Highway Network

Eastlands Residents Parking Scheme

- 3.3.1 Manchester City Council introduced the Eastlands residents parking scheme in early 2024, ahead of the opening of the Co-op Live. This replaced several schemes surrounding the Etihad Campus with a larger, unified geographical area and extended restrictions to all days (rather than being limited to matchdays).
- 3.3.2 The Eastlands resident parking scheme operates between 12:00 and 23:00 every day to ensure residents and their visitors can park close to their property while still permitting short-stay parking (up to 90-minutes) for visitors to the many shops and businesses in the area. There is no restriction on the duration of parking for permit holders.
- 3.3.3 Residents can apply for a free permit for each vehicle registered to their home. They can also apply for a separate permit that allows visiting vehicles to park. Businesses and business owners can also apply for free permits to parking within marked areas on street.
- 3.3.4 **Figure 2.2** illustrates the area covered by the residents parking scheme. The site and the surrounding roads fall within the scheme area, abutting the northern boundary.

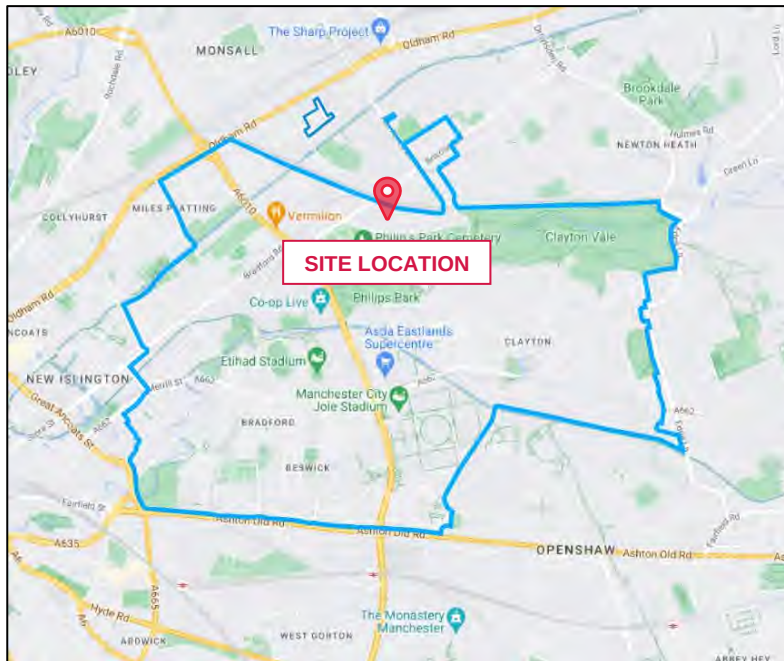


Figure 3.2 – Map of Eastlands Residents Parking Scheme Area
(Source: Manchester City Council)

3.3.5 **Figure 2.3** shows a sign in place on Riverpark Road detailing the restrictions.



Figure 3.3 – Parking Sign on Riverpark Road

Riverpark Road

- 3.3.6 Riverpark Road extends in an east-west alignment for nearly 800m between priority junctions with Ten Acres Lane and Briscoe Lane. It currently provides access to Riverpark Trading Estate and Philip's Park Cemetery.
- 3.3.7 The road is mostly c. 14.5m to 15.5m wide, comprising a c. 3m southern footway, a c. 9.5m carriageway (4.75m for each lane) and a c. 2.5m northern footway.
- 3.3.8 Along the road, there are four vehicular accesses into Riverpark Trading Estate and two into Philips Park Cemetery. The road widens in the vicinity of the western entrance to the cemetery, as shown below, with a maximum width of c. 19.5m.



Figure 3.4 – View of Riverpark Road and Western Access into Cemetery (Looking East)

- 3.3.9 The carriageway of Riverpark Road widens significantly at both junctions. At its widest point, Riverpark Road is c. 35m wide at the junction with Briscoe Lane, and c. 80m wide at the junction with Ten Acres Lane. The carriageway does not narrow to less than c. 15m wide until it is c. 60m west from the junction with Ten Acres Lane.
- 3.3.10 There is an uncontrolled crossing with dropped kerbs, tactile paving, and a refuse island access Riverpark Road at the Riverpark Road / Briscoe Lane junction. There is no crossing across either of the Briscoe Lane arms.
- 3.3.11 There are no pedestrian crossings at the Riverpark Road / Ten Acres Lane junction. It would take a pedestrian approximately a minute to cross the carriageway at its widest point (at a typical walking

speed of 80m per minute), or approximately two minutes to divert to where the carriageway narrows to less than 15m wide (a c. 160m journey).

- 3.3.12 Ten Acres Lane bends to the east immediately north of the junction, limiting visibility for pedestrians crossing Riverpark Road from the south.
- 3.3.13 Double yellow line markings are present in the immediate vicinity of the Riverpark Road / Briscoe Lane junction. There are marked parking bays along the southern side of the road, as can be seen below.



Figure 3.5 – View of Riverpark Road (Looking East)

- 3.3.14 The road is subject to a speed limit of 20mph.

Briscoe Lane

- 3.3.15 Briscoe Lane connects the site to A6010 Hulme Hall Lane / Alan Turing Way. There are several bus stops along the road. The details of the routes servicing these stops are provided in **Section 4.4**.
- 3.3.16 The road is subject to a speed limit of 20mph. There are signalised pedestrian crossings complete with dropped kerbs and tactile paving across the Briscoe Lane and Alan Turing Way arms of the Briscoe Lane / Hulme Hall Lane / Alan Turing Way junction.

4.0 Development Proposals

4.1 Overview of Proposals

4.1.1 The proposed scheme will provide 498 dwellings, comprising:

Beds	Flats			Houses		
	Great Places (Affordable)	Private Rent	Total	Shared Ownership & Social Rent (Great Places)	Private Rent	Total
1	64	65	129			0
2	40	108	148	35	32	67
3			0	65	62	127
4			0	10	17	27
Total	104	173	277	110	111	221
%	37.5%	62.5%		49.8%	50.2%	

Table 4.1 – Accommodation Schedule

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

4.2 Proposed Access

4.2.1 The existing vehicular accesses off Riverpark Road will be removed (with footways being reinstated at these points), and six new ones will be provided.

4.2.2 The two westernmost vehicular accesses will solely provide access to the southern car parks for the southern blocks of flats, while the rest can be used to access any of the houses and the northern blocks of flats.

4.2.3 Internal roads of 5.5m width will be provided (with private driveways of 4.8m provided at certain locations), with footways of 2m width provided throughout the proposed access roads.

4.2.4 There would be a 1.5m cycle lane along the northern side of Riverpark Road for the extent of the site frontage, with two controlled pedestrian/cycle crossings proposed on Riverpark Road.

4.3 Proposed Parking

4.3.1 Each house will be provided with one car parking space. Houses 31-55, 95-99, and 120-132 front onto Riverpark Road, and their parking space will be accessed from the rear of the property. The architect has agreed with MCC Planning that this low level of rear parking would be acceptable to minimise the impact on Riverpark Road.

4.3.2 There would be three car parks for the flats, providing:

- 52 spaces (including three accessible) adjacent to Blocks A and B, which provide 106 flats

- 64 spaces (including four accessible) adjacent to Blocks C and D, which provide 126 flats
- 38 spaces (including two accessible) adjacent to Block E, which provides 47 flats

4.3.3 Overall, 154 spaces equates to 56% provision relative to the 277 flats. This level of provision is slightly in excess of the level of demand suggested by the 2021 Census.

4.3.4 All car parking spaces would be equipped with EV charging from the outset.

Proposed Cycle Parking

4.3.5 Secure, sheltered bike stores will be provided with a provision of 100% relative to the number of flats, located adjacent to each block of flats.

4.3.6 Cycle sheds would be provided in the rear gardens of all houses.

4.3.7 The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

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. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 5.1.2 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (Department for Levelling Up, Housing and Community (DLUHC), 2021).
- 5.1.3 Over a quarter (27.0%) of households in Greater Manchester do not have access to any cars or vans (see Census 2021 dataset TS045). A lack of access to a car appears to impair people's mobility; those without access to a car made 29% less trips than those with access in 2019 (see NTS0702). People in households without access to a car, however, travel more frequently and further by sustainable modes of travel, including making twice as many cycling trips annually and four times as many bus trips. Therefore, any site which is not adequately accessible by walking, cycling, and public transport will be inaccessible to a quarter of the population.
- 5.1.4 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, 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) produced a document in 2000 titled *'Guidelines for Providing for*

Journeys on Foot which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

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

Table 5.1 – CIHT Recommended Walking Distances

- 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 Due to the length of the site (the furthest proposed dwellings would be over 500m apart) and the eight accesses proposed into the site from Riverpark Road and Briscoe Lane, the range of facilities accessible and the distances / travel times to these will vary for different residents. To assist in summarising the accessibility of the site by foot, indicative pedestrian catchment plans have been produced from near the easternmost and westernmost proposed vehicular accesses onto Riverpark Road. **Plans 085926-CUR-XX-XX-G-TP-06003** (eastern) and **085926-CUR-XX-XX-G-TP-06004** (western) show 400m intervals up to a maximum of 2,000m.
- 5.2.6 Within an 800m (c. 10-minute) walk, residents could access the bus stops along Briscoe Lane and the green spaces at Philips Park and Clayton Vale, with those on the western side also being able to reach Vermilion, an upmarket pan-Asian restaurant, and parts of the industrial estate along Briscoe Lane. Slightly beyond this catchment is the Ten Acres Lane Sports Complex, which provides football pitches and martial arts facilities for community uses (including Taekwondo Machine, which runs regular classes for all ages / abilities), and is the home of the National Taekwondo Centre.
- 5.2.7 There are multitude of varied amenities accessible within the 2,000m walking distance. As well as facilities dispersed throughout the catchments, there are a few locations with a high concentration of amenities, as described below.
- 5.2.8 Immediately to the north-west and continuing further onwards are a range of industrial and employment units. Central Park is home to the headquarters of Greater Manchester Police and is due to expand further in the future (for example, the bus depot mentioned later in this report).
- 5.2.9 In Newton Heath, primarily along Old Church Street, residents could reach pubs, takeaways, cafes, convenience store, Lloyds Bank and ATM, pharmacies, clothing shops, an Asda supermarket, church and primary school within 2,000m. A Lidl supermarket and Newton Heath Library can be reached within only c. 100m or so further, while a gym can be reached within c. 700m extra beyond the catchment.
- 5.2.10 Around the A662 Ashton New Road, various major sporting and events facilities (including the Etihad Stadium, Co-op Live, and National Cycling Centre) and the Asda Eastland Supercentre – providing

groceries, clothes, sporting goods, opticians, pharmacy, café, Timpson, salon, Starbucks, petrol station, and McDonald's. Further amenities in this area include pubs, takeaways, pharmacies, restaurants, and barbers. The catchment from the westernmost site access encompasses a greater area of the Etihad Campus.

- 5.2.11 At the edge of and slightly beyond both catchments to the south of this in Beswick are the Connell Co-op College (sixth form), Manchester Institute of Health and Performance, East Manchester Leisure Centre, Beswick Library, and The East Manchester Academy (secondary school).
- 5.2.12 Elsewhere, residents can access additional primary schools, churches, tram stops, Miles Platting Community Library, Clayton Sure Start Centre, and Clayton Hall (a museum).
- 5.2.13 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.

5.3 Cycle Accessibility

- 5.3.1 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.
- 5.3.2 The average cycling trip length was 5,300m in 2019 and 5,730m in 2022 (based on National Travel Survey dataset NTS9910a). The average length has been between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020.
- 5.3.3 National Travel Survey statistics demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively. This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC, 2021) and LTN1/20.
- 5.3.4 In order to assist in assessing the accessibility of the site by cycle, **Plan 085926-CUR-XX-XX-G-TP-06004** presents 1,600m intervals up to a maximum catchment of 8,000m, along with the National Cycle Network Routes available within these ranges.
- 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 1,600m and 8,000m in approximately five and 25 minutes, respectively.
- 5.3.6 The 8,000m catchment encompasses Manchester city centre, extending as far as Blackley to the north, Ashton-under-Lyne to the east, Burnage to the south, and Salford Quays and Broughton to the east.

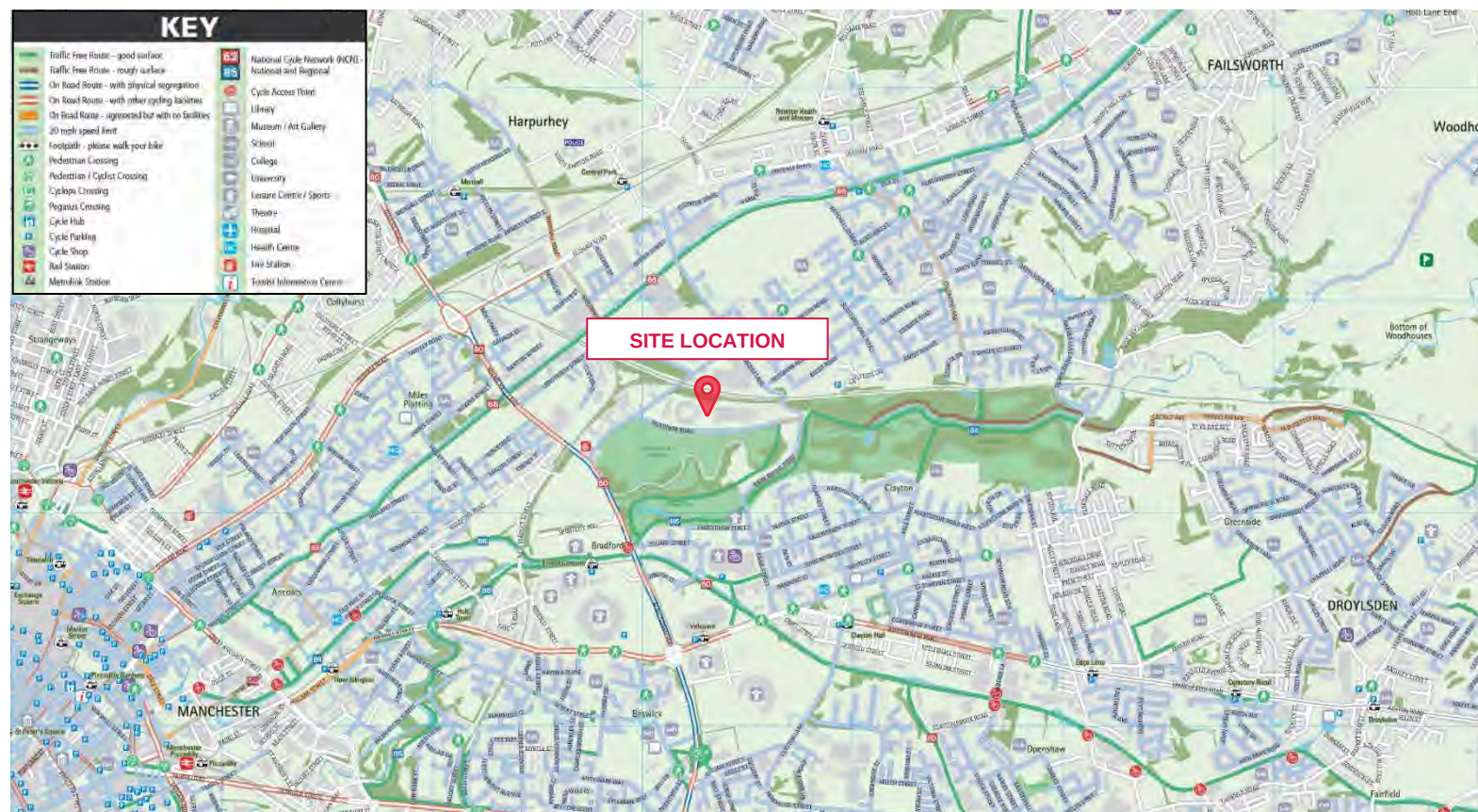


Figure 5.1 – Local Cycle Network
(Source: TfGM, 2022)

- 5.3.7 As can be seen above, most non-A roads in East Manchester are subject to a 20mph speed limit, including all those immediately surrounding the site, which is significantly safer for pedestrians and cyclists than higher speed limits.
- 5.3.8 National Cycle Network Route 60 and 66 can both be reached within a c. 1.5km cycle from the site. In the vicinity of the site, Route 66 is entirely traffic-free, running along Rochdale Canal, while Route 60 comprises a mixture of segregated and marked (on-road) cycle lanes when on Alan Turing Way and a traffic-free route when running along Ashton Canal. The segregated and marked (on-road) cycle lanes continue along Alan Turing Way where it does not form part of the National Cycle Network. Several other roads nearby also benefit from cycle lanes, including Ashton New Road to the south and Oldham Road to the north.
- 5.3.9 There are stands for Starling Bank Bikes – Greater Manchester's cycle hire scheme – on the footway at the corner of the Riverpark Road / Briscoe Lane junction, a c. 95m walk from the nearest proposed dwelling and c. 650m from the furthest, although these are not currently in use. (In mid-2023 TfGM reviewed the scheme to focus on areas with the highest usage, removing bikes from other areas, including near the site.) Whilst cycle parking will be provided for all residents and the proposed development is not reliant on Starling Bank Bikes, the site is well situated to benefit from the existing stands if TfGM decides to bring them back into use.

5.3.10 As mentioned in **Section 4**, the proposed development would provide a cycle lane along Riverpark Road.

5.3.11 The site is well placed to take advantage of the cycle connections around Manchester, and it is considered that cycling is a realistic mode of travel to and from the site.

5.4 Public Transport Accessibility

5.4.1 **Plan 085926-CUR-XX-XX-G-TP-06006** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. The locations accessible within the above times include:

- 20 minutes – east Manchester;
- 40 minutes – Fairfield, parts of south Manchester, Manchester city centre, Moston; and
- 60 minutes – Rochdale, Stalybridge, Glossop, Macclesfield, Wilmslow, Manchester Airport, Altrincham, Urmston, Eccles, Swinton, Bolton.

5.4.2 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. The accessibility index score is categorised into eight levels (1 to 8), with levels 1 and 8 are characterised by TfGM as 'very low' and 'very high' levels of accessibility, respectively.

5.4.3 **Figure 5.2** below illustrates the GMAL rating of the site and surrounding area. The vast majority of the site has a GMAL of 5, with the remainder being rated 4.

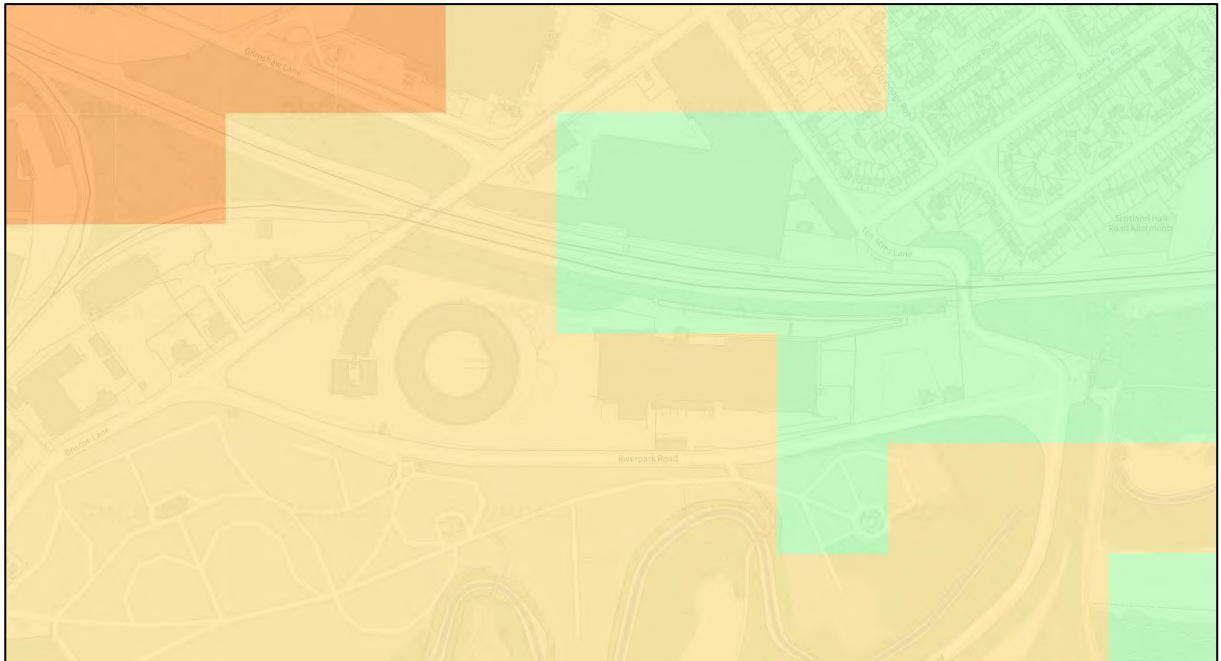


Figure 5.2 – GMAL Ratings Map (Source: TfGM)

- 5.4.4 The National Model Design Code – Part 2 (DLUHC, 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).
- 5.4.5 Accessibility by bus, Metrolink, and Local Link are considered further below, with a local public transport network map included in **Figure 5.3** below:

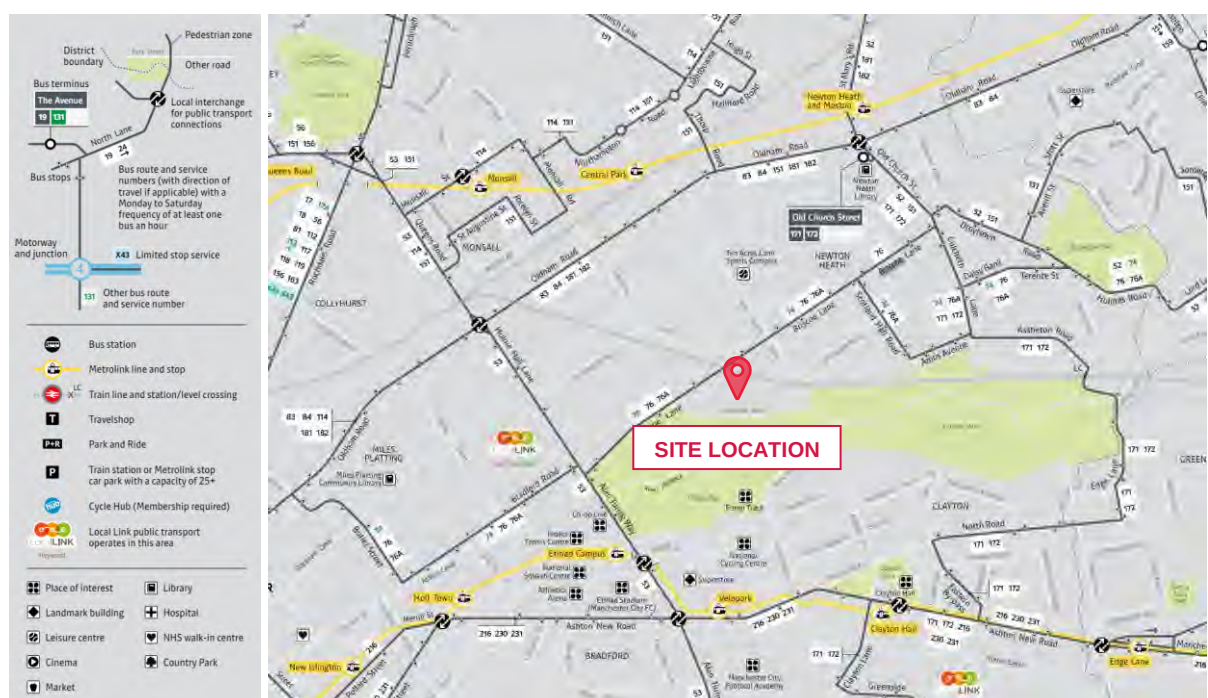


Figure 5.3 – Public Transport Network in the vicinity of the Site (Source: TfGM, 2024)

Bus Accessibility

- 5.4.6 Further CIHT guidance – from *'Buses in Urban Developments'* (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

Table 5.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 5.4.7 The 'Riverpark Road' bus stops on Briscoe Lane are situated immediately along the site boundary, so the walking distance would be negligible for many of the residents of the proposed flats (the blocks of flats would be on the western side of the site). The furthest house on the eastern side of the site would be less than 650m from the bus stops. Most dwellings would be within the recommended 400m distance.

- 5.4.8 **Table 5.3** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
74	Hollinwood — Woodhouses — Failsworth — Manchester	7 in AM towards Manchester, 6 in PM towards Woodhouses	–	–
76	Oldham — Limeside — Failsworth — Manchester	4 per hour	4 per hour	2 per hour
76A	Oldham — Limeside — Failsworth — Manchester via Amos Avenue	Hourly	Hourly	–

Table 5.3 – Summary of Bus Service Frequencies in the vicinity of the Site

- 5.4.9 Routes 74 / 76 / 76A provide a high-frequency bus service to Manchester city centre (which takes approximately 20 minutes) and other surrounding areas from early in the morning to near midnight.

74 76 76A

Key
 Bus route
 Tram line
 Direction of travel
 Monday to Saturday evenings only
 Bus station/connection point
 Metrolink stop
 Terminus

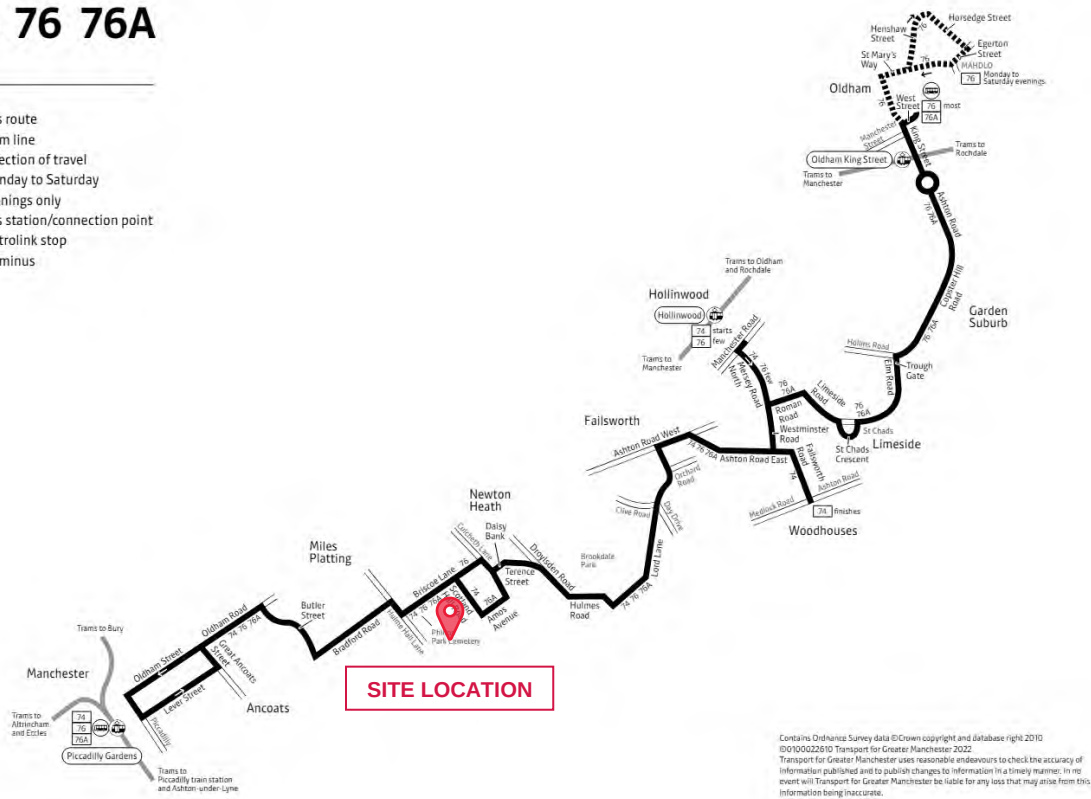


Figure 5.4 – Route Map for Services 74, 76, and 76A
 (Source: TfGM)

- 5.4.10 These bus stops are also served by various school bus services: 709 (St Matthew's High School, Moston), 711 (Our Lady's RC High School, Higher Blackley), 722 (Co-op Academy North Manchester, Charlestown), 724 (Trinity High School, Chorlton-on-Medlock), and 726 (East Manchester Academy, Beswick), 776 (Co-op Academy Failsworth).
- 5.4.11 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: <https://tfgm.com/travel-updates/live-departures>.
- 5.4.12 It is considered that the site is accessible by bus.

Metrolink (Light Rail) Accessibility

- 5.4.13 The closest tram stops are:

- Velopark: c. 1.1 – 1.6km / 14-20 minutes
- Etihad Campus: c. 1.1 – 1.4km / 14-18 minutes
- Central Park: c. 1.6 – 2.0km / 20-25 minutes

- 5.4.14 The Velopark and Eithad Campus tram stops are on the Eccles – Ashton line with the latter also benefiting from additional services to Altrincham and MediaCityUK in certain hours, while Central Park is on the East Didsbury – Rochdale line.
- 5.4.15 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.
- 5.4.16 Users can change in the city centre to access the entire Metrolink network, including accessing additional services to the Trafford Centre, Altrincham, Manchester Airport, and Bury, as shown in the Metrolink map in **Figure 5.5**.

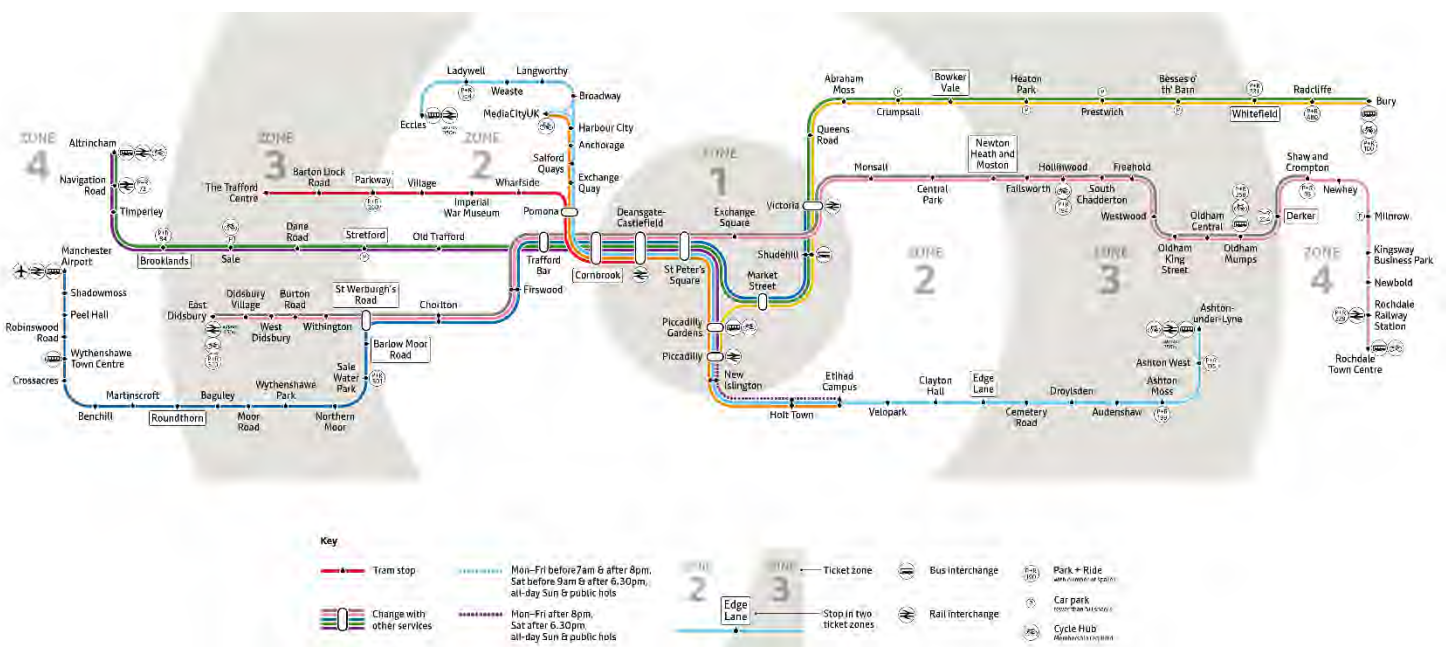


Figure 5.5 – TfGM Metrolink Network Map
(Source: TfGM, 2024)

- 5.4.17 The site is well-situated to benefit from Metrolink, being within walking distance of two lines.
- 5.4.18 In summary, it is considered the site is highly accessible by Metrolink (light rail).

Local Link Accessibility

- 5.4.19 Local Link offers a flexible transport service for local journeys in areas where public transport services are limited. Shared minibuses can be booked in advance by anyone to travel anywhere with a Local Link service area, with fares similar to busses.
- 5.4.20 The site is located within the East Manchester service area, as illustrated below. The service runs every day between 06:30 and 22:00 and can be used to access many areas, including Monsall, New Islington, Clayton, Gorton, and Belle Vue.

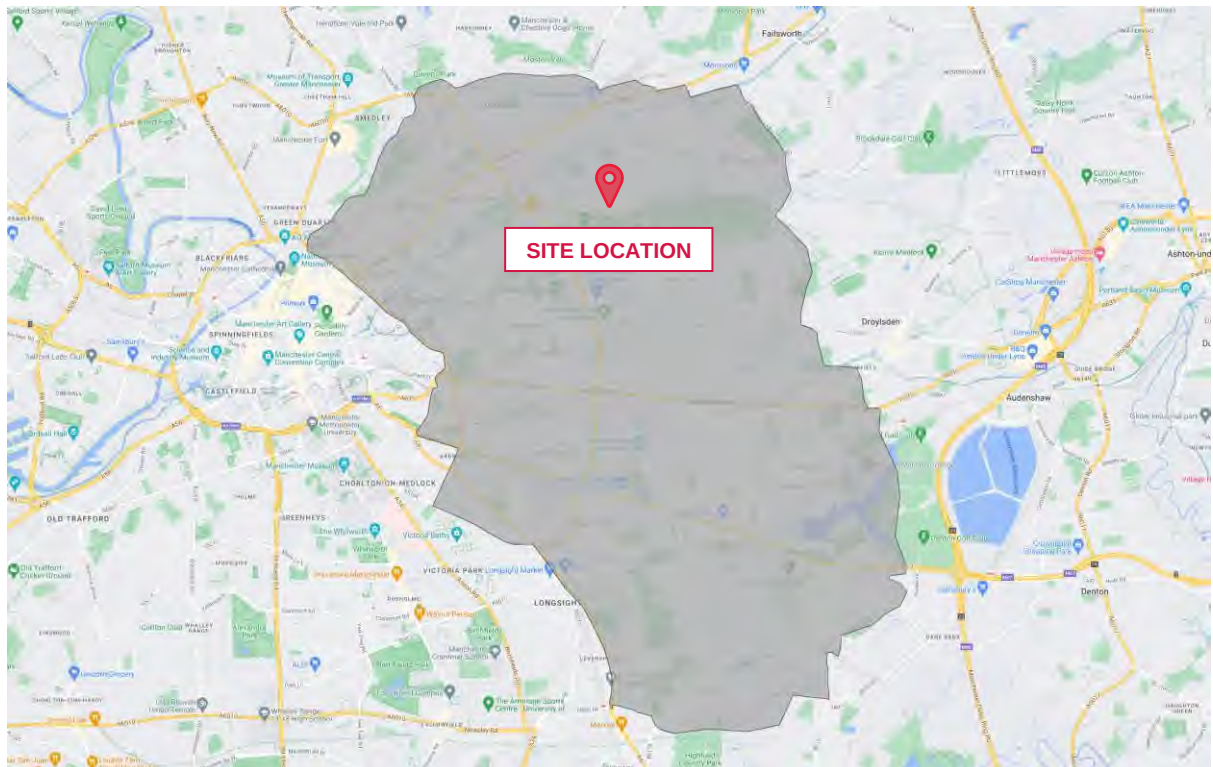


Figure 5.6 – Map of East Manchester Local Link Service Area
(Source: TfGM)

5.5 Summary

- 5.5.1 It is considered the site is highly accessible by 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 acceptable walking distance of the site.

6.0 Travel Plan Initiatives

6.1 Introduction, Aim and Objectives

- 6.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 6.1.2 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan at the site.
- 6.1.3 Considering the benefits in **Section 2** and the end users, this ITP aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine vehicles.
- 6.1.4 The ITP will be guided by with the following objectives, all within the above overarching aim:
- **Objective 1** – To increase the level of walking to and from the site;
 - **Objective 2** – To increase the level of cycling to and from the site;
 - **Objective 3** – To increase the level of public transport use to and from the site;
 - **Objective 4** – To encourage car sharing and shared transport to and from the site; and
 - **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles.

6.2 Provision of Sustainable Travel Information

- 6.2.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all residents at the development in the early stages of operation and be made available in a communal area in the blocks of flats, for example on a noticeboard.
- 6.2.2 The Welcome Packs will introduce the Travel Plan concept detailing the aims, objectives, and aspirations, provide contact details for the TPC, and include the following information:

Objectives	Contents
1 – To increase the level of walking to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; • Maps showing local walking routes and places of interest; • The TfGM website at https://beeactive.tfgm.com/where-you-live/ which comprises details of walking routes and facilities accessible within a 15-minute walk; • The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute;

Objectives	Contents
	- The https://www.plotaroute.com/ website for journey planning on foot; and - Calendar of events such as “National Walking Month”.
2 – To increase the level of cycling to and from the site	- A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; - Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map) - The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; - Promote TfGM’s cycle hire scheme (https://beeactive.tfgm.com/cycle-hire/) which users can access using the Beryl app - Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; - Details of local cycle shops; - Calendar of events such as ‘National Bike Week’; and - The https://www.cyclestreets.net/ website for journey planning by bike.
3 – To increase the level of public transport use to and from the site	- A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; - A map showing local bus and rail stations in the vicinity of the site; - Links to up-to-date public transport services, timetables, and routes (for example https://tfgm.com/public-transport); - Details of TfGM’s online journey planning resources: https://tfgm.com/plan-a-journey; and - Advertise any promotions / discounts offered by public transport operators.
4 – To encourage car sharing and shared transport to and from the site	- Details of internal car sharing scheme; - Links to Liftshare registration: https://liftshare.com/uk; and - Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.
5 – To encourage uptake of Ultra Low and Zero Emission vehicles	- Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://electrictravel.tfgm.com/. - Transport & Environment’s interactive online calculator (https://www.transportenvironment.org/discover/how-clean-are-electric-cars/) provides information on the carbon impact of various types of cars when considering a new vehicle purchase.

Table 6.1 – Sustainable Travel Information

6.2.3 This information will be periodically updated by the Travel Plan Coordinator (TPC).

6.3 Measures to Encourage Walking

- 6.3.1 The development will include footways along all internal streets, an active travel route between the two clusters of towers linking to Briscoe Lane and the existing bus stops, and two crossings across Riverpark Road.
- 6.3.2 The following measures will be provided and maintained in order to encourage residents to walk:
- Clear signing of pedestrian routes within and adjacent to the site; and
 - Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas.
- 6.3.3 Additional measures such as marketing campaigns incorporating free issue pedometers and alarms could also be considered.

6.4 Measures to Encourage Cycling

- 6.4.1 Cycle parking will be provided as part of the development proposals. The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.
- 6.4.2 To encourage residents to cycle, the following measures will be provided:
- Periodically monitoring demand and uptake of cycle parking spaces and facilities provided onsite. Should the demand for spaces or facilities increase, additional supply could be provided where appropriate;
 - Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
 - Provision of signage in and around the site;
 - Sufficient security at proposed cycle parking facilities;
 - Provide an on-site cycle repair stand;
- 6.4.3 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG), 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 would be the responsibility of the individual to fund the repairs), and having the TPC negotiate discounts with local cycle retailers could also be considered.

6.5 Measures to Encourage Public Transport

- 6.5.1 New active travel links will be provided to surrounding public transport services to encourage residents to travel by public transport.
- 6.5.2 Additional measures such as offering limited time discount tickets and installing a real-time bus arrival / departure information system in a public waiting area, could also be considered.

6.6 Measures to Encourage Car Sharing

- 6.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 6.6.2 To aid the coordination of car sharing, it is suggested that residents who are willing to car share should submit their name to the Travel Plan Coordinator (TPC). People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Residents will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the site, with common needs, timetables, or destinations.
- 6.6.3 It is envisaged that this would need to be regularly maintained / revised.
- 6.6.4 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.

6.7 Measures to Encourage Ultra-Low and Zero Emission Vehicles

- 6.7.1 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation¹².
- 6.7.2 The proposed development includes a 100% Electric Vehicle Charge (EVC) provision, with active charge points installed, upon occupation of the development.
- 6.7.3 Demand for EVC will be monitored as part of the Travel Plan with additional charge points installed, as necessary, to meet demand.

¹² Carbon Brief (2019). Factcheck: How electric vehicles help to tackle climate change [Online]. Available at: <https://www.carbonbrief.org/factcheck-how-electric-vehicles-help-to-tackle-climate-change/>

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 strategy for the Travel Plan targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

7.2 Data Collection and Analysis

- 7.2.1 As the development has not yet been constructed, 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, a survey will be undertaken within 3 months of first occupation or when 50% occupancy has been reached, whichever is sooner. Recipients will be encouraged to participate, and the surveys would seek 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 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.
- 7.2.4 Questions will be transferred to an online survey service, such as SurveyMonkey or Microsoft Forms. Residents would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.
- 7.2.5 Paper surveys will also be made available across communal areas of the site. These results will be manually input for analysis alongside the electronic surveys.
- 7.2.6 The information obtained will be used to undertake modal split analysis. Residents will 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 the Travel Plan measures.

7.3 SMART Targets

- 7.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.

7.3.2 At this point, official targets will be set through consultation with Manchester City Council. The official targets will be **SMART** (Site-specific – Measurable – Achievable – Realistic – Timed).

7.3.3 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.

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

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

7.3.1 To provide an indication of potential targets, an example is provided in **Table 7.1** below:

Example of Potential Modal Shift Targets					
Travel Mode	Existing	Short Term	Medium Term	Long Term	Total Target
Car Driver	TBC following baseline survey	-2%	-4%	-4%	-10%
Car Share		+1%	+1%	+1%	+3%
Public Transport		+1%	+1%	+1%	+3%
Cycle		-	+1%	+1%	+2%
Foot		-	+1%	+1%	+2%
Other		-	-	-	-

Table 7.1 – Example of Potential Targets

7.3.2 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, cycling, and car sharing.

7.3.3 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 6** and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

7.3.4 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys.

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 ITP.

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 through 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 Kellen Homes and Great Places Housing Group, or any future owner of the buildings if transacted prior to completion. Following initial occupation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

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

8.2.3 At this point, the day-to-day responsibility will shift to the appropriately appointed Travel Plan Co-ordinator (TPC).

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

- Active management of the car and cycle parking;
- Provision of security measures within the site, such as CCTV, where appropriate;
- Maintenance of on-site walking and cycling facilities, lighting, and any CCTV installations;
- 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.

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 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. This role is likely to be assigned to an existing member of staff.
- 8.3.3 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for residents incorporating a survey, events and then advice to residents on sustainable travel choices.
- 8.3.4 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;
 - Liaising with public transport operators;
 - Monitoring the TP 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 TP according to the achievement of the modal shift targets specified therein.
- 8.3.5 As well as this document, the TPC should consult TfGM's interactive dedicated travel planning website for employers – <https://tfgmbusinessstravel.exhibition.app/> – which aims to act as a 'one stop shop' providing guidance for businesses looking to make affordable and sustainable travel choices and support the wider regional economy. Visitors to the TfGM business portal will find resources for

everyone, ranging from travel planning tools such as travel survey templates through to information on new flexible tickets and active travel provision such as Greater Manchester's cycle hire scheme.

- 8.3.1 The TPC will remain in-post for the duration of the monitoring period and the Council will be notified if the holder of the TPC role changes during this time.

8.4 Monitoring and Evaluation

- 8.4.1 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 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 A monitoring period of 5 years is proposed from the date of the baseline travel surveys to ensure the effective implementation of the TP. The five-year monitoring schedule will include six surveys: the initial monitoring survey and five follow-up surveys.
- 8.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will 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.
- 8.4.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.
- 8.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce annual monitoring reports. This report will include, but may not be limited to the following:
- Reporting of progress against the targets set once the travel survey is completed;
 - Provision of information relating to new initiatives introduced (if applicable);
 - Provision of information on proposed initiatives due for implementation (if applicable); and
 - Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure) (if applicable).
- 8.4.6 Upon request, the monitoring reports will be provided to officers at Manchester City Council annually following the receipt of the surveys and a summary of the survey results made available to residents by the TPC.

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	Kellen Homes and Great Places Housing Group, or any future owner of the buildings if transacted prior to completion
Produce Welcome Pack	Upon first occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months of first occupation or upon reaching 50% occupancy, whichever is sooner	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with Manchester City Council
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with Manchester City Council	TPC
Distribute Travel Survey Results to Manchester City Council	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council)	TPC

Table 9.1 – Action Plan

9.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

9.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Plans

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Project:

RIVERPARK, MANCHESTER

Status:

PRELIMINARY

Drg Title:

SITE LOCATION
REGIONAL VIEW

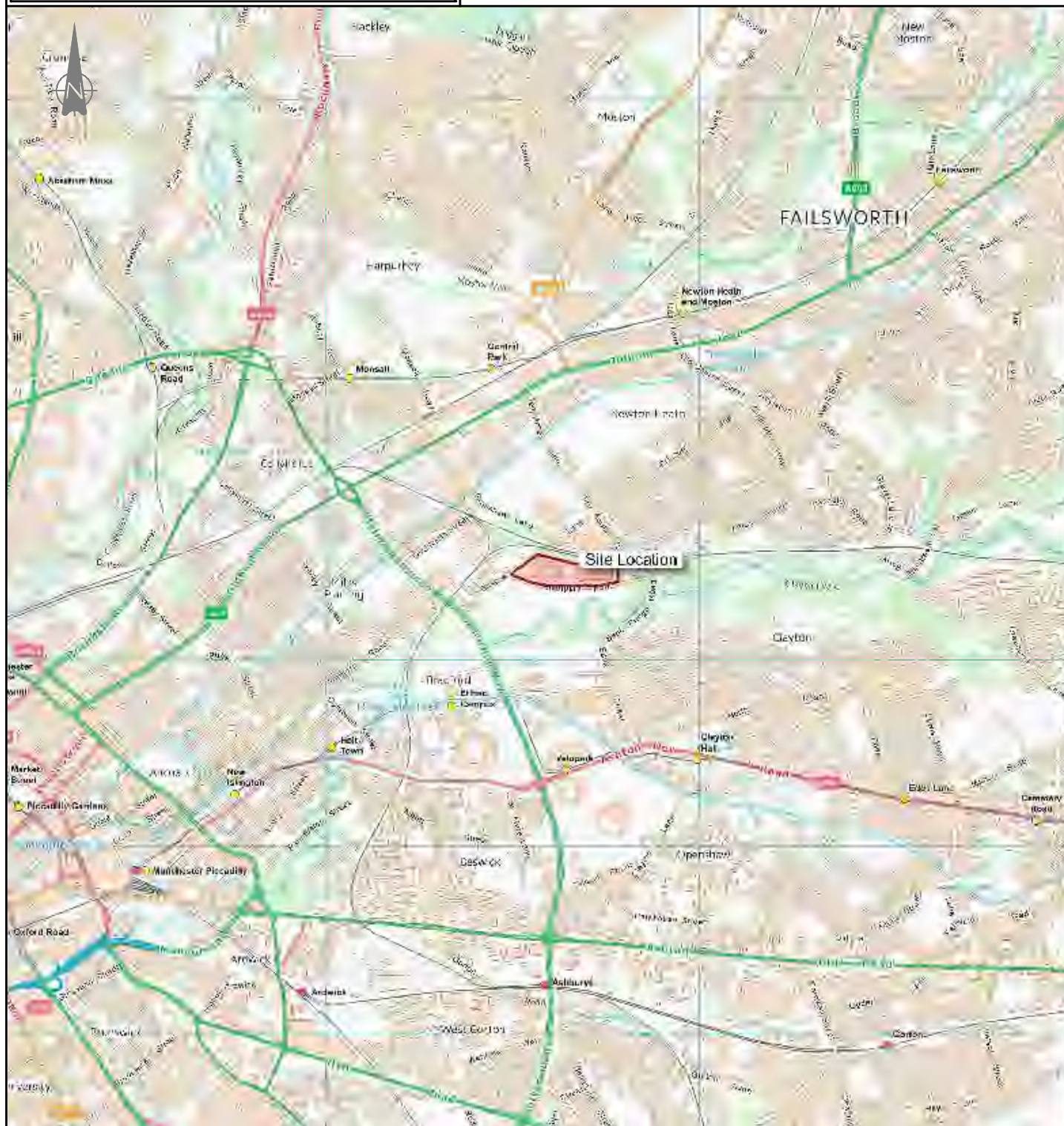
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Designed By: MR Date: 22/07/24

Scale: NTS

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

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Project:

RIVERPARK, MANCHESTER

Status:

PRELIMINARY

Drg Title:

SITE LOCATION
LOCAL VIEW

Drawn By: MR

Checked By: MT

Designed By: MR

Date: 18/07/24

Scale: NTS

Project No:

Originator:

Volume:

Level:

Type:

Role:

Category / Number: Rev:

085926 - CUR - XX - XX - G - TP - 06002 - P01



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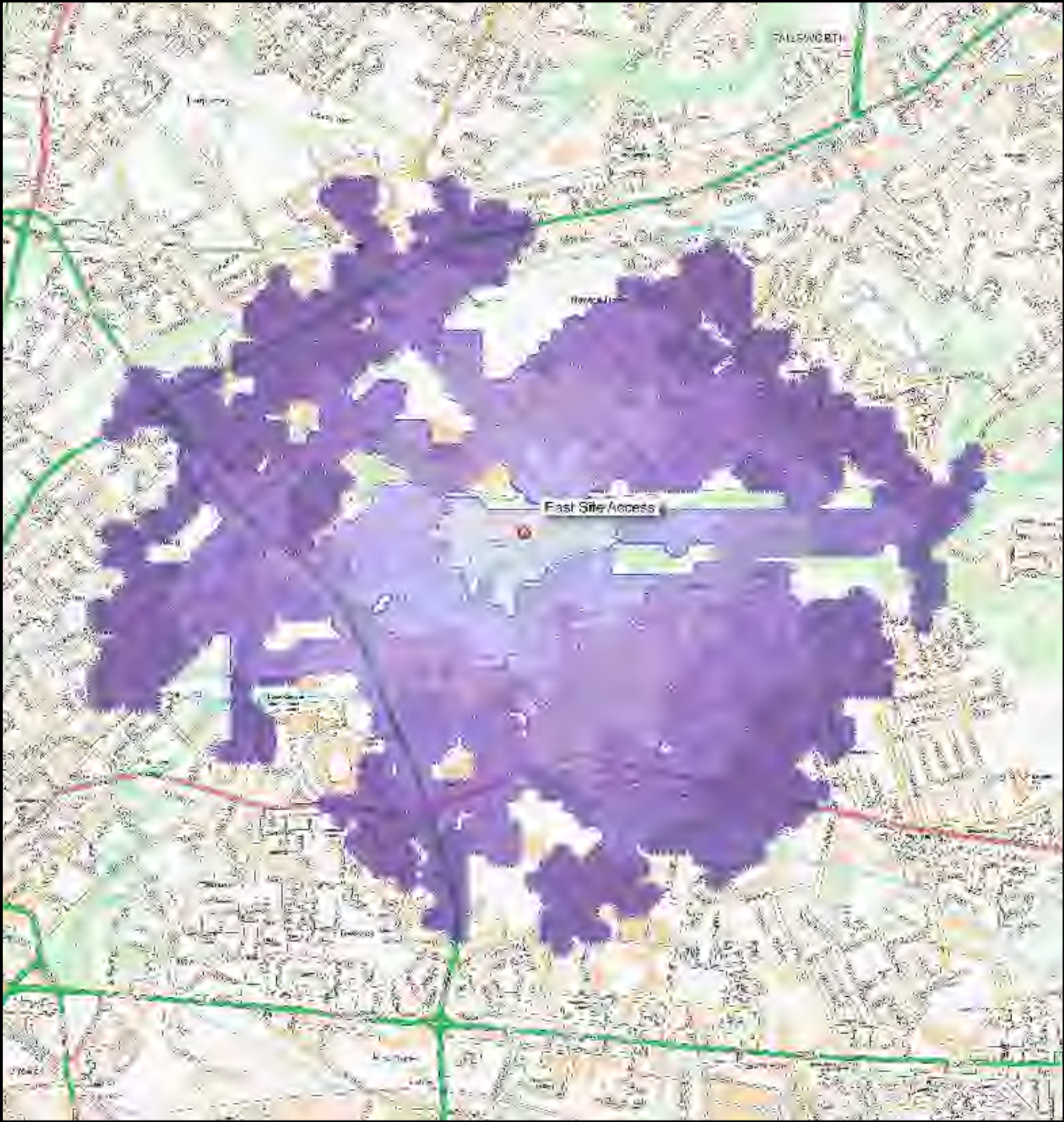
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Project: RIVERPARK, MANCHESTER				Status: PRELIMINARY	
Drg Title: ACCESSIBILITY INDICATIVE WALKING CATCHMENT EAST SITE ACCESS				Drawn By: MR	Checked By: MT
				Designed By: MR	Date: 22/07/24
				Scale: NTS	
Project No:	Originator:	Volume:	Level:	Type:	Role: Category / Number: Rev:
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Project:

RIVERPARK, MANCHESTER

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE WALKING CATCHMENT
WEST SITE ACCESS

Drawn By: MR

Checked By: MT

Designed By: MR

Date: 22/07/24

Scale: NTS

Project No:

Originator:

Volume:

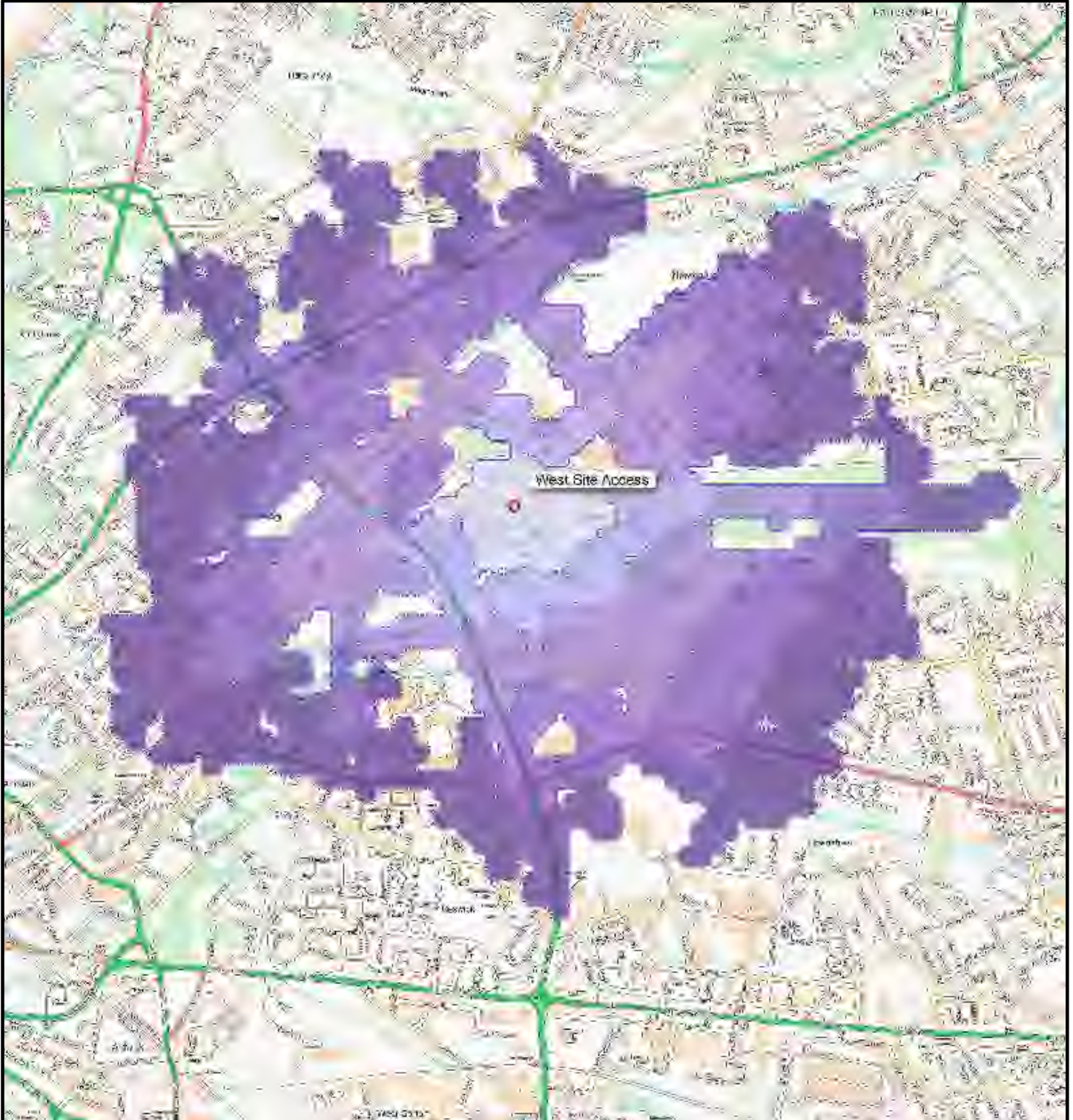
Level:

Type:

Role:

Category / Number: Rev:

085926 - CUR - XX - XX - G - TP - 06004 - P01



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\\ma-fs-1\Projects\085001 - Riverpark, Manchester\Q4-Production\4A-Models-Drawings\TP\CAD\061

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Project:

RIVERPARK, MANCHESTER

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

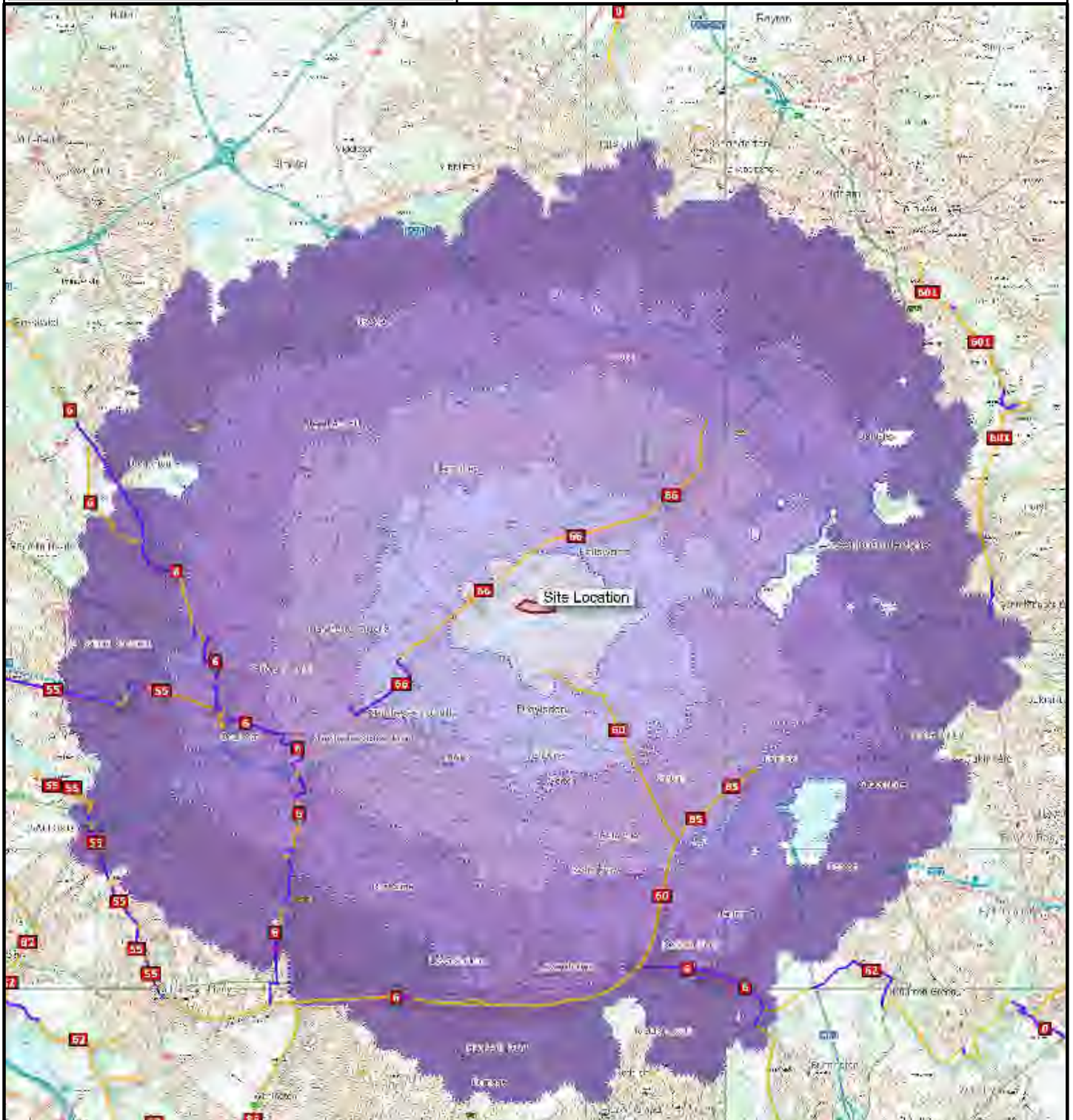
Drawn By: MR Checked By: MT

Designed By: MR Date: 22/07/24

Scale: NTS

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

085926 - CUR - XX - XX - G - TP - 06005 - P01



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Project:

RIVERPARK, MANCHESTER

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT
AM - INBOUND

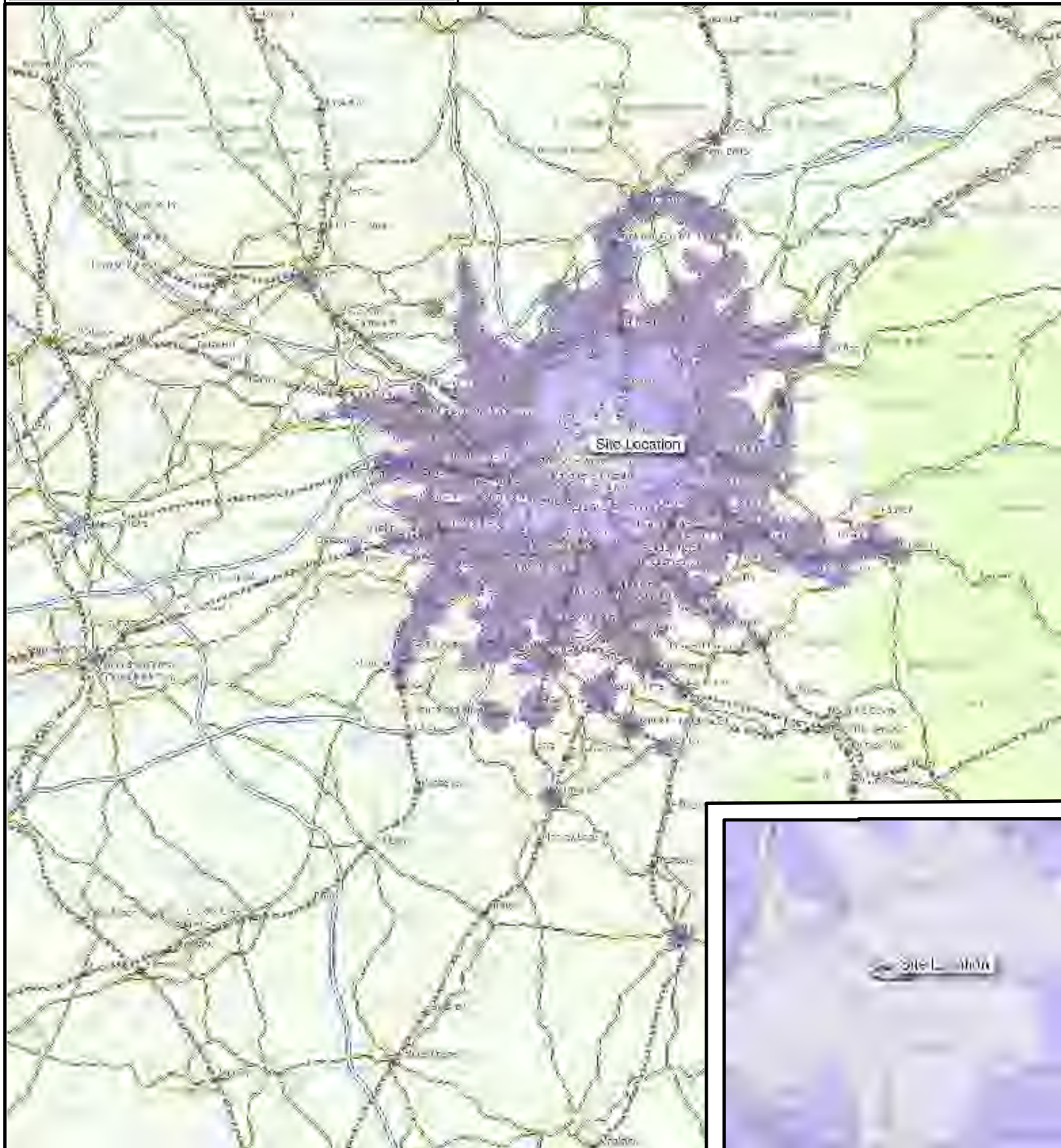
Drawn By: MR Checked By: MT

Designed By: MR Date: 22/07/24

Scale: NTS

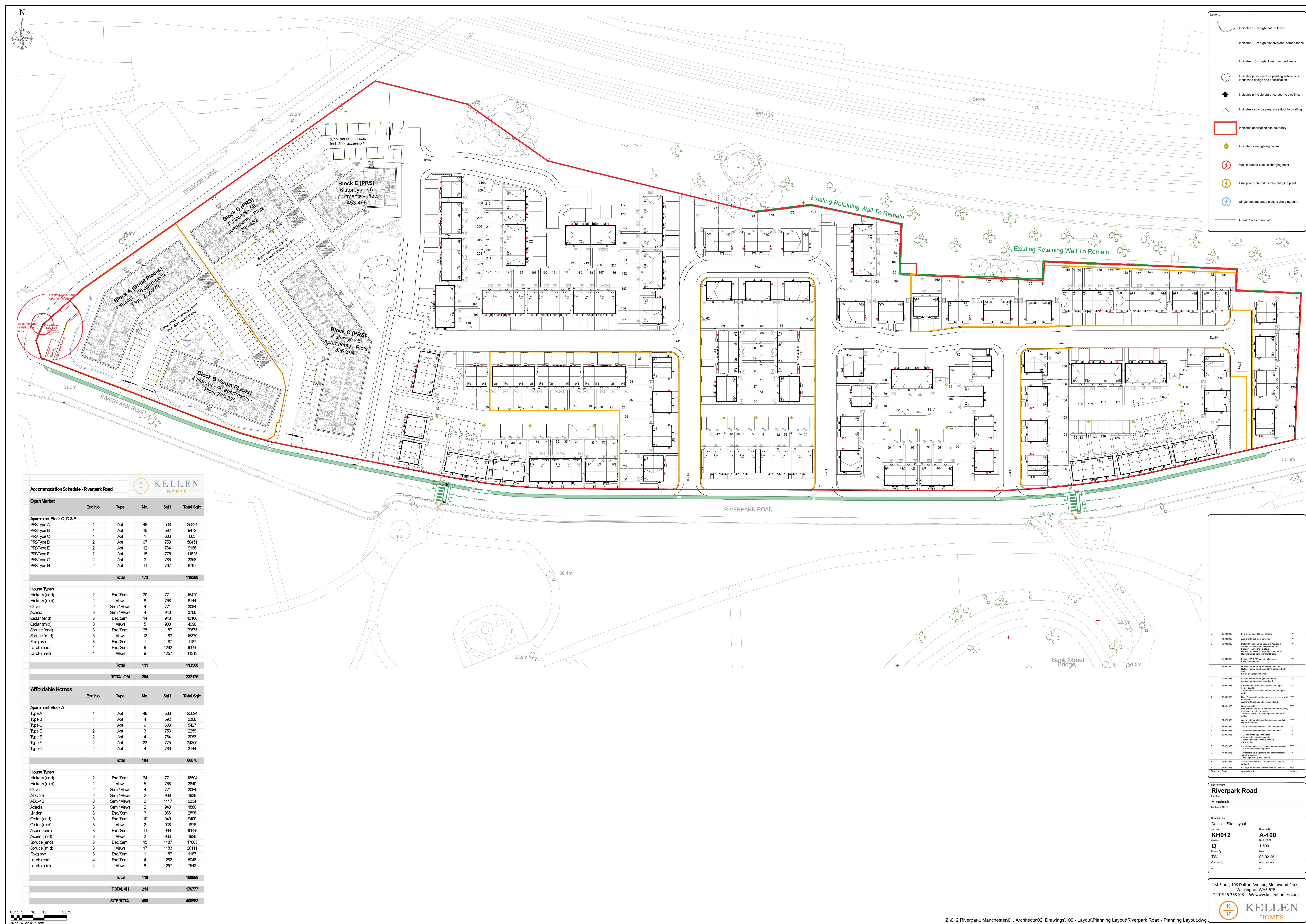
Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

085926 - CUR - XX - XX - G - TP - 06006 - P01



KEY:

Appendix A – Proposed Site Layout



Accommodation Schedule - Riverpark Road					
Open Market					
	Bld No.	Type	No.	Sqft	Total Sqft
Apartment Block C, D & E					
PRS Type A	1	Apt	48	538	25824
PRS Type B	1	Apt	16	552	9472
PRS Type C	1	Apt	603	633	38049
PRS Type D	2	Apt	67	753	50451
PRS Type E	2	Apt	12	764	9168
PRS Type F	2	Apt	15	775	11625
PRS Type G	2	Apt	3	736	2358
PRS Type H	2	Apt	11	797	8767
Total			173		118268
House Types					
Hickory (end)	2	End/Semi	20	771	15420
Hickory (mid)	2	Mews	8	798	6384
Olive	2	Semi/Mews	4	771	3084
Acacia	3	Semi/Mews	4	940	3760
Cedar (end)	3	End/Semi	14	940	13160
Cedar (mid)	3	Mews	5	938	4690
Spruce (end)	3	End/Semi	25	1187	29675
Spruce (mid)	3	Mews	13	1183	15379
Fordglove	3	End/Semi	1	1187	1187
Larch (end)	4	End/Semi	8	1262	10096
Larch (mid)	4	Mews	9	1257	11313
Total			111		113908
TOTAL OM			284		232176
Affordable Homes					
	Bld No.	Type	No.	Sqft	Total Sqft
Apartment Block A					
Type A	1	Apt	48	538	25824
Type B	1	Apt	4	552	2208
Type C	1	Apt	9	603	5427
Type D	2	Apt	3	753	2259
Type E	2	Apt	4	764	3056
Type F	2	Apt	32	775	24800
Type G	2	Apt	4	736	3144
Total			104		66878
House Types					
Hickory (end)	2	End/Semi	24	771	18504
Hickory (mid)	2	Mews	5	798	3990
Olive	2	Semi/Mews	4	771	3084
ADU-2B	2	Semi/Mews	2	969	1938
ADU-4B	3	Semi/Mews	2	1117	2234
Acacia	3	Semi/Mews	2	940	1880
Linden	3	End/Semi	3	965	2896
Cedar (end)	3	End/Semi	10	940	9400
Cedar (mid)	3	Mews	2	938	1876
Aspen (end)	3	End/Semi	11	966	10626
Aspen (mid)	3	Mews	2	963	1926
Spruce (end)	3	End/Semi	15	1187	17805
Spruce (mid)	3	Mews	17	1183	20111
Fordglove	3	End/Semi	1	1187	1187
Larch (end)	4	End/Semi	4	1262	5048
Larch (mid)	4	Mews	6	1257	7542
Total			110		108899
TOTAL AH			214		176777
SITE TOTAL			498		408953

- Legend
- Indicates 1.8m high feature fence.
 - Indicates 1.8m high plot divisional screen fence.
 - Indicates 1.8m high closed boarded fence.
 - Indicates proposed tree planting subject to a landscape design and specification.
 - Indicates principle entrance door to dwelling.
 - Indicates secondary entrance door to dwelling.
 - Indicates application site boundary.
 - Indicated solar lighting column.
 - Wall mounted electric charging point.
 - Dual pole mounted electric charging point.
 - Single pole mounted electric charging point.
 - Great Places boundary.

Revisions		
Q	26.01.2025	Blue stone added to rear garden
P	14.01.2025	Apartment block total corrected
O	13.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
N	12.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
M	11.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
L	10.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
K	07.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
J	06.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
I	04.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
H	26.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
G	21.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
F	21.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
E	20.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
D	20.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
C	17.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
B	09.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
A	07.01.2025	Plot 61-67 added for Cedar & Acacia & accommodation schedule updated to match
Revision	Date	Amendment

Project Name: Riverpark Road

Location: Manchester

Drawing Title: Detailed Site Layout

Job No: KH012

Scale: 1:500

Drawn By: TW

Date: 03.02.25

Checked By: TW

Date Checked: 03.02.25

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