



Mayfield Phase 1b

Framework Travel Plan v1.0

December 2024

PREPARED FOR

Landsec U+I



Framework Travel Plan v1.0

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1. Introduction

1.1. Development Overview

This report has been prepared by Civic Engineers on behalf Landsec U+I, to accompany the planning application for “Phased redevelopment of Mayfield Phase 1b comprising site remediation and reprofiling followed by the erection of two residential blocks (Use Class C3) comprising 879 no. residential units contained within four buildings ranging from 7 storeys to 24 storeys in height (Plot J) and 7 to 27 storeys in height (Plot K), including ground and first floor commercial spaces comprising restaurant and / or retail units (Use Class E(b) and/or E(a)), and / or indoor sports facilities (Use Class F2) together with highways works, access, servicing, rooftop plant, cycle parking and back of house, along with delivery of associated public realm and other associated works for each relevant phase.”

A Transport Assessment is submitted under separate cover.

The scheme proposals are contained in Appendix A and can be summarised as follows:

Plot J:

- 385 apartments
- 1,295 sqm. of commercial floorspace

Plot K:

- 494 dwellings
- 2,253 sqm. of commercial floorspace

1.2. Objective and Purpose

A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. It is noted that the accessible location of the development, and its low-car nature are key measures in supporting travel by sustainable modes.

This Framework Travel Plan is currently aimed at the development team, the future marketing team and site management at each element of the development. During marketing and occupation the Travel Plan will be aimed at the residents.

The objective of this Framework Travel Plan are:

- To encourage and enable people living, working and studying at the development to arrive by sustainable modes

1.3. Content of this Travel Plan

Section 2 sets out how the Travel Plan will be managed.

Section 3 provides details of the local transport network, with Section 4 setting out what measures will be introduced at the development during construction to support sustainable journeys. It also suggests ongoing measures which will be implemented to ensure that sustainable travel choices are practical and favourable.

Section 5 provides a summary of the actions and measures required to effectively implement the Travel Plan.

2. Travel Plan Management

This section sets out how the Travel Plan will be managed across its lifetime. A summary of the required actions is provided in Table 1.

2.1. Lifespan

The Framework Travel Plan will continue as a formal process for 5 years after occupation of each plot, after which the formal responsibility for monitoring and reporting will cease.

2.2. Travel Plan Coordinators

A Travel Plan Coordinator (TPC) will be appointed. This may be one TPC for both plots, or a TPC for each.

The responsibilities of the TPC(s) are as follows:

- Delivering the actions in Table 1 and measures in Table 2 which have 'Travel Plan Coordinator' in the responsibility column.
- Carrying out surveys and reporting on findings to Manchester City Council (MCC).
- Communicating the Travel Plan, including promotion of the benefits of travelling by sustainable modes, and acting as a point of contact for residents requiring information.

2.3. Liaison with Manchester City Council

This Travel Plan will be submitted to MCC to assist in determining the planning application. Thereafter the Travel Plan Coordinators will liaise regularly with MCC to discuss survey findings and best practice.

2.4. Travel Plan Targets

Targets are important for providing a measure of success of the Travel Plan. Targets will be set following the first annual travel surveys (see Section 2.6) which will provide an important baseline.

2.5. Monitoring and Reporting

Annual Travel Surveys

The Travel Plan Coordinator(s) will carry out a travel survey within 3 months of occupation. These will be repeated each year.

This is an opportunity to communicate the Travel Plan to residents, to ensure they know about the range of travel options available for getting to the development and to gather feedback, e.g. the desire for more information, incentives or cycle parking. It will also be an opportunity to monitor car ownership of people living on site.

A prize will be offered to encourage participation.

Annual Monitoring Reports

After the surveys each year, the Travel Plan Coordinator of each element will produce a Monitoring Report, issued to MCC for discussion. This will contain:

- Survey methodology and results
- Qualitative feedback
- An analysis on the effectiveness of the Travel Plan
- Details of cycle parking use

3. Local Transport Context and Access to the Development

3.1. Site Location

The site is located to the southeast of Manchester city centre, shown in Figure 1. Phase 1b is bounded by Phase 1a (planning reference: 137350/JO/2023) to the west which has planning consent with works starting on site imminently, Mayfield Park to the north, Hoyle Street to the east, beyond which is future Phase 3, and the proposed estate road to the south (part of this application) and Mancunian Way beyond.

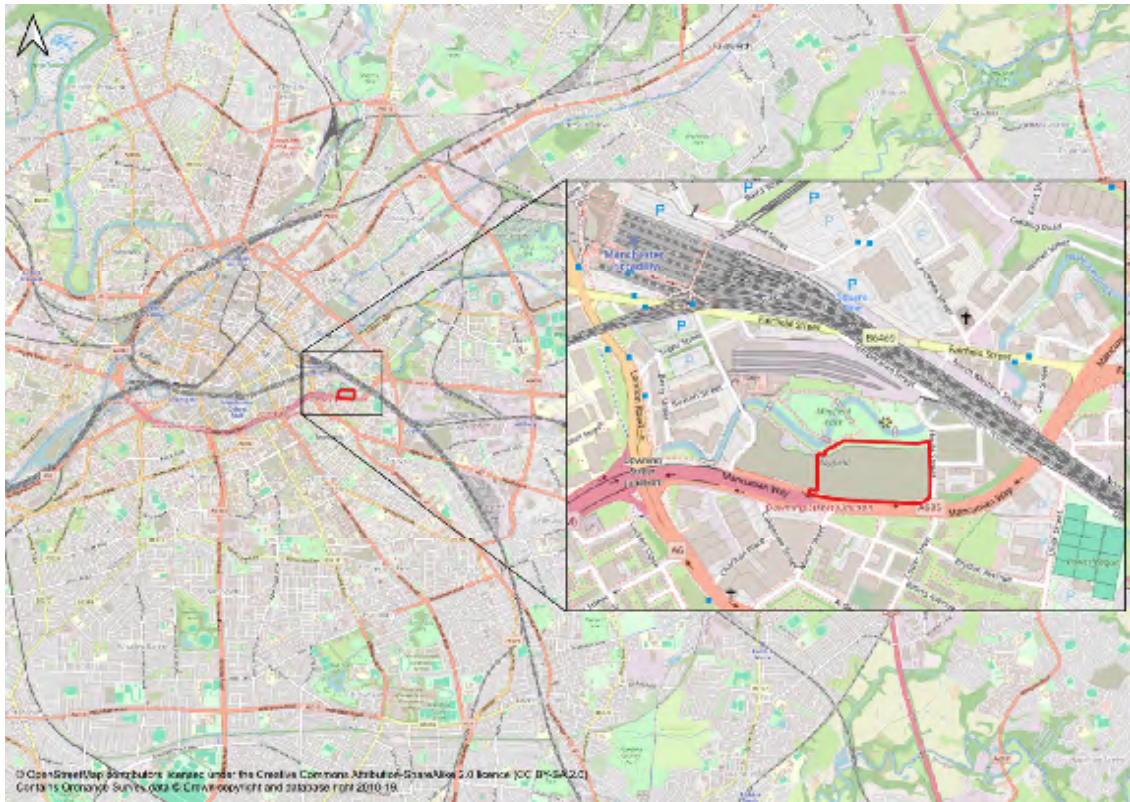


Figure 1: Site location

3.2. Existing Land Use

The site is currently a brownfield site that is vacant. There are no existing structures within the site.

3.3. Pedestrian Access

Currently there is no pedestrian access to the site and hoarding surrounds the perimeter. The pedestrian facilities in the surrounding area are generally of good quality. The footway along the south of the site, adjacent to Mancunian Way is around 3.5m wide (note this is a footway only and not a shared use footway/cycleway), there are however no crossing points on Mancunian Way away from the junctions at the A6 or at Fairfield Street, each around 300m from the site. North of the site is Mayfield Park which provides a network of pedestrian routes and a connection north to Piccadilly Station via Baring Street. The footways of Baring Street are around 2m on the eastern side and variable but generally narrower on the western side. There is no crossing at Travis Street to the north and the footway conditions are poorer here.

To the east of the site the footways on Hoyle Street are in poor condition, they are around 2m wide but are uneven and have step changes at disused vehicle entrances to the site. The footways narrow to the north and there are no pedestrian crossing facilities at Temperance Street.

Figure 2 shows 500m, 1km, and 2km walking isodistances from the site and shows that much of Manchester City Centre is within 2km of the site. This reflects the preferred maximum distance people are willing to walk to reach amenities such as shops, schools and parks as well as social and cultural facilities, based on CIHT (Planning for Walking, 2015) and Sustrans Guidance (Walkable Neighbourhoods 2015).

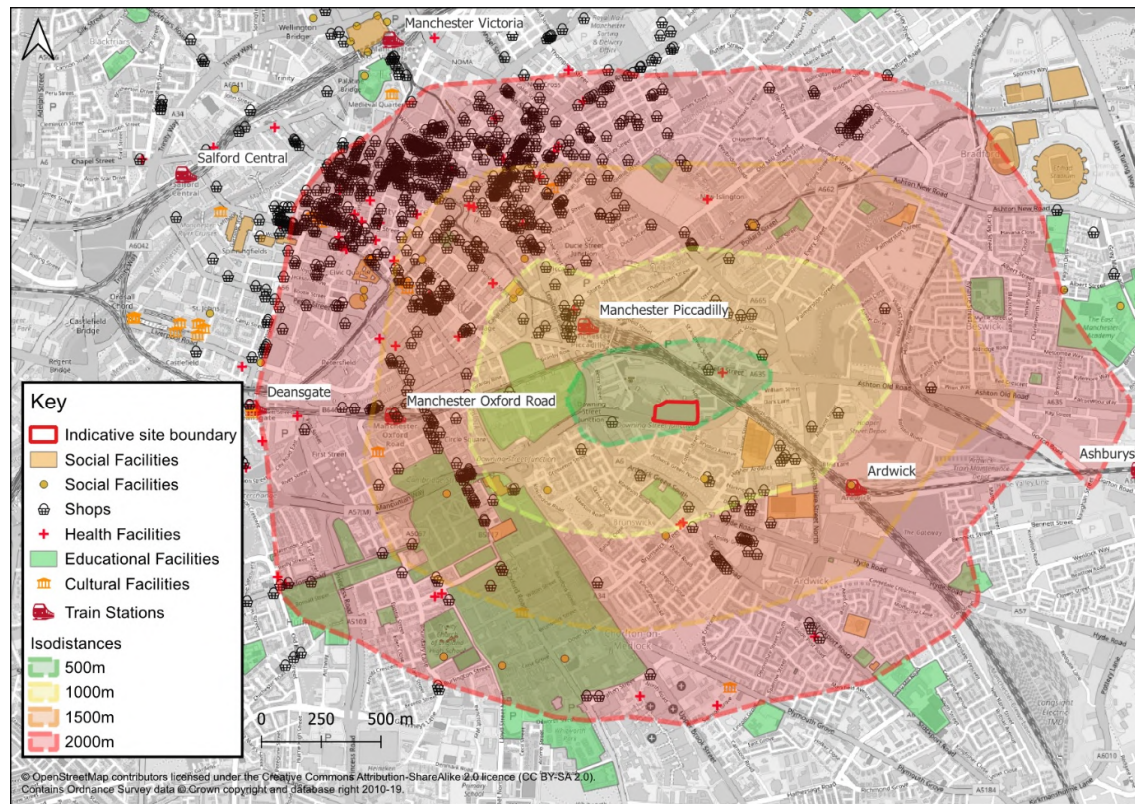


Figure 2: Walking isodistances

Moreover, 800m reflects the distance which people will walk to reach a train station- as is shown in the above Figure, Piccadilly Station is within 800m of the site.

3.4. Cycle Access, Cycle Parking, and Cycle Hire

There are no cycle routes immediately adjacent to the site but there are several routes nearby. The National Cycle Network (NCN) route 66 is to the north of the site, just north of Manchester Piccadilly on Store Street. There are also local routes nearby, to the east of the site off Pin Mill Brow there is access to a local route that roughly follows the banks of the River Medlock. North of the site there is a shared bus/taxi/cycle lane that routes along part of Fairfield Street that routes towards the A6. To the west of the site there is the segregated two-way cycleways on Oxford Road connecting the city centre to the north and Didsbury to the south. There are additional on-carriageway cycle lanes along the A6 London Road, but these are not part of any designated route.

There are cycle stands in the public realm in Mayfield Park adjacent to the site. The nearest cycle hubs are at Oxford Road station or at Piccadilly Gardens. Cycle hubs are secure locations across Manchester that provide places for members to lock their bikes.

There is a 'Beryl Bikes' cycle hire scheme operating in Greater Manchester providing cycles for hire to members of the scheme. The closest stand to the site is on Altrincham Street around 500m to the northwest of the site. Both standard and electric bikes are available for hire.

The existing cycle network, cycle parking, and cycle hire locations are shown in Figure 3.



Figure 3: Existing cycle infrastructure

The beeways are a network of proposed cycle routes to connect Greater Manchester by bicycle. Figure 4 shows the proposed network with a facility running adjacent to the site on Hoyle Street, this route will be dependent on a crossing being provided on the Mancunian Way at the southern end of Hoyle Street.



Figure 4: Proposed cycle network

A distance of 8km takes around 30-35 minutes for the average cyclist and is a distance that is reasonable for commuting. An 8km isodistance is shown on Figure 5.

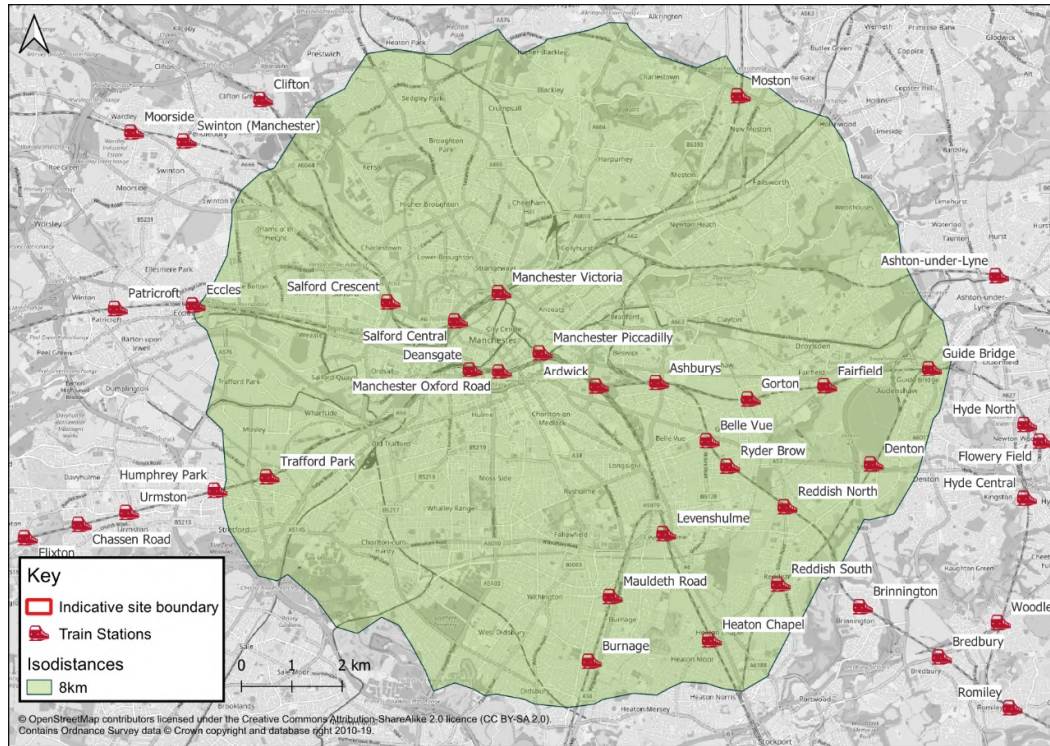


Figure 5: Cycle isodistance

Within the 8km isodistance shown in the above Figure is all of Manchester city centre, central Salford, Salford Quays, Stretford, Chorlton, Droylsden, Didsbury, and Broughton Park.

3.5. Public Transport Access

The site has excellent public transport access, it sits within an area that scores an 8 on the Greater Manchester Accessibility Level (GMAL) scale. GMAL is a rating of public transport accessibility that rates places on a scale of 1-8 with 1 being the lowest level of accessibility and 8 being the highest. The scores are determined by proximity to services as well as frequency and quality of service.

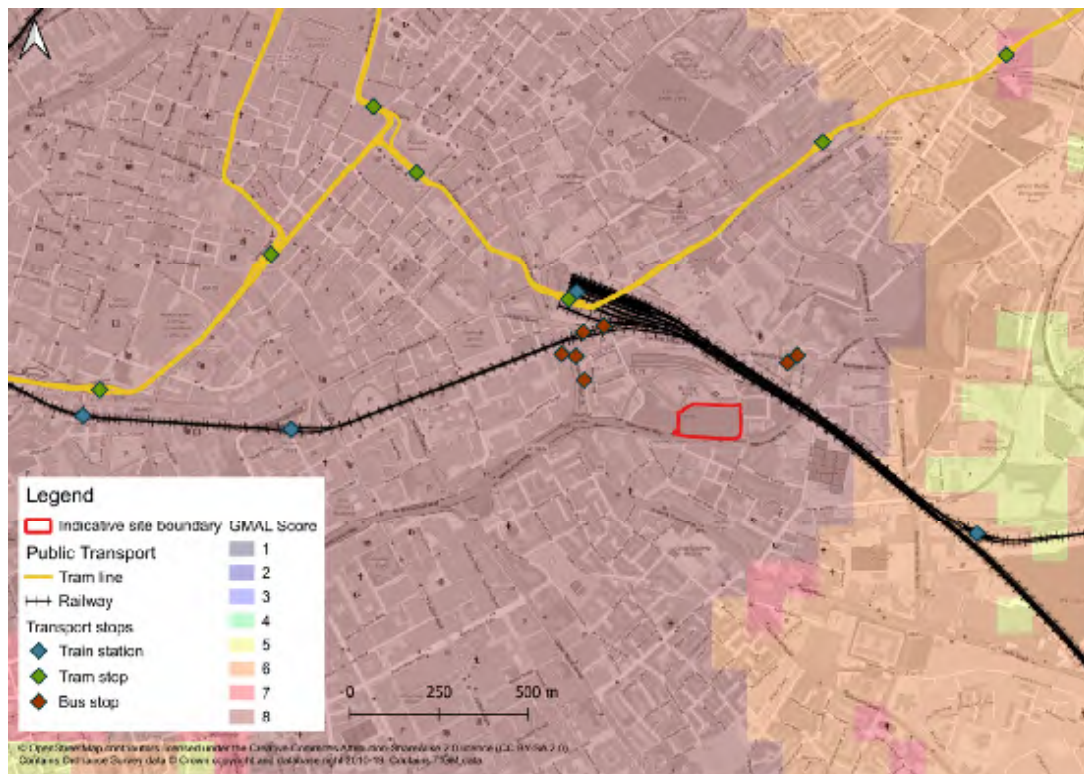


Figure 6: Public Transport

As is shown in the above Figure, the site is approximately 500m from Manchester Piccadilly train station and the associated Piccadilly tram stop. There are also numerous bus stops within 400m of the site.

3.6. Car Club

Car clubs are shared car facilities that will allow users to hire a car for occasional use, rather than having full ownership of a private car. Figure 7 shows the location of car clubs around the site as well as the number of vehicles at each site.

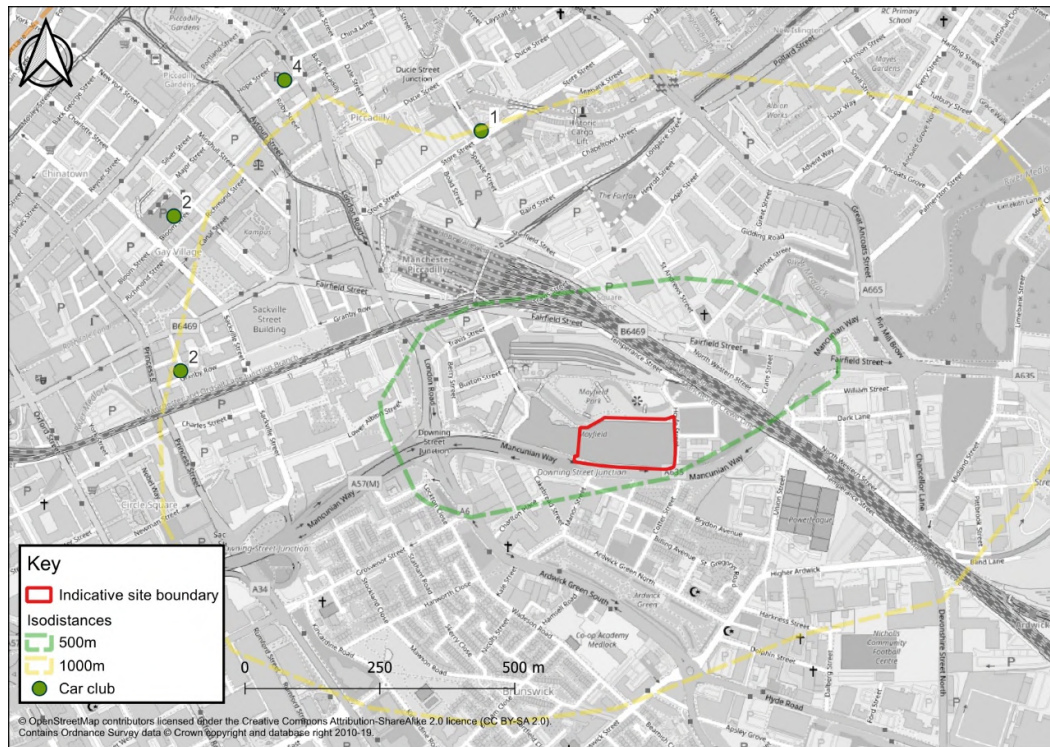


Figure 7: Car club (number indicates how many vehicles at each location).

There are a total of 9 vehicles available to hire within approximately 1km of the site.

3.7. Electric Vehicle Charging

There are no EV charging points within 500m of the site. However, there are two rapid charging points approximately 600m east of the site along the A665. There is also a high density of slow charging points surrounding Manchester Piccadilly station to the North of the site, within 1km.

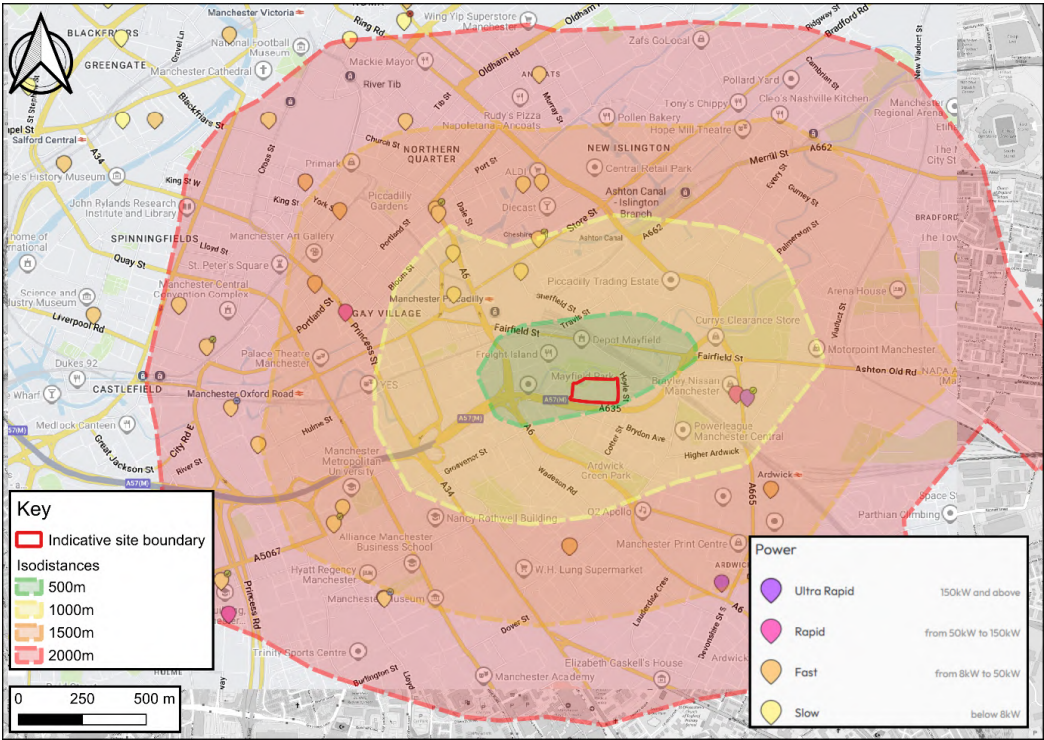


Figure 8: Public EV charging points.

4. Development Details and Travel Plan Measures

This section sets out the development proposals for the site, looking at each available travel mode in turn to demonstrate how the proposals will support sustainable travel choice. The measures are summarised in Table 2.

4.1. Proposals

This section sets out the proposals for the Mayfield Phase 1b development. The masterplan for the site can be viewed in Appendix A

4.2. Communication Strategy

The following sections set out how the development will be accessed by all available modes. These options must be communicated and promoted to residents.

Suggested Travel Plan communication strategy:

- Sales and marketing information will include engagement about the car-free nature of the development and the options for travelling by sustainable modes.
- Travel information will be issued to residents before they move in, including information about transport options.
- Ongoing communication with residents about the sustainable travel and initiatives.

Social media, development website, newsletters, and posters around the development can all be used to promote sustainable travel options and the benefits

4.3. Pedestrian and Cycle Access

Pedestrian access to Phase 1b will be provided from the park side to the north via a wide Boulder Walk between Plot K and Plot J.

Pedestrian access from the south will be from a new footway on the north side of the Estate Road, which will be at least 2.5m in width, decreasing to 2m at pinch-points, in line with design principles for an Active Neighbourhood Street as defined in Greater Manchester Streets for All. The existing footway on the north side of Mancunian Way (i.e. the south side of the Estate Road) will be replaced with a green strip comprising of planted SUDs features. This provides a barrier between pedestrians and Mancunian Way that will screen the road from the development and create a more pedestrian-friendly environment.

Pedestrians will also be welcome to walk in the Estate Road carriageway, which is designed not as a traditional highway but as a pedestrian priority space, where vehicles are permitted but will travel at very slow speeds. By restricting access to general traffic (see Section 4.4), the Estate Road will have traffic flows below 100 vehicles per hour set out in Manual for Streets as the threshold where pedestrians feel comfortable sharing space with vehicles. This analysis of hourly flow is provided at Section 5.3.

In order that a pedestrian route is provided on both sides of Mancunian Way but noting that the Estate Road will be maintained privately and not by MCC, the pedestrian route through the site will have a public right of access, replacing the footway directly adjacent to the north side of the Mancunian Way. Walking along the Estate Road will be preferable to walking along Mancunian Way as it will be screened from traffic movements by trees and landscaping, and will be along the active frontage of Plots J and K.

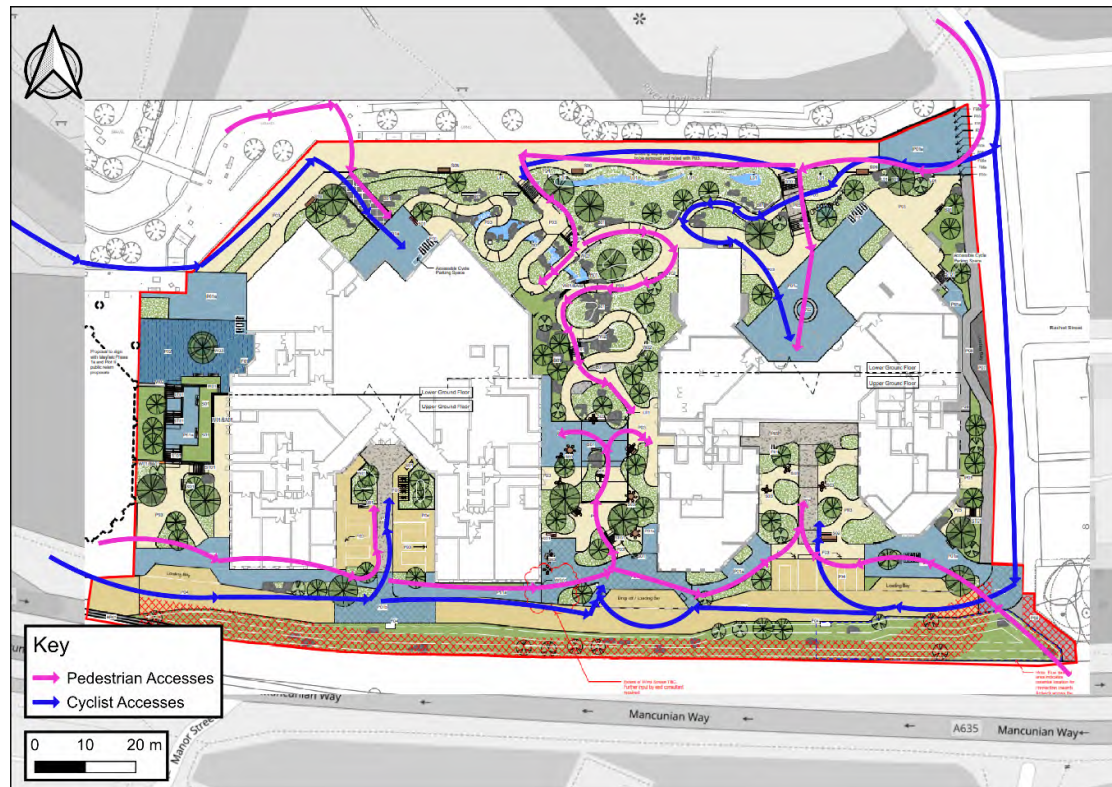


Figure 9- Pedestrian accesses into the site.

Cycle connectivity along the Estate Road will be on-road for both eastbound and westbound journeys: cyclists will be permitted to travel both ways on the street and vehicles will be restricted to one-way travel from west to east. No segregated facilities will be provided as predicted traffic flows will be below 2000 per day, therefore on-street cycling is appropriate in line with LTN 1/20.

4.4. Cycle Parking

4.4.1. Residential Cycle Parking

Plot J proposes a 50% provision of total apartment numbers from day 1 at upper ground floor and mezzanine level with a scissor lift and protected stair.

An additional area of mezzanine (above the commercial unit in J1, noted on plans as 'surplus cycle storage provision') is available to achieve up to 80% future total provision if required. This mezzanine area will be utilised as rentable residents' storage space until demand for further cycle storage is required.

All wider-spaced (accessible) cycle stands will be at ground floor of the cycle store with double-height racks on the mezzanine.

Breakdown of provision:

- 196 spaces total, 50% provision of 390 homes
- 6no. spaces (3%) enlarged accessible/cargo-type bike stands, located on mezzanine
- 46no. spaces (24%) at 1m centres, on 23no. Sheffield stands, located at ground floor
- 144no. spaces (74%) 72no. Josta-type gas-assisted double-height racks, located on mezzanine

Plot K proposes 80% provision, comprised of:

- 360 spaces on double-height racks (92.5%)
- 20 on Sheffield stands (5%)

- 10 on wider-spaced Sheffield stands (2.5%)

A provision equating to 50% of apartments will be provided at Upper Ground Level from day 1, with the remainder able to be added at mezzanine level if required. A cycle lift is provided.

4.4.2. Visitor Cycle Parking

Visitor cycle parking will be provided within the public realm close to the main entrances. 36 short-stay cycle parking stands will be provided for both Plots J and K.

4.5. Car Parking

4.5.1. Car Free Development

The development will be car free except for disabled parking. This reflects the highly accessible location of the development, and this strategy has been agreed with MCC during pre-application discussions.

4.5.2. Disabled Car Parking

7 disabled car parking spaces are proposed in total. 4 of these bays will be within 50m of the entrance to Plot K and 3 will be within 50m of the Plot J entrance, as shown in Figure 10.

The disabled parking spaces are provided close to the building entrances. These bays will have EV charging provision.

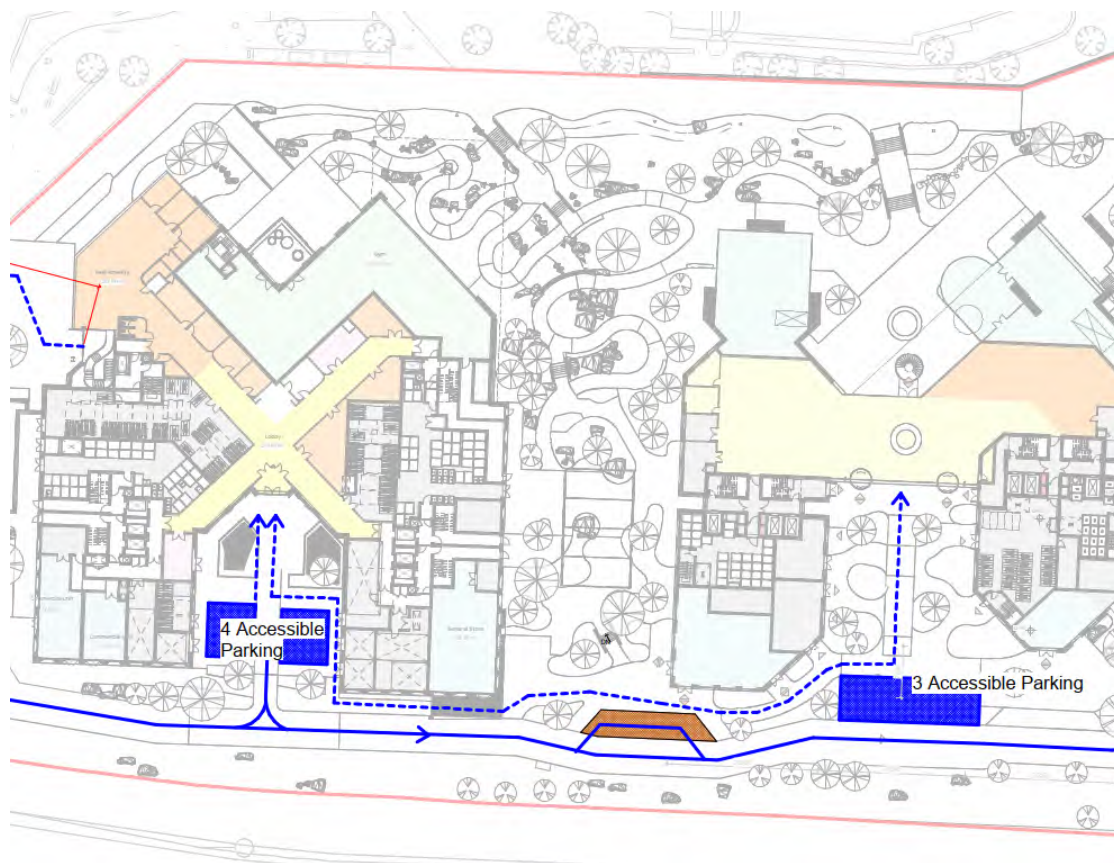


Figure 10: Disabled Car Parking Proposals.

4.5.3. Electric Vehicle Charging

Electric vehicle charging will be available in the MSCP (see Section 4.3.4) at Phase 1a, and at the disabled car parking spaces at Plot K and Plot J for the people entitled to park there.

4.5.4. Multi-storey Car Park

As above, Phase 1b will be car-free except for disabled parking, and will be marketed to people who do not own a car, with a proactive Travel Plan in place to encourage and enable people to live car-free lifestyles and make sustainable travel choices.

People living at the development will be able to park at the new MSCP at Mayfield if they choose.

5. Summary of Travel Plan Actions and Measures

Travel Plan actions and measures are summarised in Table 1 and Table 2, and will be in place for the lifetime of the Travel Plan.

Table 1: Summary of Travel Plan Actions

Action	Responsibility	Timeframe
Appoint a Travel Plan Coordinator(s)	Developer(s)	Travel Plan Coordinator(s) to be in role prior to first marketing of the development and for 5 years after first occupation
Communicate the car-free status of the development to incoming residents.	Travel Plan Coordinator(s)	From first marketing
Implement Travel Plan measures	As per Table 3	As per Table 3
Carry out annual travel surveys	Travel Plan Coordinator(s)	Surveys to start 3 months after first occupation and continue annually for 5 years
Produce a Monitoring Report each year to review the effectiveness of the Travel Plan	Travel Plan Coordinator(s)	Produce Monitoring Report within 2 months of the end of the survey period each year

Table 2: Summary of Travel Plan Measures

Measure	To Support	Responsibility	Timeframe
Communication strategy as per Section 4.2	Sustainable travel choice	Travel Plan Coordinator(s)	Information available in time for marketing
Providing new commercial units on site will provide a local amenity	Walking	Developer	Development design
Provision of connections to surrounding developments and active travel routes	Walking and cycling	Developer	Construction
Provision of adequate, accessible, secure cycle parking for all users	Cycling	Developer	Construction

Appendix A – Development Proposals



Key

For Level information refer to drawing 198_MAY-SEW-SW1-1000-DR-L-000002

Planning Application Boundary

Paving Types

P01 Paving Type 01
Description: Proposed Clay Paving Bricks (to match Mayfield Park)
Finish: Diamond chequered pattern
Colour: Staffordshire blue
P01a - Pedestrian and light vehicle maintenance loading
P01b - Vehicular Loading
P01c - Permeable jointing (To civil engineer specification)

P02 Paving Type 02
Description: Proposed Clay Paving Bricks
Finish: Smooth pattern
Colour: Staffordshire blue
Allow for vehicular loading
UK sourced

P03 Paving Type 03
Description: Resin Bound Gravel
Colour: Hard (to match Mayfield Park)
Permeable and non-permeable subject to ground conditions.
UK sourced

P04 Paving Type 04
Description: Asphalt road surface
Colour: Buff
Allow for vehicular loading.
UK sourced

P05 Paving Type 05
Description: In-situ reinforced concrete surface (to match Mayfield Park)
Aggregate: UK sourced
Finish: Mixed tone aggregate with Staffordshire pink to match Mayfield Park
Allow for vehicular loading

P06 Paving Type 06
Description: Steel Grating Walkway (to match Mayfield Park)
Colour: Galvanised finish
Finish: Pressure-treated steel grating
Allowance: Weathered steel upstand (150mm)

P07 Paving Type 07
Description: Temporary asphalt road surface (to match Mayfield Park)
Finish: Asphalt with stone chippings (pink/red)
Allow for vehicular loading
UK sourced

P08 Paving Type 08
Description: Temporary Pavement
Finish: Asphalt
Allow for pedestrian loading

Seating Types

S01 Seating Type 01
Description: Large Timber Bench
Product: Drifter Bench
Material: Treated upcycled hardwood timber with metal fixings (to match Mayfield Park)
Supplier: Streetlife
Dimensions: 500mm x 2000mm
Accessories: 1200mm backrest, armrest and lighting to underside

S02 Seating Type 02
Description: Large Picnic Bench
Product: Drifter
Material: Treated upcycled hardwood timber with metal fixings (to match Mayfield Park)
Supplier: Streetlife
Dimensions: 500mm x 2000mm
Accessories: 1200mm backrest, armrest and lighting to underside

S03 Seating Type 03
Description: Table and Chair Set
Product: Crick by rimble (L05240, L05250, L05280)
Material: Powder coated steel

S06 Seating Type 06
Description: Relocated existing bench

Boundaries

B01 Boulder Type 01
Description: Proposed Boulders (to match Mayfield Park)
Size: Varies (500mm-2500mm)
Locally sourced
Allowance: Allow for 5-10% of boulders to have flat top (stepping boulders)

Steps

ST01 Step Type 01
Description: In-situ concrete steps
Finish: Variety of concrete finishes to differentiate beads from risers to match Mayfield Park
Dimensions: 150mm risers x 280mm treads
Supplier: Streetlife
Accessories: Allowance for handrails elsewhere and for integrated noise visibility detail to match Mayfield Park

Street Furniture

F01 Furniture Type 01
Description: Proposed Cycle Stands (to match Mayfield Park)
Product: Cor-Ten Bicycle Racks
Supplier: Streetlife

F02 Furniture Type 02
Description: Existing lighting columns to be retained

F03 Furniture Type 03
Description: EV Charging pedestal
Product: To MEP specification
Allowance: Clearance zone around charger to comply with accessible parking bay standards

F04 Furniture Type 04
Description: Indicative feeder pillar location
Specification to Mechanical Engineer

F05 Furniture Type 05
Description: Bollards
F05a - Existing Static Bollard
F05b - Existing retractable Bollard
F05c - Proposed Static Bollard (to match F05a)

Walls and Balustrades

W01 Wall Type 01
Description: In-situ concrete wall
Finish: Polished horizontal face and exposed aggregate vertical face
Allowance: 1100mm high powder-coated steel aggregate vertical face
Height: Min 450mm - 600mm
Inclusion of timber seating and armrests

W02 Wall Type 02
Description: In-situ concrete wall
Finish: Polished horizontal face and exposed aggregate vertical face
Height: Min 450mm - 600mm
Inclusion of timber seating and armrests

BA01 Balustrade Type 01
Description: Proposed slatted metal balustrade
Height: 1100mm
Allowance: Balustrade to achieve 50% porosity.

BA02 Balustrade Type 02
Description: Proposed balustrade to match Mayfield Park
Height: 1100mm

BR01 Barrier Type 01
Description: Highway Crash Barrier
To highways engineer specification

WS01 Screen Type 01
Description: Perforated Wind screen
Dimensions: 2m x 2m
To incorporate signage/wayfinding

Soft Landscaping

Planting Type 01
Description: Herbaceous, ornamental grass and shrub planting
Finish: Herbaceous perennials and ornamental grasses
Density: 9 per/sqm (average)
Pot Size: 10cm-20cm pots
Soil Depth: 450mm

Planting Type 02
Description: Herbaceous planting with rain garden build-up
Bulkup: To include free draining stone and rain garden aggregate to base.
Density: 9 per/sqm (average)
Pot Size: 10cm-20cm pots
Soil Depth: 450mm

Tree Planting
Semi-Mature Tree
Size: Varied
Small: 30-40cm Girth/Multistem
Medium: 40-50cm Girth
Large: 60-80cm Girth
Fencing: Underground geyed
Accessories: Roadrain precast system
Soil depth: 1200 - 1400mm with 200mm drainage layer
Target soil volume per tree: 20m³
An allowance for a root cell system will be required for all trees planted in hard landscape.

Contours

Structures

L01 Landscape Structure Type 01
Description: Reclaimed Depot Structure
Dimensions: 100' following further site investigation
Foundations and structural build up to engineers detail

Water Channel
Description: Natural Stone River Bed
Material: Natural stone cobbles and boulders
Build up to engineers detail
Rigidly bed
UK Sourced

Area indicates MCC Highway Pavement
Current proposals assume the below utilities and services are to be retained. Tree planting subject to approvals from utility providers.

General Notes
No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation.
Do not scale this drawing for construction purposes. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility.
All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Notes

DRAFT

Key Plan

For Planning
Project No. 0198_MAY
Project Name Mayfield Phase 1b
Drawing Title Landscape General Arrangement
Client LandsecU+I
Scale @A1 As indicated
Date 24/05/24
Drawn by TH
Checked by SEW

Drawing Number 0198_MAY-SEW-SW1-1000-DR-L-000001 **Rev** P01

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Rev 03/12/24 **DRAFT** **Planning** **SEW**
Rev **Date** **Reason** **Chk**

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