

2-4 Whitworth Street West BTR

Interim Travel Plan

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Table of Contents

1.0 Introduction..... 1

1.1 Background..... 1

1.2 What is a Travel Plan? 1

1.3 Purpose of the Report..... 1

1.4 Structure of the Report..... 2

2.0 Travel Plan Benefits..... 4

2.1 Summary 4

3.0 Existing Situation..... 5

3.1 Site Location 5

3.2 Surrounding Highway Network 5

4.0 Accessibility by Sustainable Modes of Travel.....11

4.1 Introduction.....11

4.2 Pedestrian Accessibility.....11

4.3 Cycle Accessibility 13

4.4 Public Transport Accessibility.....15

4.5 Summary 21

5.0 Travel Plan Initiatives.....22

5.1 Introduction, Aim and Objectives.....22

5.2 Appointment of Travel Plan Coordinator 22

5.3 Provision of Sustainable Travel Information.....22

5.4 Measures to Encourage Walking.....24

5.5 Measures to Encourage Cycling.....24

5.6 Measures to Encourage Public Transport.....24

5.7 Measures to Encourage Shared Transport 25

5.8 Reducing the Need to Travel.....26

6.0 Targets.....27

6.1 Introduction.....27

6.2 Data Collection and Analysis.....27

6.3 SMART Targets 27

7.0 Monitoring and Review 29

7.1 Introduction.....29

7.2 Responsibility and Management.....29

7.3 Travel Plan Coordinator (TPC).....30

7.4 Monitoring and Evaluation 31

8.0 Action Plan.....32

8.1 Introduction 32

Figures

Figure 2.1 – Site Location 5

Figure 3.2 – Extract of Changes Adjacent to Site..... 6

Figure 3.3 – West Facing View of Whitworth Street West / Deansgate / Castle Street / Bridgewater Viaduct Junction 7

Figure 3.4 – East Facing View of Whitworth Street West 7

Figure 3.5 – South-West Facing View of Whitworth Street West and the Site..... 8

Figure 3.6 – South-East Facing View of Whitworth Street West and the Site 8

Figure 4.1 – Walking Catchment 12

Figure 4.2 – Cycling Catchment 14

Figure 4.3 – Local Cycle Network.....15

Figure 4.4 – Nearby Public Transport Network 16

Figure 4.5 – Free Bus Route and Timetable 17

Figure 4.6 – Greater Manchester's Rail and Metrolink Network.....20

Figure 4.7 – TfGM Metrolink Network Map 21

Figure 5.1 – Enterprise Car Club Locations in Vicinity of Site.....25

Tables

Table 4.1 – CIHT Recommended Walking Distances 11

Table 4.2 – Summary of Bus Service Frequencies in the vicinity of the Site.....18

Table 5.1 – Sustainable Travel Information 23

Table 8.1 – Action Plan.....32

Appendices

- Appendix A – Proposed Site Layout
- Appendix B – Active Travel Scheme Drawings

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Glenbrook WWS Limited, Maizelands Limited and Arringford Limited (the Applicant) to provide transport and highways advice in relation to a planning application for a build-to-rent residential development at 2-4 Whitworth Street West in Manchester city centre.
- 1.1.2 The Applicant seeks to obtain Full Planning Permission for the demolition of existing low rise commercial units and erection of a 44-storey residential development with supporting residential amenity, providing 364 new apartments.
- 1.1.3 The proposed development will be car-free. Secure parking for c.180 cycles would be provided in the form of two-tier racks in the ground floor internal store. This equates to c.50% provision relative to the 364 proposed flats. This level of provision has been agreed in principle with MCC Highways. An additional 10 spaces will be provided within the public realm.
- 1.1.4 Daily deliveries (vehicles up to 7.5t – for example online shopping and post) would use the loading bay and proposed turning head off Cameron Street. Refuse and large deliveries will stop along Hewitt Street.
- 1.1.5 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 Statement (TS) (Ref: 085996-CUR-XX-XX-T-TP-00001) that has been prepared to assess the potential transport and highways aspects of the development proposals.

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>

- 1.3.2 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.
- 1.3.3 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, DLUHC (now MHCLG), 2023; 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.
- 1.4.3 **Section 4** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** 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 6** outlines the strategy for Travel Plan targets.
- 1.4.6 **Section 7** 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.

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

- 1.4.1 **Section 8** 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 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 Manchester city centre, adjacent to Deansgate train station and opposite Deansgate-Castlefield tram stop. The site is bound by Whitworth Street West to the north, Cameron Street to the east, a railway viaducts to the south, and Bugle Street to the west. The site spans Rowendale Street, which will be stopped-up.

3.1.2 **Figure 3.1** below shows the site in a local context relating to the local highway network:

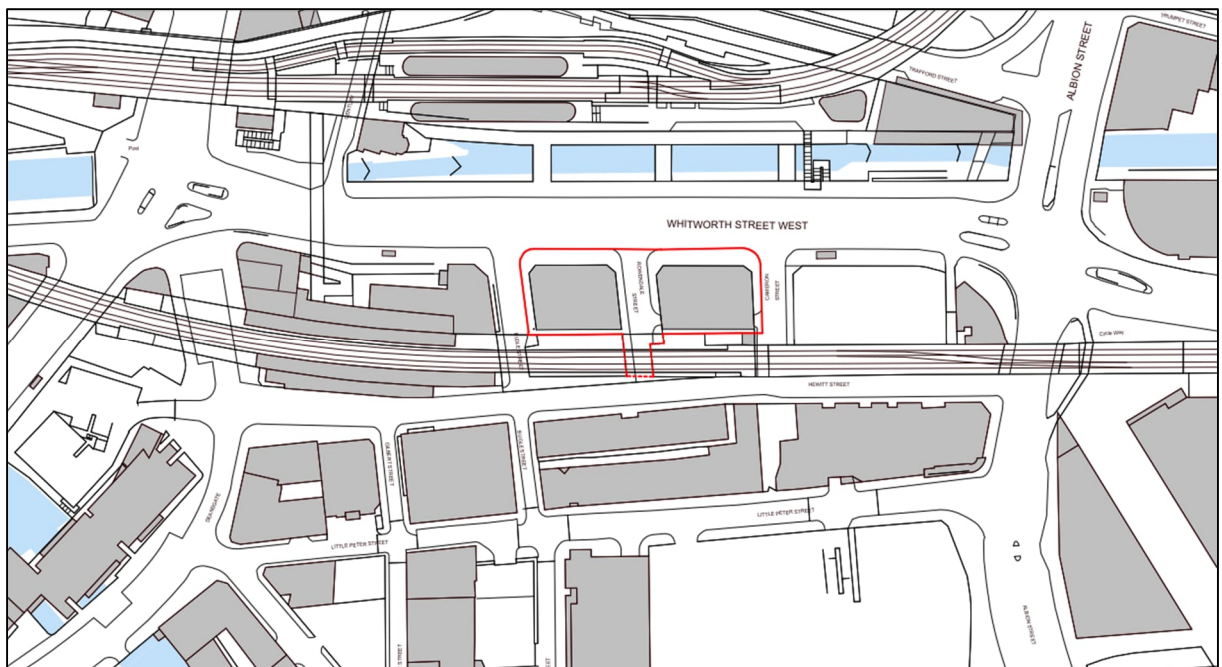


Figure 3.1 – Site Location

(Source: Sheppard Robson Architects, 2024)

3.2 Surrounding Highway Network

Whitworth Street West

3.2.1 On 5th August 2024, works commenced on MCC's 'Active Travel (ATF) City Centre Scheme section 2: Liverpool Road – Whitworth Street West', which will transform parts of Deansgate, Whitworth Street West, and Bridgewater Viaduct, including along the site frontage. The works are expected to complete in Spring 2025.

3.2.2 Before the works started, Whitworth Street West had a c. 14m-wide carriageway bordered by c. 2 – 5m-wide footway on the southern side (c. 4.5m along the site frontage) and a c. 5m-wide footway on the northern side. The carriageway was marked as one lane of general vehicular traffic in each direction

with some on-street car parking along each side, but there was sufficient width for two vehicles to pass in each direction along much of its length.

- 3.2.3 Cyclist facilities were limited to advanced stoplines at traffic signals and a narrow c. 1m-wide painted eastbound cycle lane for the final 60m before the junction with the A5103 Albion Street.
- 3.2.4 The scheme will improve facilities for active travel and buses, particularly cycling, on a key city centre route, and connect with other existing cycling facilities. Throughout the scheme area, there will be new continuous, segregated cycle lanes, improved crossing facilities for pedestrians and cyclists, wider footways, and rain gardens. General vehicular traffic will be restricted to eastbound only on Whitworth Street West between Deansgate and Albion Street (to provide a westbound bus lane), and Deansgate between Jackson's Row (Deansgate is already southbound only to the north) and Great Bridgewater Street. Some Pay & Display parking, disabled parking, loading bays and taxi ranks will be retained.
- 3.2.5 In addition to the existing c. 4.5m-wide footway, there is now an additional c. 1.8m-wide footway for the floating bus stop in front of 4 Whitworth Street West.
- 3.2.6 **Figure 3.2** below shows an extract of the scheme in the immediate vicinity of the site.

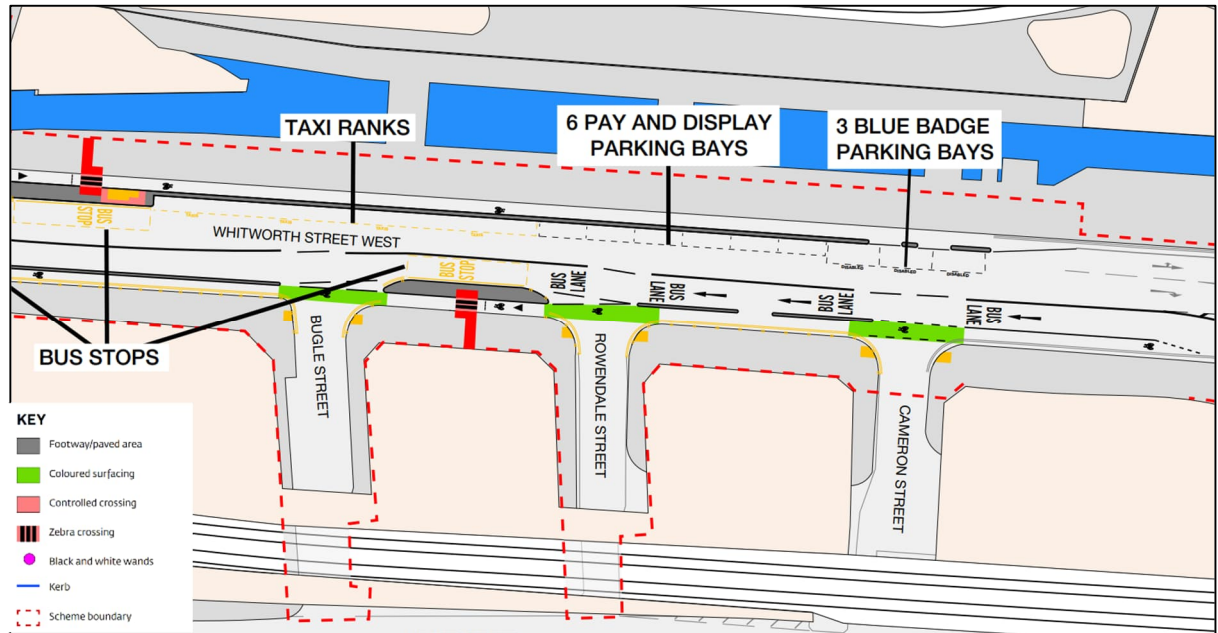


Figure 3.2 – Extract of Changes Adjacent to Site
(Source: MCC, 2024)

- 3.2.7 As of the week commencing 23rd September 2024, **Figures 3.3** and **3.4** below demonstrate the progress on the Active Travel Scheme along Whitworth Street West, while **Figures 3.5** and **3.6** illustrate the site itself.



Figure 3.3 – West Facing View of Whitworth Street West / Deansgate / Castle Street / Bridgewater Viaduct Junction



Figure 3.4 – East Facing View of Whitworth Street West



Figure 3.5 – South-West Facing View of Whitworth Street West and the Site



Figure 3.6 – South-East Facing View of Whitworth Street West and the Site

Hewitt Street

- 3.2.8 South of the site and the railway viaducts, Hewitt Street extends for approximately 220m and runs parallel to Whitworth Street West. The road links the rear entrance of the Deansgate Railway Station to the A5103 Albion Street, where vehicles can only turn left to the north and into Manchester city centre.
- 3.2.9 The road comprises a two-way, single carriageway of approximately 5m in width. There are existing Traffic Regulation Orders in the form of single yellow lines located along the length of the carriageway.
- 3.2.10 The road is subject to a speed limit of 20mph throughout, and is well lit. It is also complete with a footway of approximately 2m in width along the southern side of the road, with dropped kerbs at junctions.
- 3.2.11 On the other side of the road under the railway arches, there are small commercial/industrial units, which are occupied by car repair services, retail units, small offices, and a coffee shop. Hewitt Street is paved in a manner that suggests a level of shared surface (block paving).
- 3.2.12 Hewitt Street is unaffected by the Active Travel Scheme.

Rowendale Street/Bugle Street/Cameron Street

- 3.2.13 Rowendale Street, Bugle Street, and Cameron Street are all perpendicular to Whitworth Street West and Hewitt Street. They all provide a link between the north and south of the site and extend for approximately 45m in a south/north alignment (except for Bugle Street, which continues for an additional 35m south of the railway viaduct), terminating at priority-controlled T-junctions on both ends.
- 3.2.14 Bugle Street is primarily a private road which provides on-street parking for permit holders and also used to host a loading bay for the commercial building on 2 Whitworth Street West, which is currently vacant. The road is approximately 6.5m wide.
- 3.2.15 Rowendale Street shares similar characteristics with Bugle Street, with the exception that it has footways on both sides of the road and two Pay & Display parking bays operated by Manchester City Council (MCC). Traffic Regulation Orders in the form of single yellow lines are located along the rest of the road. There is also access to a shed for the commercial building on 4 Whitworth Street West, secured by a roller shutter.
- 3.2.16 The footways along Rowendale Street and Bugle Street are c. 2.0-2.5m wide, narrowing under the arches.
- 3.2.17 As shown by **Figure 3.6** earlier, part of Rowendale Street is currently occupied by a small Rosgal compound related to the construction of the Active Travel Scheme.
- 3.2.18 Cameron Street is similar to Rowendale Street and has three Pay & Display parking bays. However, as shown by **Figure 3.5** earlier, the road and the bays has been closed off for some time for construction works for a committed development (MCC planning reference 111003/FO/2016/C1). This application

was approved in April 2017, but has since expired. However, there is a reasonable prospect of an application of a similar nature coming forward for the site in the future.

3.2.19 As illustrated by **Figure 3.2** earlier, the changes brought about by the Active Travel Scheme to Bugle Street, Rowendale Street, and Cameron Street themselves are limited to uncontrolled crossings comprising dropped kerbs and tactile paving, and short sections of double yellow lines around the junction radii.

3.2.20 Rowendale Street is proposed to be permanently stopped-up to deliver the development proposals.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.
- 4.2.2 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).*”
- 4.2.3 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 4.1 – CIHT Recommended Walking Distances

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

- 4.2.5 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Figure 4.1** presents a walking catchment with 500m intervals up to 2,000m – with the darkest red being the 500m catchment through to the lightest orange being the 2,000m catchment.

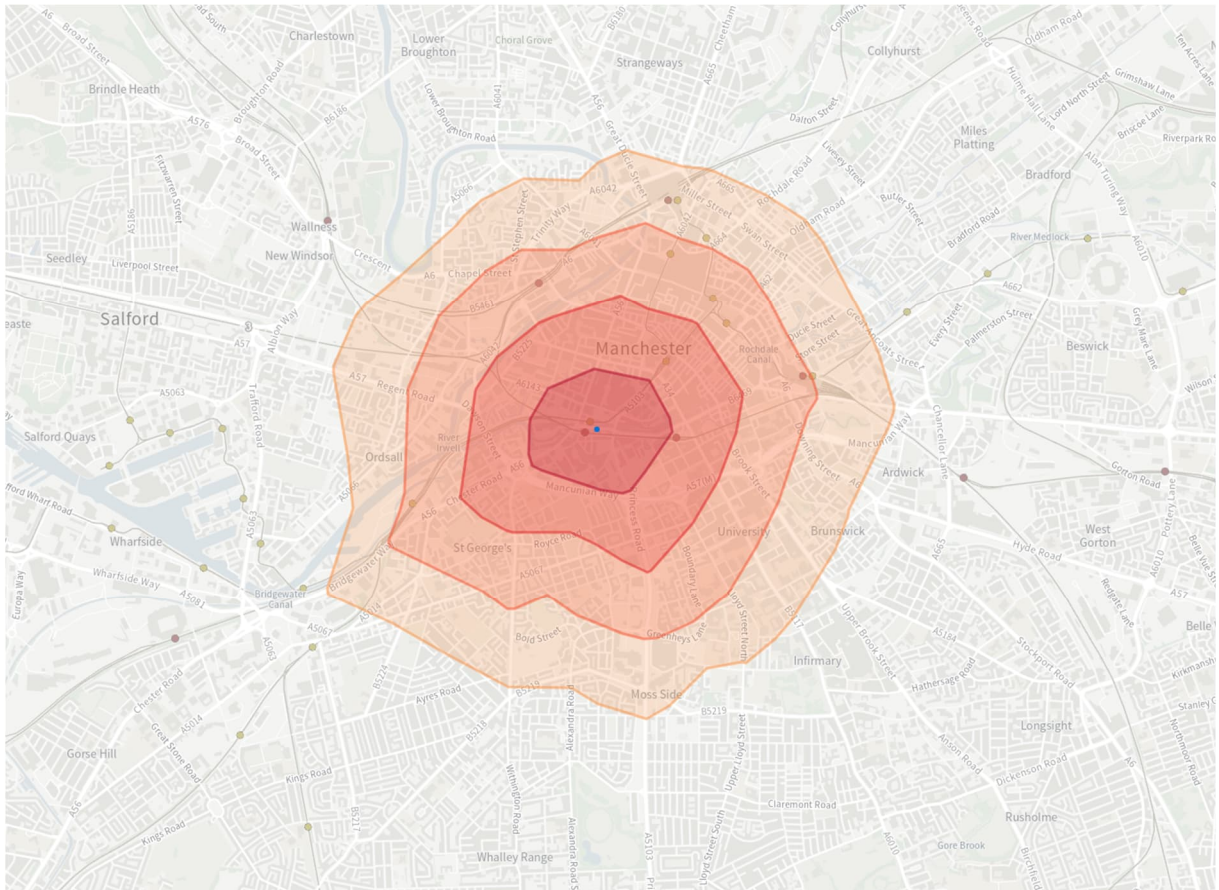


Figure 4.1 – Walking Catchment
(Source: MappingGM, 2024)

- 4.2.6 Within a 1,000m walking distance, convenience stores, gyms, eating and drinking establishments, public open spaces (Hulme Park, St Johns Garden, St Peters and Albert Squares, and Castlefield Urban Heritage Park), cultural and events venues (Manchester Central, Bridgewater Hall, Science and Industry Museum, Central Library, and Manchester Art Gallery). This area also encompasses Deansgate Locks, Castlefield, the New Jackson cluster of towers, Great Northern, Spinningfields, and Chinatown.
- 4.2.7 In terms of public transport, Deansgate train station and Deansgate-Castlefield tram stops are located within extremely close proximity to the site, with Manchester Oxford Road train station also being within the 1,000m walking catchment.
- 4.2.8 The rest of Manchester and Salford city centres, including Manchester Piccadilly, Manchester Victoria, and Salford Central train station, as well as part of Ordsall, the Oxford Road corridor, Hulme, Moss Sidel, and St George's can be accessed within a 2,000m walk.

- 4.2.9 The pedestrian infrastructure which connects the site to the above facilities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads.
- 4.2.10 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.
- 4.2.11 As demonstrated by the Landscape Plan in **Appendix A** the proposed development will provide additional attractive, high-quality publicly accessible spaces around the building.

4.3 Cycle Accessibility

- 4.3.1 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.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.2** below presents a 25-minute cycle catchment from the site. This equates to a cycle catchment of 5.5km, based on the sources below.
- 4.3.3 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.
- 4.3.4 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 (now MHCLG), 2021) and LTN1/20.

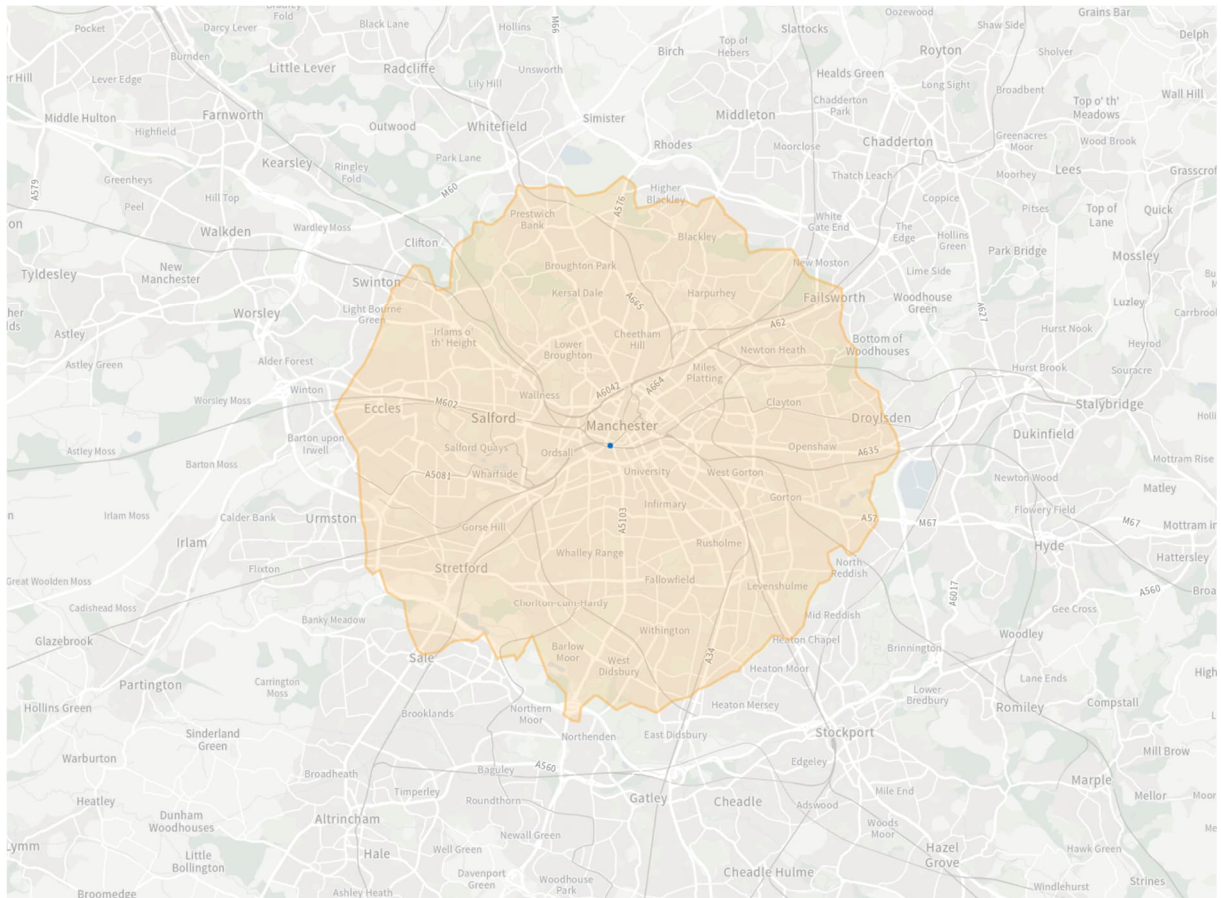


Figure 4.2 – Cycling Catchment
(Source: MappingGM, 2024)

- 4.3.5 Most of the city centre can be reached in a 5-minute cycle journey. The 25-minute cycle catchment extends as far as Heaton Park to the north, Droylsden to the east, Didsbury to the south, and Eccles to the west.
- 4.3.6 The local cycle network in the vicinity of the site is shown in **Figure 4.3** below:



Figure 4.3 – Local Cycle Network

(Source: TfGM)

- 4.3.7 As detailed in **Section 2.3**, new and improved pedestrian and cyclist facilities are currently under construction along Deansgate and Whitworth Street West, including immediately adjacent to the site, as part of the Active Travel Scheme.
- 4.3.8 Transport for Greater Manchester has launched Starling Bank Bikes, Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. It makes cycling a real option for commuters, cross city travellers and students with pedal bikes and e-bikes available across parts of Manchester, Salford, and Trafford.
- 4.3.9 The closest cycle hire stands are currently at the Haçienda, a c. 200m walk from the site, with many more stands also being located within walking distance.
- 4.3.10 Furthermore, the development will provide secure and covered cycle parking spaces for residents, as well as Sheffield stands for visitors, to encourage cycling.
- 4.3.11 The site is therefore ideally placed to take advantage of the cycle connections around Greater Manchester, and it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

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

- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), with levels 1 and 8 are characterised by TfGM as ‘very low’ and ‘very high’ levels of accessibility, respectively. The site is located in an area with a GMAL rating of 8 and is considered appropriately situated to take maximum advantage of existing public transport infrastructure within Greater Manchester.
- 4.4.3 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).
- 4.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:

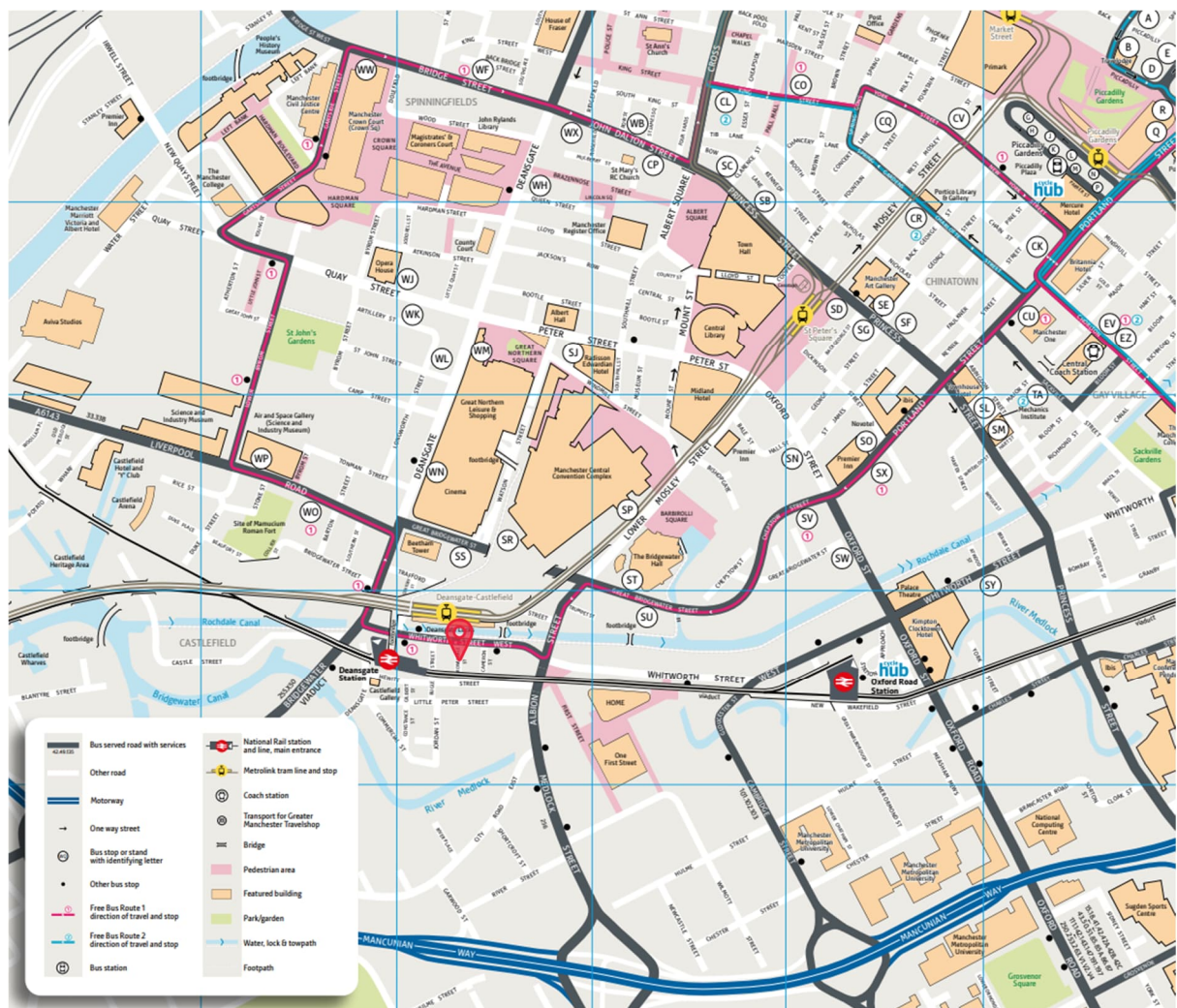


Figure 4.4 – Nearby Public Transport Network

(Source: TfGM, 2024)

Bus Accessibility

- 4.4.5 Deansgate Station Stops D (westbound) and C (eastbound) on Whitworth Street West are located at c. 80m and 200m walks from the proposed building entrance, therefore well within 400m of the site. Both are served by routes 255 and X50, while Stop D only is served by the one-way 1 free bus. **Figure 4.3** below details the routes and frequency of the free bus.

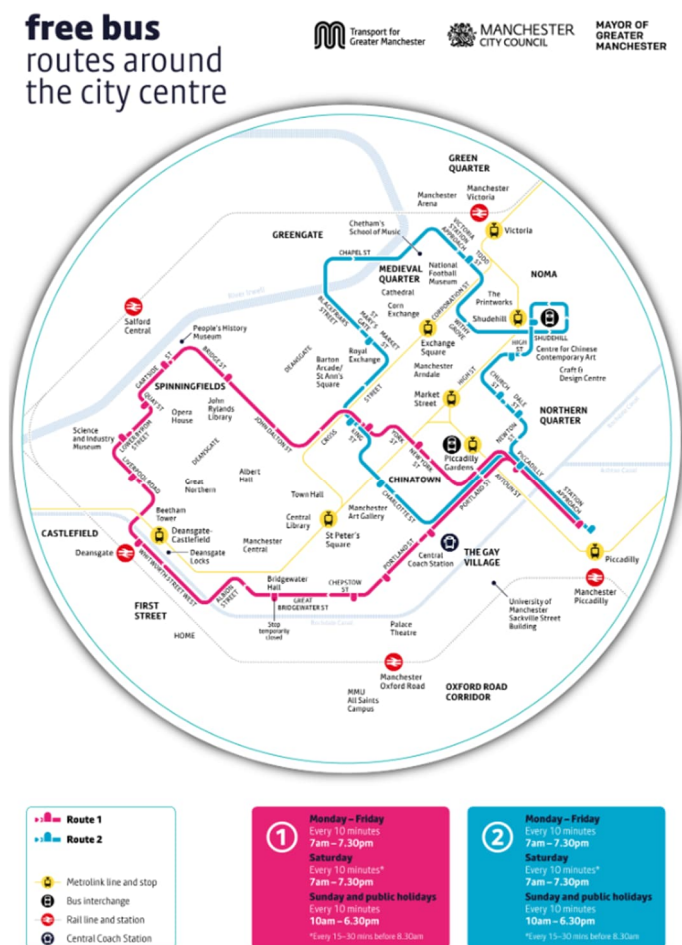


Figure 4.5 – Free Bus Route and Timetable
(Source: TfGM, 2021)

- 4.4.6 Following completion of the Active Travel Scheme, the westbound bus stop will be located c. 20m from the entrance, and there will be a second eastbound bus stop on Whitworth Street West, as shown by the detailed scheme drawings in **Appendix B**. The westbound bus lane will result in improved journey times and punctuality for residents and other bus users.
- 4.4.7 The HOME (northbound) and City Road East (southbound) bus stops on Medlock Street are c. 200m and 350m walks from the entrance. Both are served by route 256 only.

4.4.8 Within a c. 250m – 350m walk from the entrance, the Watson Street and Bridgewater Hall bus stops on Great Bridgewater Street can be reached, both of which are served by routes 33 and 33B (eastbound only).

4.4.9 **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
255	Partington — Flixton — Urmston — Stretford — Old Trafford — Manchester	2	2	2
X50	RHS Garden Bridgewater — The Trafford Centre — Trafford Park — Manchester	2	2	2
256	Flixton — Davyhulme — Stretford — Hulme — Manchester	3	3	2
33	Worsley — Eccles — Manchester	2	2	1
33B	Brookhouse — Eccles — Manchester	1 in early AM to Manchester	–	–

Table 4.2 – Summary of Bus Service Frequencies in the vicinity of the Site

4.4.10 Slightly beyond the suggested 400m walking distance, the Oxford Road Station Stops E on Whitworth Street West are c. 500 – 550m from the site, being served by routes 101, 102, and 103. Further bus services can be accessed on the adjacent Oxford Street.

4.4.11 These stops provide frequent access to key shopping, entertainment and employment locations throughout Greater Manchester at frequent intervals throughout the week.

4.4.12 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>.

4.4.13 Overall, it is concluded that the site is highly accessible by bus.

Rail Accessibility

4.4.14 The closest train station to the site is Deansgate, located c. 100m from the proposed entrance, therefore well within 800m of the site. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets can be purchased. The station is sheltered and there are facilities such as toilets. Train running information is offered via Customer Information Services (CIS) screens, and parking is available for some cycles outside the station.

4.4.15 The trains that service Deansgate regularly run every day of the week from across the North West, particularly to Manchester Airport, Liverpool, Blackpool and Southport; this provides frequent access for residents.

- 4.4.1 Residents could also reach Manchester Oxford Road at a short c. 650m walk along Whitworth Street West, also within 800m of the site. As illustrated in **Section 4.2**, Manchester Piccadilly and Salford Central are within the 1,000 – 1,500m walking catchments, and Manchester Victoria is located within the 1,500 – 2,000m catchment. These stations provide high frequency services to destinations throughout the UK.
- 4.4.2 A detailed map of the train network within Greater Manchester is shown in **Figure 4.6** overleaf.

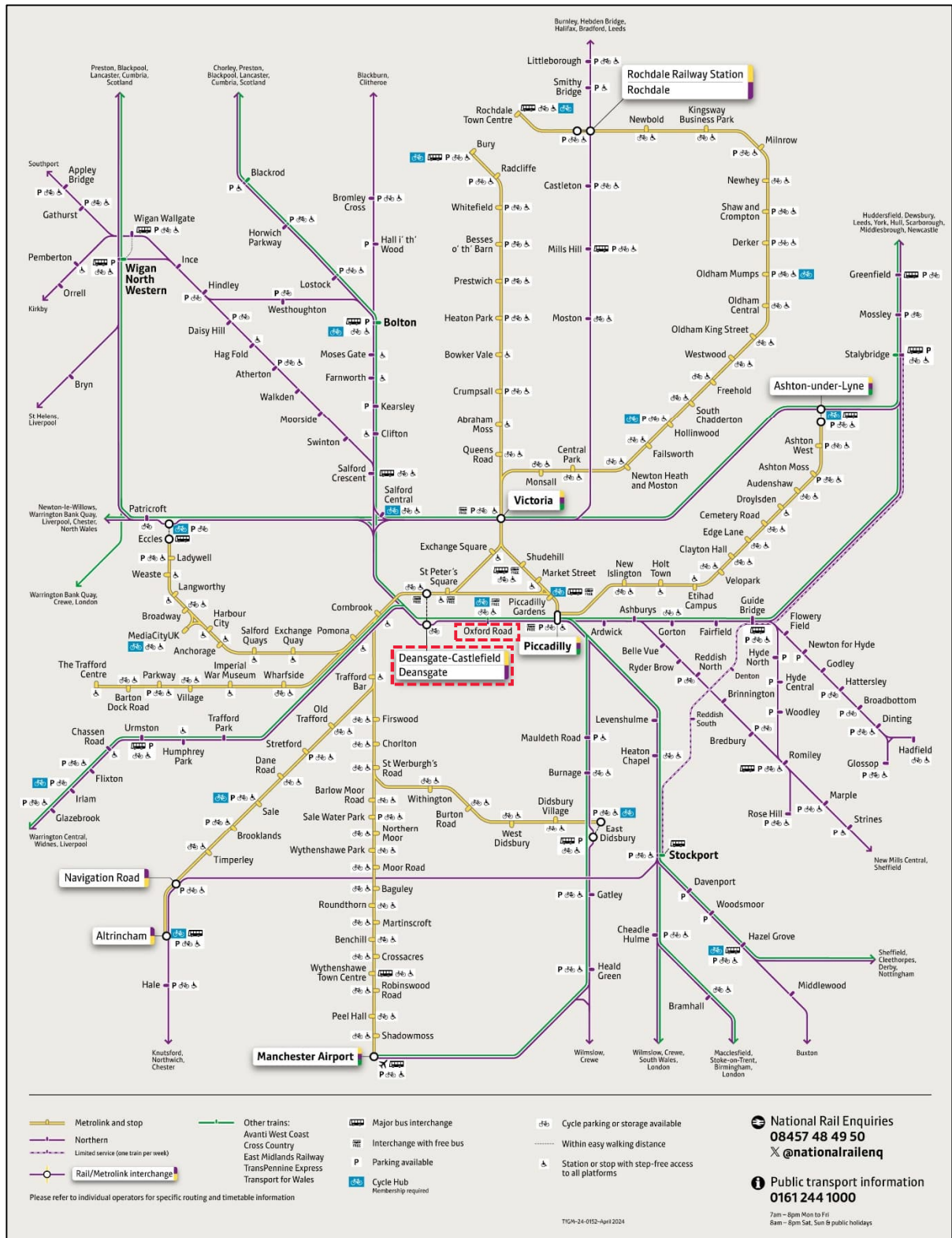


Figure 4.6 – Greater Manchester's Rail and Metrolink Network
(Source: TfGM, 2024)

4.4.3 In summary, it is concluded the site has an extremely high level of accessibility by train.

Metrolink (Light Rail) Accessibility

- 4.4.4 The nearest Metrolink station is Deansgate-Castlefield, located at a c. 200m step-free walk from the proposed entrance, and well within 800m of the site. As shown by the below route map, Deansgate-Castlefield can be used to access the entire Metrolink network.

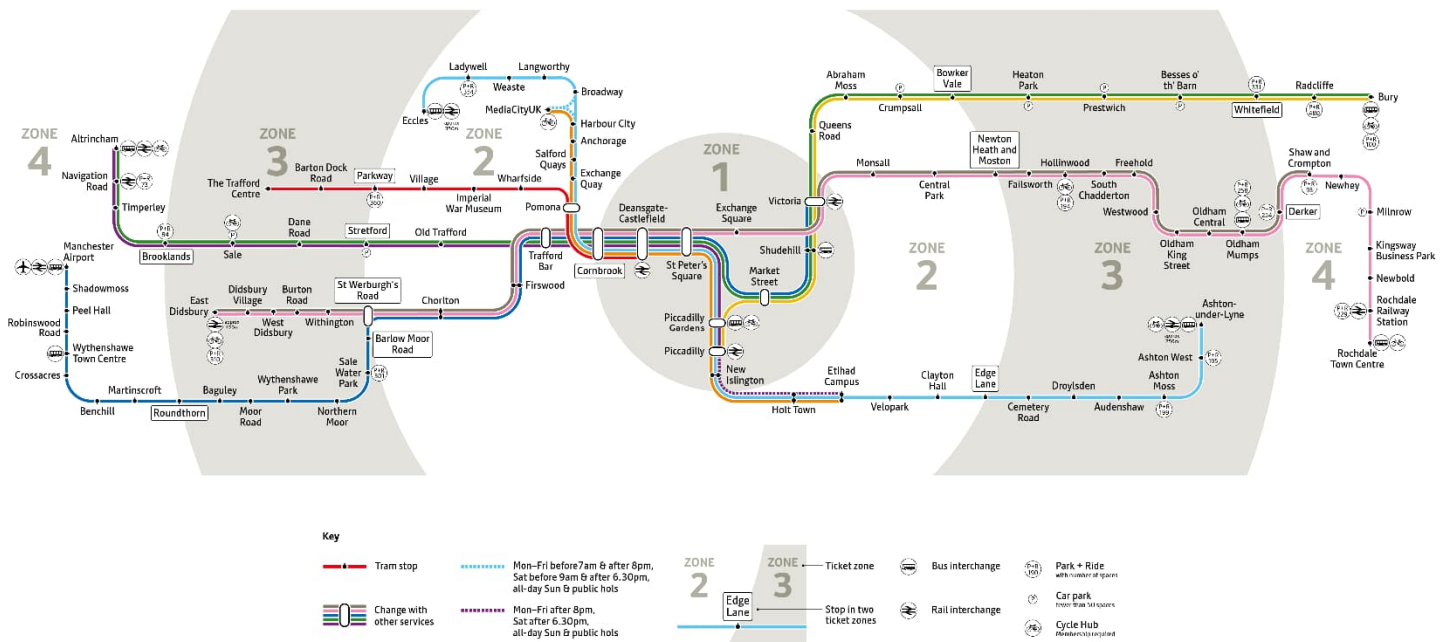


Figure 4.7 – TfGM Metrolink Network Map
(Source: TfGM, 2024)

- 4.4.5 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.
- 4.4.6 In summary, it is concluded the site has an extremely high level of accessibility by Metrolink (light rail).

4.5 Summary

- 4.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are many public transport opportunities within acceptable walking distance of the site.

5.0 Travel Plan Initiatives

5.1 Introduction, Aim and Objectives

- 5.1.1 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 minimise single occupancy car travel to and from the site.
- 5.1.2 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan at the site.
- 5.1.3 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.
- 5.1.4 The ITP will be guided by with the following objectives, all within the above overarching aim:
- **Objective 1** – To encourage and maintain the level of walking to and from the site;
 - **Objective 2** – To encourage and maintain the level of cycling to and from the site;
 - **Objective 3** – To encourage and maintain the level of public transport use to and from the site; and
 - **Objective 4** – To encourage shared transport to and from the site, when residents require access to a vehicle.

5.2 Appointment of Travel Plan Coordinator

- 5.2.1 At least one month before operation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.
- 5.2.2 The responsibilities of a TPC are further detailed in **Section 8** of this report.

5.3 Provision of Sustainable Travel Information

- 5.3.1 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, for example on a noticeboard in the lobby.
- 5.3.2 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; • 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; • 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; • 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; • 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.

Table 5.1 – Sustainable Travel Information

5.3.3 This information will be periodically updated by the TPC.

5.4 Measures to Encourage Walking

- 5.4.1 The development will provide additional publicly accessible spaces, including trees, benches, a rain garden, and hard landscaping, making for a more pleasant area to walk and stop along Whitworth Street West.
- 5.4.2 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.
- 5.4.3 Additional measures such as marketing campaigns incorporating free issue pedometers and alarms, and the implementation of a “walking buddy” scheme could also be considered.

5.5 Measures to Encourage Cycling

- 5.5.1 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.
- 5.5.2 To encourage residents to cycle, the following measures will be provided:
- Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
 - o Provision of signage in and around the site;
 - o Sufficient security at proposed cycle parking facilities; and
 - o Provide an on-site cycle repair stand for residents.
- 5.5.3 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.
- 5.5.4 A sustainable transport fund will be secured via the S106 Agreement to provide incentives to the first residents that occupy the site. Residents would be able to apply for free trial credit for the local Starling Bank Bikes cycle hire scheme or discounted membership of Enterprise Car Club.

5.6 Measures to Encourage Public Transport

- 5.6.1 The TPC will liaise with TfGM on any future improvements and/or extensions to local services.
- 5.6.2 Additional measures such as offering limited time discount tickets, installing a real-time bus arrival / departure information system in a public waiting area, could also be considered.

5.7 Measures to Encourage Shared Transport

- 5.7.1 Some residents that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire. 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.
- 5.7.2 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £8.63 an hour.
- 5.7.3 At the time of writing, the nearest Car Club bays are three bays located at Whitworth Street West and Castle Street, both locations within a c. 300m walk. **Figure 5.1** below shows additional nearby locations that Enterprise Car Club currently operate at.

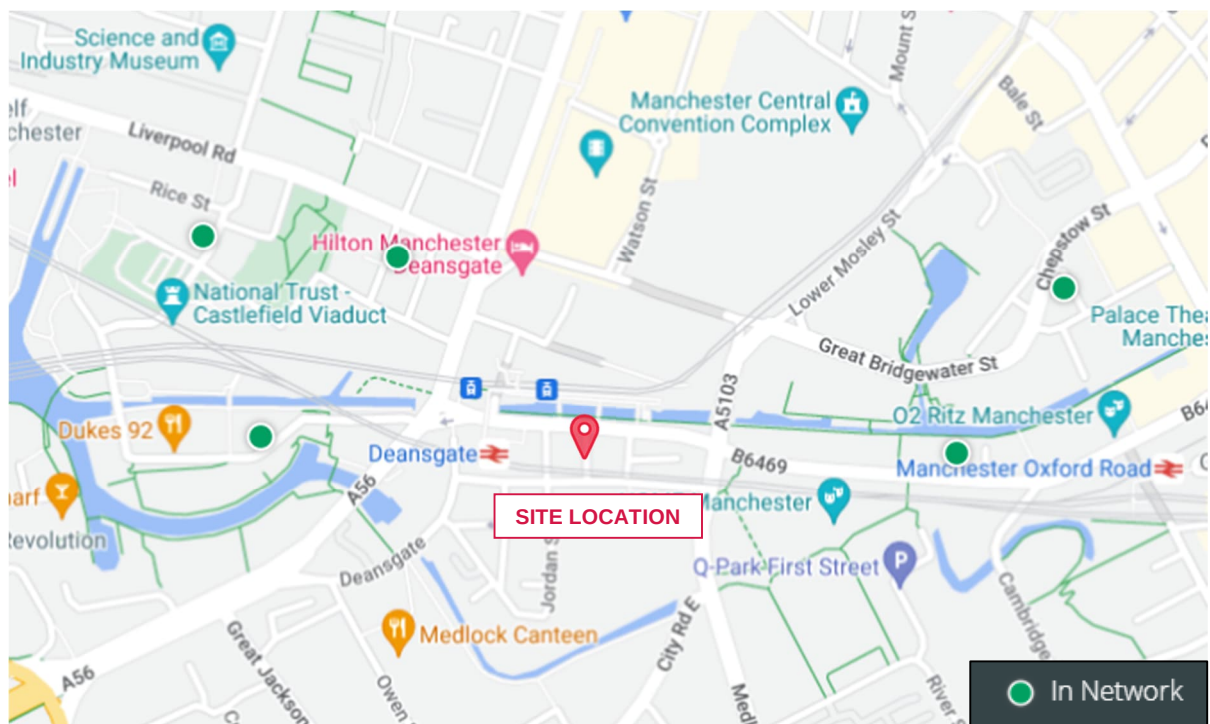


Figure 5.1 – Enterprise Car Club Locations in Vicinity of Site
(Source: Enterprise Car Club)

- 5.7.4 It has been discussed with MCC Highways that an additional Car Club space would be beneficial. Curtins has engaged with Enterprise and has proposed two options for an additional Car Club space for consideration (either opposite the site or further east along Whitworth Street West). It is understood that Enterprise is discussing these options with MCC directly.
- 5.7.5 It is considered that the Car Club could therefore be a highly attractive facility for residents who require occasional private car use, therefore minimising the highway impact.

- 5.7.6 A sustainable transport fund will be secured via the S106 Agreement to provide incentives to the first residents that occupy the site. Residents would be able to apply for discounted membership of Enterprise Car Club or free trial credit for the local Starling Bank Bikes cycle hire scheme.

5.8 Reducing the Need to Travel

- 5.8.1 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered:

- Promoting nearby services (i.e. facilities necessary for everyday functionality that would otherwise require travel away from the site (e.g. during lunchtimes));
- Generous provision of amenity areas across the first three floors; and
- Equipping communal areas with high-speed broadband and free Wi-Fi hotspots to enable easy connection.

6.0 Targets

6.1 Introduction

- 6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out 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.

6.2 Data Collection and Analysis

- 6.2.1 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.
- 6.2.2 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 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.
- 6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 6.2.4 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.
- 6.2.5 Paper surveys will also be made available across communal areas of the site, as necessary. These results will be manually input for analysis alongside the electronic surveys.
- 6.2.6 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.

6.3 SMART Targets

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

- 6.3.2 These SMART targets will be based on travel surveys. They will consider the Travel Plan Initiatives as detailed throughout **Section 6** of this TP and follow the principles and goals of the Greater Manchester Transport Strategy 2040.
- 6.3.3 Once the travel surveys have been undertaken, it will be possible to monitor modal splits so that TP initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are typically set for a reduction in private car use offset by an increase in sustainable modes, but since the development is car-free it is considered that maintaining the likely high proportion of trips by sustainable transport would be a good starting goal.
- 6.3.4 Final targets will be decided following the receipt of the travel surveys, which be arranged within 3 months of first occupation or when 50% occupancy has been reached, whichever is sooner.
- 6.3.5 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.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the ITP.

7.1.2 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.

7.1.3 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.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the TP will lie with the Glenbrook WWS Limited, Maizelands Limited and Arringford Limited 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.

7.2.2 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.

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

7.2.4 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 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 sustainable transport options at the site.

7.3 Travel Plan Coordinator (TPC)

- 7.3.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the 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.
- 7.3.2 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 building management staff.
- 7.3.3 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;
 - 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. MCC and TfGM); and
 - Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.
- 7.3.4 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 both employers and employees, 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.

- 7.3.1 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.

7.4 Monitoring and Evaluation

- 7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.
- 7.4.2 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.
- 7.4.3 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.
- 7.4.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.
- 7.4.5 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, as applicable:
- Reporting of progress against the targets set once the travel survey is completed;
 - Provision of information relating to new initiatives introduced;
 - Provision of information on proposed initiatives due for implementation; and
 - Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).
- 7.4.6 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 will be made available to residents by the TPC.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 10.1** 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	The Applicant 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	TPC

Table 8.1 – Action Plan

8.1.2 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.

8.1.3 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.

Appendix A – Proposed Site Layout

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DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

NOTES

The layout is intended to represent the general intent for a typical floor arrangement. Furniture layout is indicative only.

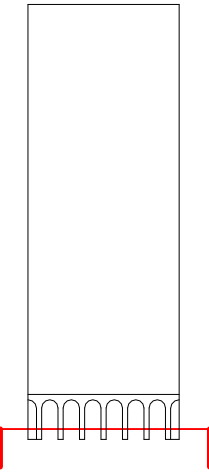
The structural and drainage strategies depicted are indicative only. TBC by Structural and Mechanical/ Electrical Engineers.

The landscape drawn is indicative, refer to Landscape Architect's drawings for landscape strategy.

- KEY:**
- Amenity
 - Reception
 - Back of House
 - Plant
 - Circulation

REVISIONS		
REV.	DATE	AMENDMENT
P01	18/11/24	Issued for Planning

KEYPLAN



CLIENT
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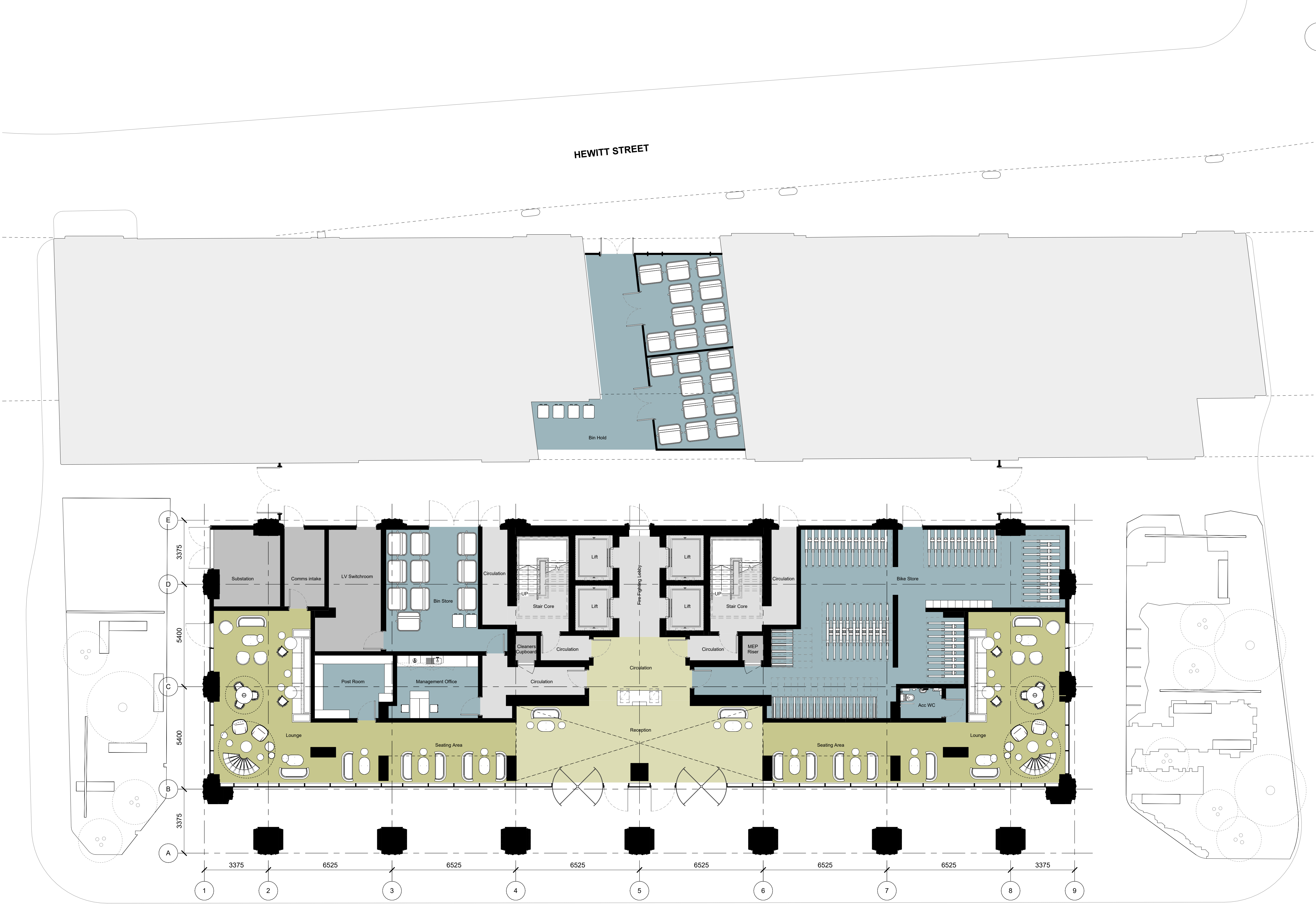
SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 100	18/11/24	MT	PC	TOB

DESCRIPTION
General Arrangement
Ground Floor Plan

STAGE
Stage 2

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	Planning	7196

DRAWING NO.	REV.
7196-SRA-XX-00-DR-A-02100	P01



HEWITT STREET

WHITWORTH STREET WEST

Appendix B – Highway Improvement Scheme Drawings

Active Travel (ATF) City Centre Scheme section 2: Liverpool Road – Whitworth Street West.

This plan shows the permanent changes taking place on Deansgate and Whitworth Street West, between Liverpool Road – Bridgewater Viaduct:

- Motorised traffic is one-way southbound only between Tonman Street and Great Bridgewater Street.
- Two-way traffic resumes from south of Liverpool Road.
- A two-way cycleway separated from traffic by wand orcas (small sections of kerb with a vertical pole) on the eastside of Deansgate from Tonman Street and continues south down Deansgate through the junctions of Great Bridgewater Street and Liverpool Road, and Deansgate and Whitworth Street west.
- Green cycleway surface to highlight the cycleway to motor vehicles at the junctions of Great Bridgewater Way and Liverpool Road, Trafford Street and Deansgate, and Whitworth Street West and Deansgate.
- Green cycleway surface to highlight the cycleway to motor vehicles at the junctions of all sideroads leading on to Whitworth Street west.
- Controlled pedestrian crossings at the junctions of Great Bridgewater Way and Liverpool Road, and Whitworth Street West and Deansgate.
- Zebra crossings across cycleways the junctions of Great Bridgewater Way and Liverpool Road, and Whitworth Street West and Deansgate.
- Zebra crossings across the cycleway to three bus stops on the western section of Whitworth Street west.
- Zebra crossing across the cycleway to a bus stop on Deansgate south of Castle Street.

- Rain Garden drainage at the junction of Deansgate and Whitworth Street west.
- Taxi ranks on the northside of Whitworth Street west, opposite Bugle Street.
- Loading bay on the eastside of Deansgate, between Tonman Street and Great Bridgewater Street.
- Six pay and display parking bays and three blue badge parking bays on the northside of Whitworth Street west, between Rowendale Street and Cameron Street.
- Turning refuge points for cyclists to leave Deansgate onto Tonman Street.
- The scheme boundaries for this section run both sides of Deansgate, from just north of Tonman Street down to south of Castle Street, and extends into the sideroads of Great Bridgewater Street, Liverpool Road, Trafford Street, Bridgewater Street, Whitworth Street west, Albion Street, and Castle Street.

KEY

Footway/paved area

Coloured surfacing

Controlled crossing

Zebra crossing

Black and white wands

Kerb

Scheme boundary

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