

HOTSPUR PRESS PBSA INTERIM TRAVEL PLAN

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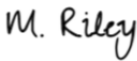
Client Address: 91 Wimpole Street, London, W1G 0EF

Site Address: 2 Gloucester Street, Manchester, M1 5QR

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Manner to provide traffic and transportation advice in relation to the proposed redevelopment of the existing Hotspur Press building located on Cambridge Street/Gloucester Street within Manchester City Centre.
- 1.1.2 The proposals include 595 Purpose Built Student Apartments (PBSA) in a part 4-5-storey/part 37-storey building. No car parking (apart from the provision of 1no. disabled bay on Cambridge Street/Gloucester Street) will be provided in line with an existing consent at the Site.
- 1.1.3 Curtins previously assisted with the consented development for 171 residential apartments on the Site (Application Reference: 120635/FO/2018) – which was car free, albeit for an on-street disabled bay proposed on Cambridge Street/Gloucester Street.
- 1.1.4 The Proposed Development plans are provided in **Appendix A** to the rear of the report.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities and Local Government (MHCLG, now the Department for Levelling Up, Housing and Communities (DLUHC)) as:

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

Source: National Planning Policy Framework, MHCLG, 2021.

- 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: 084456-CUR-00-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.

- 1.3.3 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

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

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

- 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 (now DLUHC), 2021;
- National Planning Practice Guidance, DCLG (now DLUHC), 2014;
- Manchester Core Strategy (2012-2027); and
- Greater Manchester Transport Strategy 2040, 2021.

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **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** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 7** outlines the strategy for Travel Plan targets.
- 1.4.5 **Section 8** 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.
- 1.4.6 **Section 9** identifies a marketing strategy on how the plan will be implemented on an ongoing basis together with a strategy for communicating the travel plan to all site users.

- 1.4.7 **Section 10** concludes the report by providing an Action Plan that summarises the document, how the plan will be funded, and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

- 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 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 NHS¹, boost local businesses, improve the mobility and independence of those who cannot drive², and encourage greater social cohesion³.
- 2.1.3 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.

2.2 Primary Benefits

- 2.2.1 Most car journeys are within cycling distance, and many could be walked⁴. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km⁵:

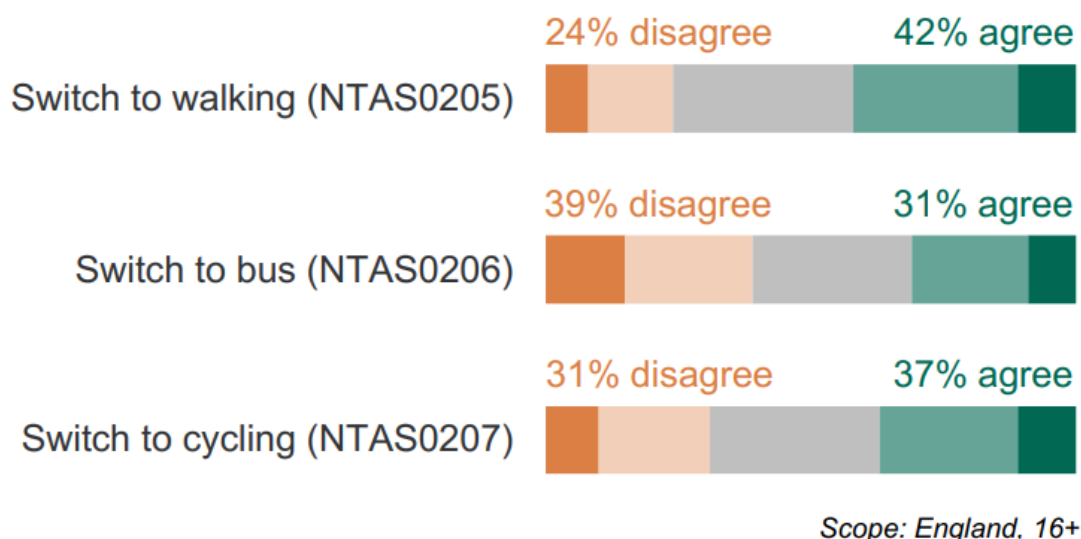


Figure 2.1 – Willingness to Switch Mode of Travel

¹ 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

² 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

³ Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

⁴ Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: <https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis>

⁵ Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: <https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1>

2.2.2 **Figure 2.2** illustrates some of the benefits of walking, wheeling, and cycling in Sustrans' Index cities, which includes Greater Manchester⁶.



Figure 2.2 – Benefits of Active Travel for Greater Manchester / Index Cities

- 2.2.3 Within Greater Manchester, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands and traffic congestion has a £1.3 billion cost to businesses in every year⁷.
- 2.2.4 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved.
- 2.2.5 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries⁸. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.
- 2.2.6 Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.

⁶ Sustrans and TfGM (2022). Greater Manchester Walking and Cycling Index 2021 [Online]. Available at: <https://www.sustrans.org.uk/media/10485/greater-manchester-walking-and-cycling-index-2021.pdf>

⁷ Mayor of Greater Manchester, Greater Manchester Combined Authority and TfGM (2018). A Greater Manchester Congestion Deal [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/1JkCTKjf3Gg4cCG6SMOQil/4de8eb327adb2c8fec2a654c6ce24c9/17-1821_GM_Congestion_Deal_2018_Final.pdf

⁸ Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: <https://cleanairgm.com/air-pollution/>

- 2.2.7 People in Greater Manchester can sign up to receive free air pollution alerts for when air quality is forecasted to 'moderate' or above at <https://cleanairgm.com/data-hub/forecast-and-alerts/>.
- 2.2.8 Within Greater Manchester, 1,200 premature deaths are linked to air pollution in the region annually¹⁰.
- 2.2.9 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*⁹. **Figure 2.3** below demonstrates that although most adults (63%) meet this guidance¹⁰, a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

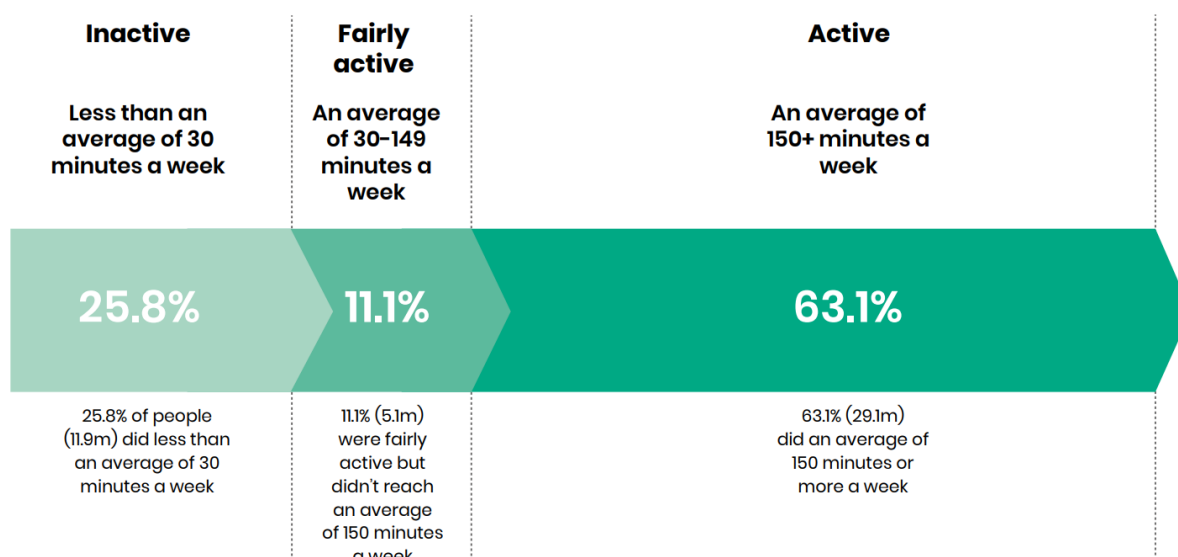


Figure 2.3 – Activity Levels for Adults

- 2.2.10 This has contributed to poor health in much of the adult population¹¹:

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

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

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

⁹ 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>

¹⁰ Sport England (2020). Active Lives Adult Survey: November 2021/22 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports

¹¹ NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: <https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021>

2.2.11 The UK Chief Medical Officers¹¹ further state:

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

2.2.12 Poor air quality is the largest environmental risk to public health in the UK¹². Road transport contributes to a third of all nitrogen dioxide (NO₂) and an eighth of all particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

2.2.13 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.4** overleaf.

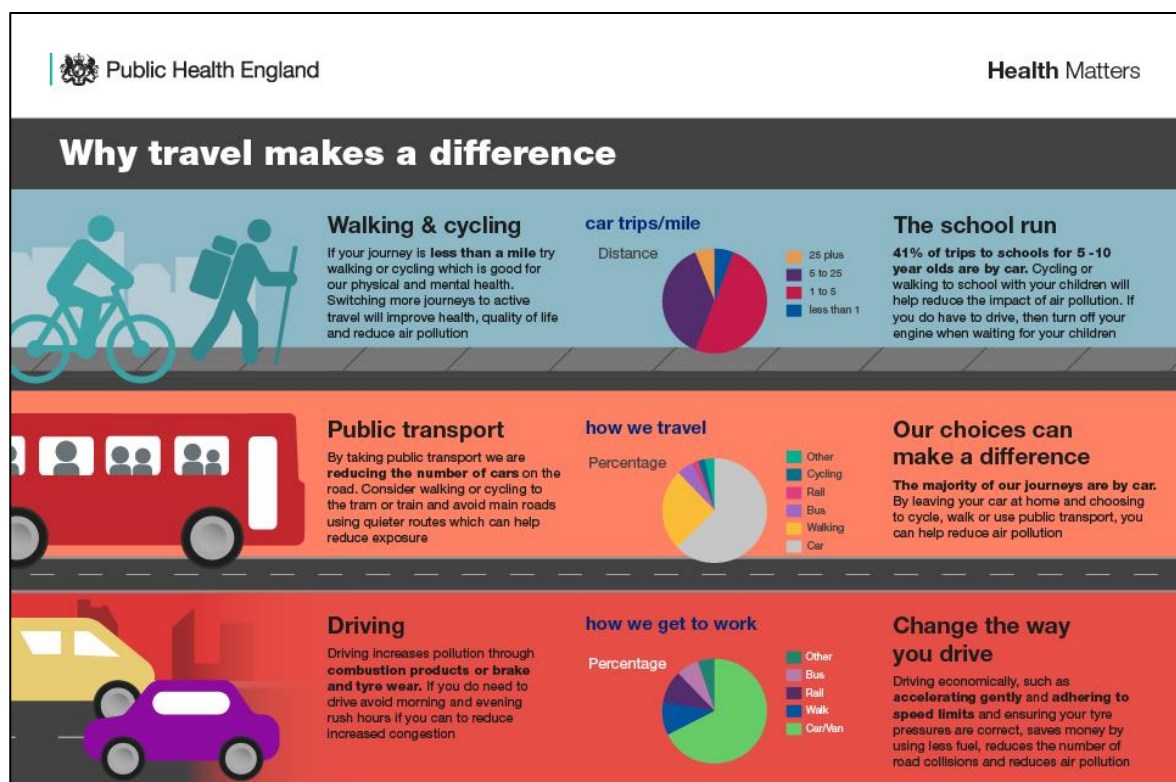


Figure 2.4 – The Impact of Travel Behaviour on Public Health

¹² 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>

2.2.14 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being “staggering”¹³.

Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.

Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.

In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.

¹³ 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>

3.0 Existing Situation

3.1 Site Location

3.1.1 The proposed development site is located in Manchester City Centre. It is situated on land immediately adjacent to Cambridge Street to the east, the River Medlock to the south and west with First Street beyond, and a railway viaduct and arches to the north.

3.1.2 It is located immediately to the east of the First Street Strategic Regeneration Framework Area and is recognised as an important opportunity for improving connectivity between First Street and the wider City Centre.

3.1.3 **Figure 3.1** shows the site location:

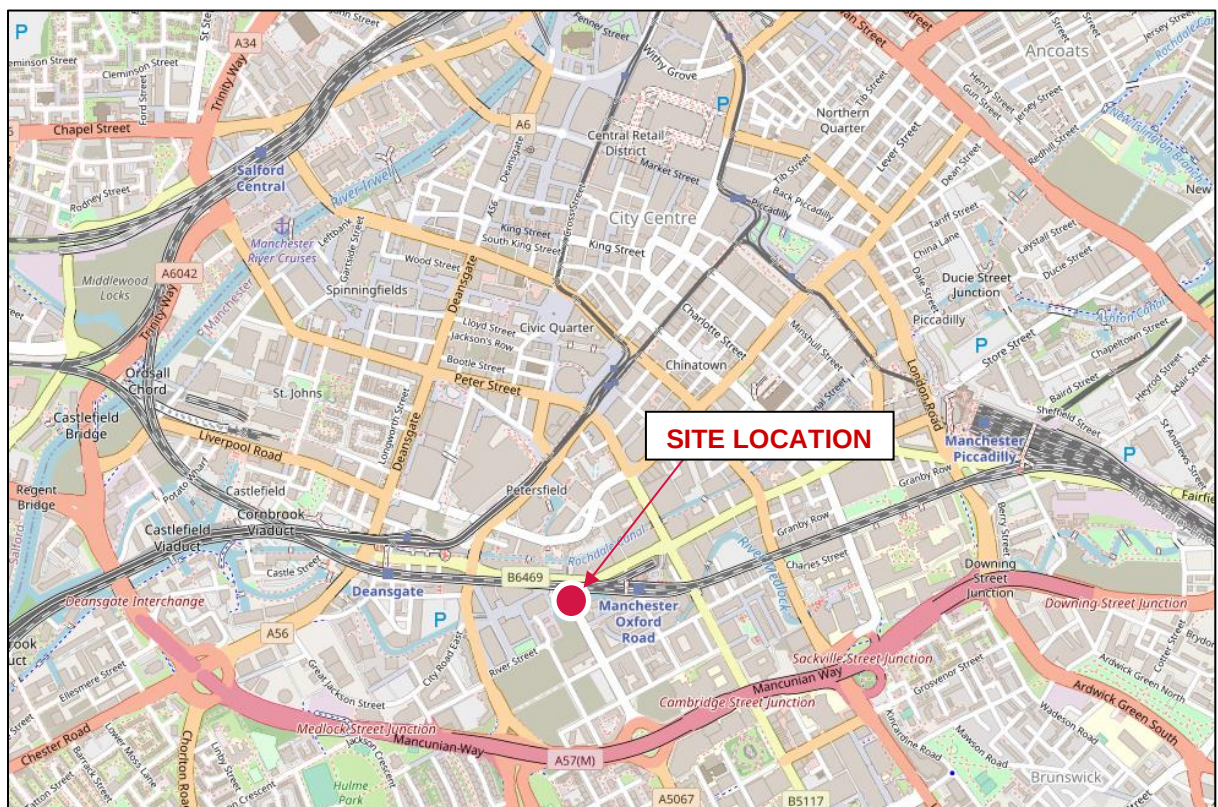


Figure 3.1 – Site Location
(Source: OpenStreetMap, 2023)

3.2 Existing Use

3.2.1 The Site comprises approximately 0.3 ha of previously developed land, consisting of the Hotspur Press mill building constructed between 1802 and 1880. It was originally used as a cotton mill during the 19th century before being taken over by the Percy Brothers as a printing facility in the mid-20th century. More recently, the building has been used for a variety of smaller scale uses, such as a printing shop and rehearsal space, before becoming vacant in 2011.

3.2.2 As recognised in Section 1, Curtins previously assisted with the consented development for 171 residential apartments on the Site (Application Reference: 120635/FO/2018). This comprised a car free development but included the provision of 1no. on-street disabled bay on Cambridge Street/Gloucester Street.

3.3 Existing Access Arrangements

- 3.3.1 There is currently no formal access to the Site, but historical access was undertaken from Cambridge Street and to the west via First Street.
- 3.3.2 A servicing shutter is situated at the south-eastern corner of the building which would have allowed a previous former vehicular access. A second smaller historical vehicular access gate is located via a dropped kerb along the walled façade.

3.4 Surrounding Highway Network

3.4.1 Table 3.1 below presents the key characteristics of the roads immediately surrounding the site:

Road Name / Characteristics	Cambridge Street/ Gloucester Street	Whitworth Street West
Classification	Public. c. 8m-wide single carriageway, two-way traffic. Gloucester Street accommodates left- and right turning lanes onto Whitworth Street.	Public. c. 14m-wide single carriageway, two-way traffic. Various instances of on-street parking, loading bays, and designated turning lanes.
Pedestrian Infrastructure	c. 2.5m-wide footways on both sides of the road. Dropped kerbs, with no controlled crossing points due to proximity of Whitworth Street West crossings.	c. 3.5m-wide footways on both sides of the road, dropped kerbs with tactile paving. Controlled pedestrian crossing points.
Cyclist Infrastructure	None.	On-road cycle lanes, Advanced stop lines for cyclists.
Public Transport Infrastructure	Northbound bus stop adjacent to River Street. Southbound stop located further south along Cambridge Street. Stops comprise a flagpole only.	Pair of bus stops c. 175m to the east / c. 350m to the west of the Site access, all with flag and pole.

Road Name / Characteristics	Cambridge Street/ Gloucester Street	Whitworth Street West
Speed Limit	20mph.	20mph
Street Lighting	Yes.	Yes.
Restrictions / Parking / Loading Provision	Double yellow lines (no waiting at any time) along the majority of the road.	Double yellow lines (no waiting at any time) along the majority of the road. Marked on-street parking bays.

Table 3.1 – Surrounding Highway Network Summary

3.5 Access for Mobility and Visually Impaired Users

- 3.5.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired.
- 3.5.2 These features include signalised crossing facilities, inclusive of dropped kerbs and tactile paving at the junction of Whitworth Street West and Cambridge Street. Additionally, uncontrolled crossing facilities are provided on Cambridge Street, complete with dropped kerbs and tactile paving, for onward journeys towards University facilities.
- 3.5.3 Blue badge holders can also park free of charge without any time limits at any Pay & Display bay – of which are discussed in Section 4.

4.0 Development Proposals

4.1 Introduction

4.1.1 This report has been prepared in order to support the redevelopment of the existing Hotspur Press building located in Manchester City Centre.

4.1.2 The development description is as follows:

“Partial demolition of the former Hotspur Press Complex (Medlock Mill) and redevelopment of the site to provide Purpose Built Student Accommodation (Sui Generis Use Class) above ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)), within a part 4/5-storey and part 37-storey building plus roof parapet level above basement level, associated ancillary internal and external amenity space, public realm (including a new public square), hard and soft landscaping and associated highway works.”

4.1.3 Curtins previously assisted with the consented development for 171 residential apartments on the Site (Application Reference: 120635/FO/2018) – which was car free, albeit for an on-street disabled bay proposed on Cambridge Street/Gloucester Street.

4.1.4 A key element of the consented application was with respect to the loading bay and 1no. disabled bay located on Cambridge Street/Gloucester Street adjacent to the Site; this was agreed following various discussions with Highways Officers at MCC and Transport for Greater Manchester (TfGM) to agree on a suitable approach without obstruction to the vehicular traffic on the main carriageway.

4.1.5 As part of the proposals, a newly developed area of public realm is envisaged to be created, linking Cambridge Street/Gloucester Street and the Proposed Development to the existing First Street development to the west. Discussions are ongoing with the adjacent landowner at First Street to facilitate this connection.

4.1.6 The First Street area of public realm in relation to the Proposed Development is displayed in **Figure 4.1**.

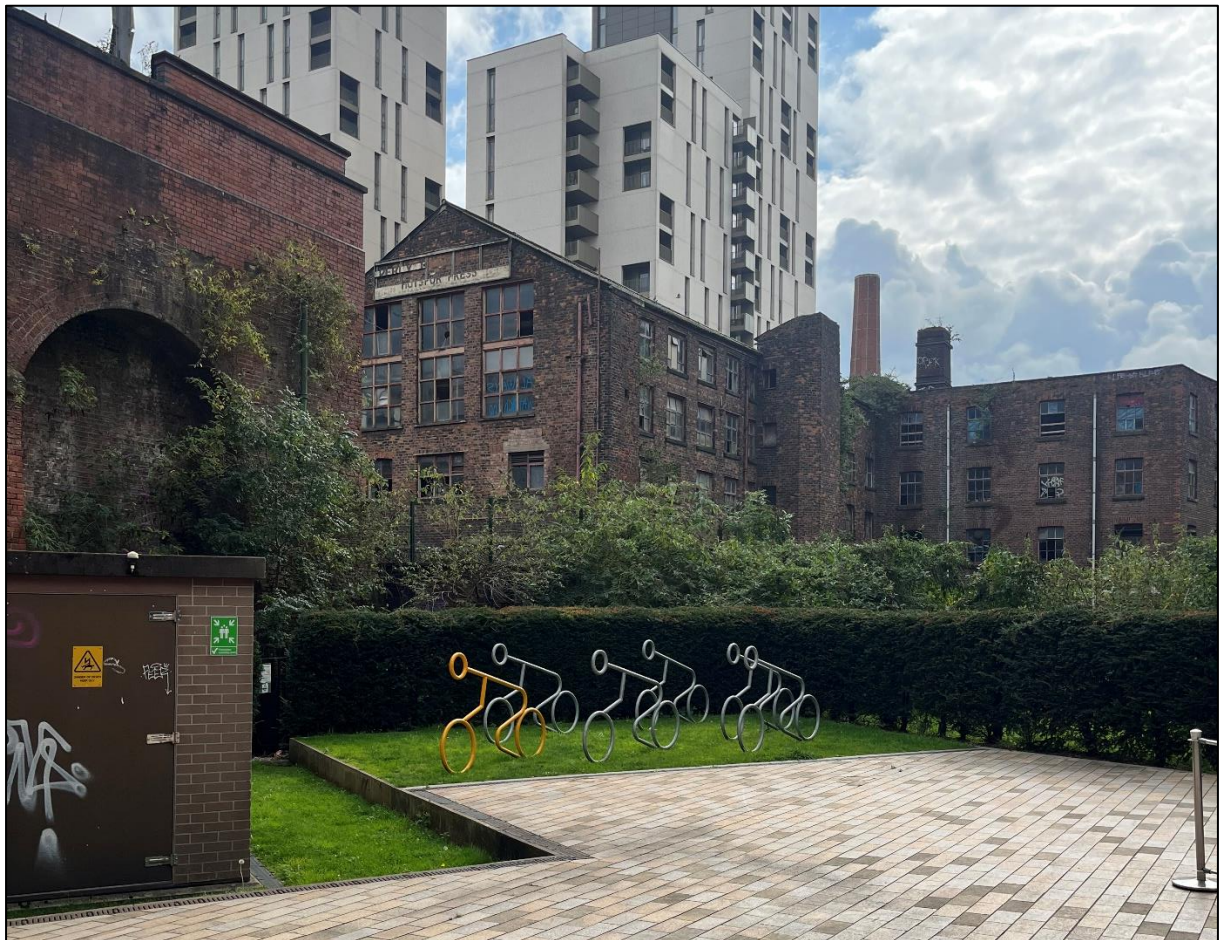


Figure 4.1 – First Street Area of Public Realm

4.1.7 The Proposed Development plans are provided in **Appendix A** to the rear of the report.

4.2 Proposed Access

Vehicular Access

4.2.1 As originally agreed with MCC Highways in 2018, (and subsequently as part of scoping discussions in September 2023) and considering the highly accessible nature of the Site (particularly regarding Site proximity to public transport options, explored further within **Section 5**), no standard parking is proposed.

4.2.2 Therefore, there is no standard resident or standard visitor access requirements for vehicles. Further information is provided in Section 4.3.

4.2.3 However, there is a requirement for disabled parking and servicing access. The consented approach has been retained as part of the development proposals, which is adjacent to the eastern side of the building along Cambridge Street/Gloucester Street. This area is displayed in **Figure 4.2**.



Figure 4.2 – Site Frontage: Cambridge Street/Gloucester Street

- 4.2.4 The Proposed Development will retain new loading area and single disabled parking bay along Cambridge Street/Gloucester Street from the previously consented development plans.

Pedestrian and Cycle Access

- 4.2.1 As part of the proposals, new public realm will be created to the north of the building which will be directly accessed from the east via Cambridge Street/Gloucester Street. In addition, it is envisaged that this will form a connection to the west via the First Street development. An extract of the wider Masterplan is shown below in **Figure 4.3**.

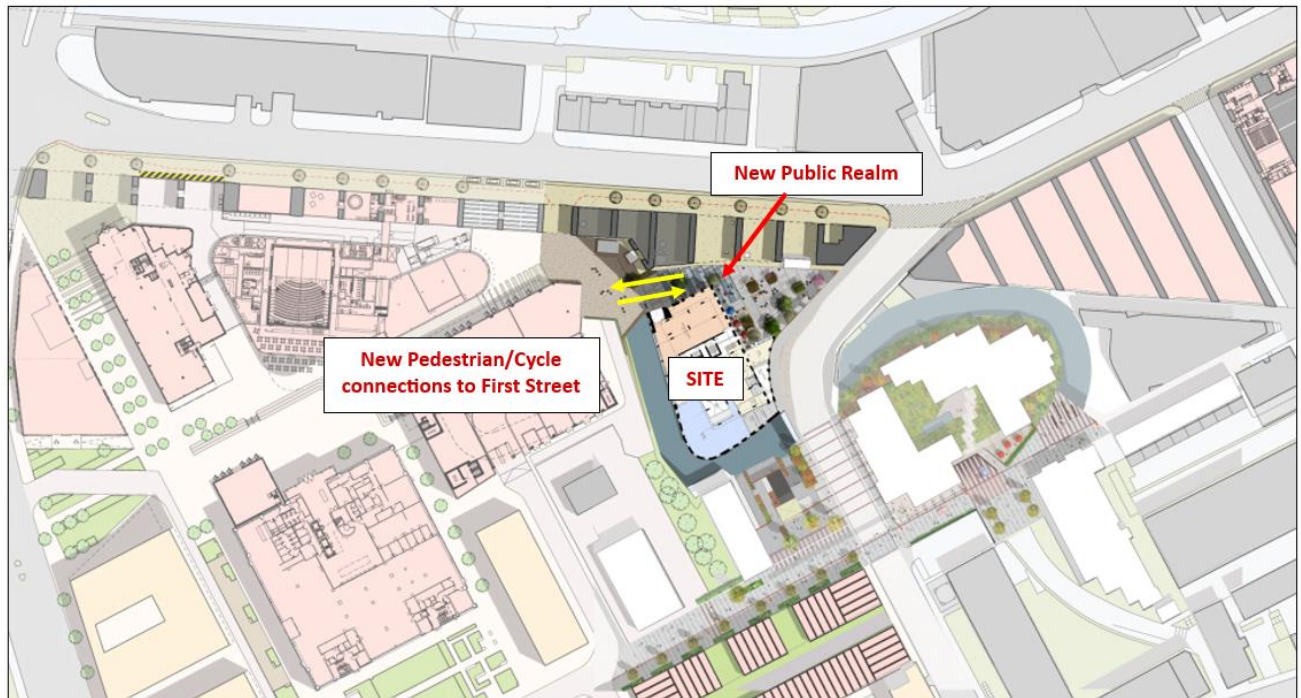


Figure 4.3 – Masterplan and New Ped/Cycle Connections (Source: Hodder + Partners)

- 4.2.2 This would comprise a major benefit as part of the proposals, as this will considerably enhance active travel opportunities between the Proposed Development site and uses surrounding the Site towards the existing facilities, amenities and leisure/employment uses to the west within the First Street area.
- 4.2.3 This will therefore open up the wider area and create a new place for interactions and connections. It is also noted that this new publicly accessible link would be traffic-free route and allow future residents to safely access amenities without the requirement to cross adjacent carriageways and therefore reduce potential interactions with vehicles.

4.3 Parking Provision

Car Parking

- 4.3.1 In line with other recently consented PBSA developments in the City Centre, no standard car parking will be provided as part of the Proposed Development. Due to the nature of the development, there is no day-to-day parking demand, hence no spaces are proposed.
- 4.3.2 In addition, no parking standards are provided for this land use, so this is on a case-by-case basis. The car-free proposals were agreed with MCC Highways during scoping discussions.
- 4.3.3 Notwithstanding this, 1no. disabled parking bay will be provided on-street along Cambridge Street/Gloucester Street. In addition to the 1no. disabled bay proposed, **Table 4.1** displays the number of disabled spaces in the vicinity of the Site should these be required.

Location of Disabled Spaces	Number of Spaces	Distance (m)
First Street	28	250m
Station Approach	2	270m
Oxford Street	2	300m
Chester Street	4	450m
Total	36	-

Table 4.1 – Existing Disabled Parking (in proximity to the Site)

- 4.3.4 In addition, it is noted that disabled drivers who hold a Blue Badge can also use parking bays across Manchester for free and for an unlimited time.
- 4.3.5 To the north of the site, accessed via Gloucester Street to the east, Whitworth Street West benefits from 35no. on-street pay and display bays which are less than 100m distance from the proposed main residential access point. Furthermore, there are a further 9no. pay and display bays located c.100m south of the Site on Cambridge Street/Gloucester Street. This totals c.44no bays within 100m distance from the Site.
- 4.3.6 There are also a number of parking bays present in the existing 'Q-Park' facility at First Street. As stated on the facility website, this includes:
- Parking spaces: 700
 - Disabled spaces: 28
 - Electric charging points: 6
- 4.3.7 The available parking spaces are shown visually in **Figure 4.4**.

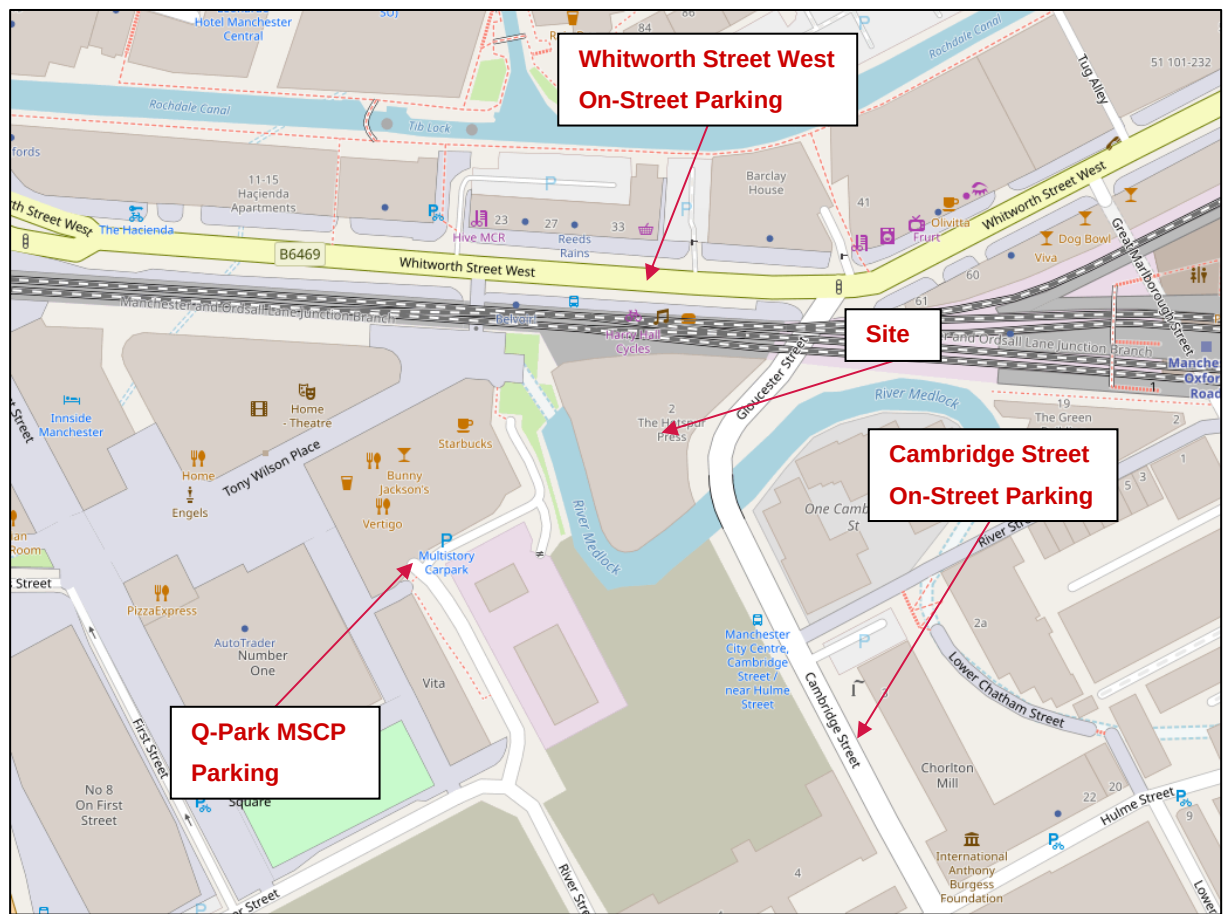


Figure 4.4 – Car Park Locations (selected)

4.3.8 Notwithstanding the above, it is envisaged that considering the highly accessible nature of the Site (discussed more throughout **Section 5** of this Travel Plan), the vast majority of Site users would access the development by sustainable modes of travel.

Cycle Parking

4.3.9 As part of the proposals, 110 cycle parking spaces are proposed for the PBSA, which equates to c.18.5% provision – which has been discussed with MCC Officers.

4.3.10 This is due to the constraints associated with the development site and consideration of existing student residential developments where cycle parking is underutilised.

4.3.11 Furthermore, 6 spaces (5%) of the 110 total spaces will be in the form of adaptive spaces to accommodate people with mobility impairments - in line with LTN 1/20.

4.3.12 As part of the post-application response associated with Application 138805/FO/2023, MCC Highways confirmed that 100% cycle parking provision (as requested by Active Travel England) is excessive.

4.3.13 It should be noted that the proposed provision of 18.5% exceeds similar schemes which have previously been granted planning permission within Manchester.

- 4.3.14 For example, Unite Kincardine Court provided 50 spaces for 329 students (equating to 15% provision) and 10 for visitors and staff (MCC planning reference: 124472/FO/2019), while the Student Castle accommodation on 1 Great Marlborough Street was approved with 1 space per 20 bedrooms (5%) (MCC planning reference 091920/FO/2009/C1).
- 4.3.15 In addition, a review of Archway Halls (MCC Application Reference: 120896/FO/2018) has been undertaken, which provided a total of 40 secure cycle spaces for a total of 491 student bedrooms; this equates to 8% provision. This was approved in October 2018.
- 4.3.16 With respect to the commercial unit, the final use is unknown at this stage. Consideration has been given to the cycle parking standards set out within the Manchester Core Strategy (2012 – 2027) which notes that 1 space is to be provided per 140m² with respect of a food retail store. This equates to 3no. cycle spaces required for the commercial use based on the c.414m² commercial unit proposed. These spaces will either be proposed within the building or within the landscape area in an appropriate secured facility.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

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

5.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

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

5.2 Active Travel Guidance

5.2.1 Research has indicated that acceptable active travel 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 Model Design Code – Part 2 (NMDC, published by DLUHC, 2021) expresses *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*

Walking

5.2.3 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).”*

5.2.4 Despite the NDG characterising 800m as a maximum acceptable walking distance, the DfT’s 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.

- 5.2.5 The 2km catchment extends as far as Manchester Victoria Station in the north, beyond Manchester Piccadilly Station in the east, areas of Moss Side in the south and to eastern areas of Salford in the west. The whole of Manchester City Centre is situated within a 2km walking catchment.
- 5.2.6 The student accommodation proposals are the following walking distances of Manchester University's:
- Manchester Metropolitan University: 450m (c. 6 mins)
 - University of Manchester: 1.2km (c.15 mins)
 - University of Salford: 2.8km (c. 36 mins)
- 5.2.7 There are several facilities within a 500m catchment; including employment opportunities, food and drink uses and retail uses (local food store) at the adjacent First Street development. Additional amenities are available along Whitworth Street West, including a variety of local businesses and retail.
- 5.2.8 A 1,000m catchment includes additional facilities such as Post Office facilities, a Pharmacy and Manchester Central Library. A significant proportion of Manchester City Centre is accessible within this catchment, including a variety of employment opportunities and leisure, food/drink and retail opportunities.
- 5.2.9 A vast amount of additional facilities and amenities are accessible within a 2,000m catchment across Manchester City Centre.

Cycling

- 5.2.10 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 22, except 2014/15 and 2020. Cycling trip lengths are greater in rural than urban areas (NTS9910b).
- 5.2.11 LTN 1/20 characterises 5 miles / 8km as “*an achievable distance to cycle for most people*”. This aligns with National Travel Survey statistics which demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively.
- 5.2.12 An 8km cycle catchment from the site extends as far as Prestwich in the north, Audenshaw to the east, East Didsbury in the south and Salford to the west. The City Centre is also highly accessible by bicycle. All major train and bus stations being located within 8km of the Site, and are accessible following Sustrans cycle routes.
- 5.2.13 National Cycle Route 6 is accessed along Cambridge Street and Whitworth Street West. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and connects London and Threlkeld in Cumbria. More locally, the route connects the Site to areas in

the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.

5.2.14 The student accommodation proposals are the following cycling distances of Manchester University's:

- Manchester Metropolitan University: 450m (c. 2 mins)
- University of Manchester: 1.2km (c. 5 mins)
- University of Salford: 2.8km (c. 13 mins)

5.2.15 Furthermore, local routes in the vicinity of the site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package.

5.3 Accessibility by Public Transport

5.3.1 The site is highly accessible by public transport; with 60-minute catchments extending as far as far as Preston in the north, Huddersfield in the east, Holmes Chapel in the south and Liverpool in the west.

5.3.2 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), while a distance of up to 500m (for high frequency bus corridors) is quoted as a maximum walking distance to bus services in the CIHT document ‘Buses in Urban Developments’ (2018).

5.3.3 Accessibility by bus and rail are considered in further detail within the subsections below.

Bus Accessibility

5.3.4 The nearest bus stops to the site are located approximately 100m from the site along Cambridge Street, and Whitworth Street West. These stops are well within the 400-500m walking distances quoted above.

Table 5.2 details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Typical Frequency		
		Mon – Fri	Sat	Sun/Hols
44	Manchester Airport — Gatley — East Didsbury — Fallowfield — Manchester	Every 2 Hours	Every 2 Hours	-
45	Heald Green — East Didsbury — Fallowfield — Manchester	Every 2 Hours	Every 2 Hours	-
101	Wythenshawe — Newall Green — Northenden — Moss Side — Manchester	Every 15 mins	Every 15 mins	Every 20 mins
102	Wythenshawe Hospital — Wythenshawe — Moss Side — Manchester	Every 30 mins	Every 30 mins	Hourly
108	Timperley — Northern Moor — Moss Side — Manchester	3 AM Peak Services	-	-

Table 5.1 – Summary of Bus Service Frequencies from Cambridge Street

- 5.3.5 The 101-bus service can be used from Cambridge Street to access Manchester Metropolitan University and the University of Manchester. This journey reduces the required walking distance significantly, therefore making the journey appropriate for students who could have limited mobility.
- 5.3.6 The site is considered highly accessible by bus, with regular access to key destinations including transport interchanges in the City Centre.

Rail Accessibility

- 5.3.7 The nearest train station is Manchester Oxford Road, located approximately 250m walk of the site. This station is well within the 800m walking distance quoted above. Oxford Road Station facilitates regular access to a number of stations including:
- Blackpool North;
 - Crewe;
 - Liverpool Lime Street (via Liverpool South Parkway);
 - Llandudno Junction;
 - Manchester Airport;
 - Newcastle;
 - Norwich
 - Preston (Lancs); and
 - Warrington Central.
- 5.3.8 There are also opportunities to change at Manchester Piccadilly to access other national services to key destinations across the UK, and with the completion of Ordsall Chord, improved links to Victoria.

Metrolink

- 5.3.9 The nearest Metrolink station is Deansgate, approximately a 400m walk from the site. The vast majority of lines pass through the station, including:
- Altrincham – Bury;
 - Altrincham – Piccadilly;
 - Ashton-under-Lyne – Eccles;
 - East Didsbury – Rochdale Town Centre;
 - Victoria – Manchester Airport; and
 - MediaCityUK – Etihad Campus.
- 5.3.10 Users can also change at Market Street to access the remaining ‘Bury – Piccadilly’ Metrolink line.
- 5.3.11 The following **Table 5.3** outlines the start and finish times of all Metrolink services. Trams run every 12 minutes (with the exception of the Deansgate-Castlefield to Manchester Airport line early morning services, which run every 20 mins):

	Route	Mon - Thurs	Fri	Sat	Sun/Hols
1	Altrincham – Bury	05:49 – 23:01	05:49 – 00:01	05:49 – 00:01	06:49 - 23:01
2	Altrincham – Piccadilly	05:49 – 23:37	05:49 – 00:37	05:49 – 00:37	06:49 – 23:37
3	Ashton-under-Lyne – Eccles	05:55 – 23:05	05:55 – 00:05	05:55 – 00:05	06:56 – 22:56
4	Bury - Piccadilly	05:54 – 23:30	05:54 – 00:30	05:54 – 00:30	06:54 – 23:30
5	East Didsbury – Rochdale Town Centre	05:50 – 23:14	05:50 – 23:50	05:50 – 23:50	06:46 – 22:46
6	Victoria – Manchester Airport	03:13 – 05:57	03:13 – 05:57	03:13 – 05:57	03:09 – 06:52
		05:57 – 23:09	05:57 – 23:09	05:57 – 00:09	06:52 – 23:04
7	MediaCityUK – Etihad Campus	06:06 – 23:40	06:06 – 00:40	06:06 – 00:40	07:07 – 22:31

Table 5.2 – Summary of Metrolink Services

5.3.12 The site is therefore well served by rail and Metrolink with a wide range of services withing walking distance.

5.4 Summary

5.4.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of excellent public transport opportunities within acceptable walking distance of the site.

6.0 Travel Plan Initiatives

6.1 Introduction

- 6.1.1 Considering the high levels of accessibility and as there is no regular parking proposed, it is considered the vast majority of residents will travel to/from the site via sustainable modes of travel.
- 6.1.2 The absence of car parking at the proposed development is a demand management measure that would also encourage active and sustainable travel.
- 6.1.3 Notwithstanding, this section of the ITP sets out the initiatives that could be implemented in a full Travel Plan for the development.
- 6.1.4 The initiatives are designed to reduce resident dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document.

6.2 Appointment of Travel Plan Coordinator (TPC)

- 6.2.1 At least one month before first occupation 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.
- 6.2.2 One of the primary responsibilities of the TPC is to engage with MCC/TfGM, to implement and manage the TP, and to be the main point of contact for residents.
- 6.2.3 Additional responsibilities of a TPC are further detailed in **Section 8** of this report.

6.3 Production of Welcome Packs

- 6.3.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that welcome Packs will be supplied to all residents at the development in the early stages of operation. The contents of the Welcome Packs will include:
 - Introduction to the TP concept detailing objectives and aspirations;
 - Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Maps showing local walking/cycling routes and places of interest;
 - Details of public transport services, including timetables and routes; and
 - Details of the Travel Plan Co-ordinator (TPC).

- 6.3.2 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to residents, or on notice boards to be placed in communal areas.

6.4 Measures to Encourage Walking

- 6.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.
- 6.4.2 It has been demonstrated throughout **Section 5** of this ITP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot.
- 6.4.3 Furthermore, the new public realm will create and enhance pedestrian movement between the Site and First Street to the west for existing users and future residents; this connection is currently being explored with the adjacent landowners.
- 6.4.4 The following measures will be provided in order to encourage residents to walk:
- Raise awareness of the health benefits of walking;
 - Promote national events such as “National Walking Month”;
 - Provide clear signing of pedestrian routes within and adjacent to the Site;
 - Provide adequate lighting, landscaping, and shelter to create pleasant pedestrian areas; and
 - Regularly review and update information (if necessary) provided within the Welcome Packs / notice boards / Travel Page on the development’s website, such as:
 - Local pedestrian routes, including public footpaths and walking times to key destinations;
 - The www.plotaroute.com website for journey planning on foot; and
 - The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups.
- 6.4.5 Additional measures such as the implementation of a ‘walking buddy’ scheme, issuing personal alarms, and a pool of umbrellas could also be considered.

6.5 Measures to Encourage Cycling

- 6.5.1 It has been demonstrated throughout **Section 5** of this ITP that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle parking provided at the development as part of the development proposals, with space for a total of 110 bicycles. The cycle store is designated to be used by all residents.
- 6.5.2 Furthermore, the new public realm will create and enhance cycling movement between the Site and First Street to the west for existing users and future residents; this connection is currently being explored with the adjacent landowners.

6.5.3 To encourage residents to cycle, the following measures would be provided:

- Raise awareness of the health benefits of cycling;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- 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; and
 - Potential to provide an on-site cycle repair stand;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ notice boards / Travel Page on the development's website, such as:
 - Local cycle network routes;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website <https://beeactive.tfgm.com/>;
 - TfGM's cycle hire scheme (<https://beeactive.tfgm.com/cycle-hire/>) which users can access using the Beryl app;
 - Local cycle shops; and
 - Marketing campaigns such as "National Bike Week".

6.5.4 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 will be the responsibility of the individual to fund the repairs), and having the TPC negotiate discounts with local cycle retailers could also be considered.

6.6 Measures to Encourage Public Transport

6.6.1 It has been demonstrated throughout **Section 5** of this ITP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester city centre.

6.6.2 The following measures will be provided in order to encourage users to travel by public transport:

- Distribute details of the Traveline Journey Planning tool for the Northwest. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Advertise any promotions/discounts offered by public transport operators; and
- Distribute details of the TfGM website and real-time mobile app;
- Provide up to date bus details including timetables/contact information in the welcome packs;

- Promoting University of Manchester Travel Zone (Service 147) for free bus services between North and South Campus (<https://www.stagecoachbus.com/promos-and-offers/manchester/unirider>) and also the 101-bus service can be used from Cambridge Street to access Manchester Metropolitan University and the University of Manchester; and
- Promote the range of discounts available to students for bus, train, and tram (such as the Manchester Metropolitan University options found at: <https://www.mmu.ac.uk/student-life/community/travel/discounts/>).

6.7 Marketing and Promotional Measures

6.7.1 Providing easily accessible information on travel options can be important in influencing travel patterns. Relevant elements of the Travel Plan will be supplied to all residents at the site electronically (via a Travel Page on the development's website) and/or physically on notice boards in communal areas. This will include:

- Providing a summary of the TP in the Welcome Pack;
- Publicising the TP with posters and notice boards in communal areas; and
- Organising regular promotional events in a communal area.

6.7.2 A version of the latest TP document should be made readily accessible to all future residents of the site.

6.8 Summary

6.8.1 In summary, the TP initiatives contained in this section can be implemented by the TPC to encourage residents to travel by sustainable modes of transport and contribute to the achievement of objectives set out earlier within this TP.

6.8.2 The list of measures above is by no means exhaustive but form the basis of those to be explored by the TPC and to be agreed with Travel Plan officers from Manchester City Council.

7.0 Servicing and Delivery Strategy

7.1 Introduction

7.1.1 Curtins has consulted with MCC in order to develop an initial management strategy for food and parcel deliveries to the Site.

- 7.1.2 It is recognised that the future operator will establish their own management operation for food and parcel deliveries; however, it was agreed via scoping discussions with MCC that an initial strategy is to be prepared.
- 7.1.3 The guidance provided by MCC is included in italics, and the proposed measures and initiatives are subsequently included.

- 1. *“Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers”.* As part of the development proposals, it is noted that future residents may order online food deliveries, takeaway food and shopping. Delivery vehicles will be expected to use the loading bay provided and take shopping/parcels to the reception area for collection. It is considered that the loading bay provides adequate provision for the likely number of vehicles envisaged to serve the Site. Furthermore, in specific relation to food takeaways and Amazon, a high proportion of deliveries are undertaken via bicycles/cargo bicycles in the City Centre and can therefore park in the public realm avoiding usage of the loading bay.
- *“Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries”.* Signage will be considered in key areas to direct delivery drivers towards reception/public realm. The building management will monitor this and make amendments where necessary to aid confusion and delivery times.
- *“Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries”.* As part of the Welcome Package, residents will be informed to collect deliveries from reception and the process for collections.
- *“Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times”.* Food/parcel deliveries would be spread throughout the day, with the majority of e-commerce deliveries likely to occur outside of typical peak hours. Furthermore, the nature of e-commerce deliveries ensures that if there are multiple deliveries for the units at the development, this would likely be undertaken efficiently to minimise the number of trips. For example, Amazon would likely deliver all parcels to the development as part of the ‘Last Mile Delivery’ service from the associated depot.
- *“Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments”.* Surveys will be conducted as part of the Full Travel Plan to

ensure a review of the initial drop-off process and conclude any improvement recommendations.

- *“Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders”.* A parcel holding area will be provided and the reception area in the building will act as the delivery area for residents.
- *“Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures”.* Parcel deliveries will be required to report to reception and not individual rooms. Residents would be required to meet any food deliveries at the designated meeting area within the public realm.
- *“Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed”.* Feedback of deliveries will be included within surveys completed as part of the Full Travel Plan.

8.0 Targets

8.1 Introduction

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

8.2 Data Collection and Analysis

Travel Surveys

- 8.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.
- 8.2.2 In order to understand travel habits, travel surveys will be distributed to all site users within three months of operation at the site. Residents will be encouraged to participate, and the surveys would extract the following key information:
- Which university each resident attends;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage site users to travel more sustainably.
- 8.2.3 Surveys could be distributed in two ways; electronically, and as paper copies.
- 8.2.4 Firstly, questions could be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents would be sent this link in the early stages of operation and can simply click on it and get directed to an internet-based survey..
- 8.2.5 Paper surveys could also made available to residents across the building. Surveys could be printed and distributed at the reception area. All the results could be manually transferred to the SurveyMonkey computer database for analysis.
- 8.2.6 The information obtained will be used to undertake travel performance indicator and modal split analysis. These can be used to set targets for the site; site users would then be surveyed every two years from the initial survey.

Travel Plan Performance Indicators

8.2.7 The following Travel Plan performance indicators can be considered upon receipt of the travel survey data:

- **Attractiveness / Uptake of sustainable modes** – targets could be set for perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure/storage; and
- **Travel Plan awareness targets** – targets could be set in relation to appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

8.3 SMART Targets

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

8.3.2 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.

8.3.3 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. SMART 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.

8.3.1 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.

8.3.2 Final SMART 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.

9.0 Monitoring and Review

9.1 Introduction

- 9.1.1 This section of the report sets out the proposed management arrangements associated with the ITP.
- 9.1.2 The 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.

- 9.1.3 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.

9.2 Responsibility and Management

- 9.2.1 Overall responsibility for the ITP will lie with the operator. Following construction and full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.
- 9.2.2 The survey information will enable analysis to be undertaken to establish final SMART targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.
- 9.2.3 At this point, the day-to-day responsibility will shift from the operator to the appropriately appointed TPC.

9.3 Travel Plan Coordinator (TPC)

- 9.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:
- Liaising with relevant officers at MCC/TfGM;

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures/initiatives in the TP;
- Liaising with public transport operators;
- Monitoring the TP; and
- Taking a key role in reviewing the TP.

9.3.2 A TPC will be nominated in due course.

9.4 Monitoring and Evaluation

9.4.1 The monitoring of travel behaviour is vital to measure progress towards the SMART targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with MCC/TfGM on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 8** above.

9.4.2 The results of each survey would be used to review progress against SMART targets, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

9.4.3 Monitoring reports will be provided to officers at MCC annually following the receipt of the first surveys, within 3 months of each travel survey. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, and outline plans and proposals for the coming year. In addition, a summary of the survey results would be shared with residents upon the completion of surveys.

9.4.4 Monitoring will be carried out for a period of five years from the date of the baseline travel surveys. The five-year monitoring schedule will include three surveys: the initial monitoring survey and follow-up surveys in years 3 and 5.

10.0 Action Plan

10.1 Introduction

10.1.1 **Table 10.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Indicator	Target Date	Responsibility
Appoint TPC	Development build nearing completion	One month before operation	Operator
Produce Welcome Pack	TPC appointed	First occupation of the development	TPC
Undertake Initial Travel Surveys	Full operation of development	Within three months of first occupation or when 50% occupancy has been reached, whichever is sooner	TPC
Decide Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with MCC/TfGM
Update ITP to a full Travel Plan	Once SMART Targets are agreed with MCC/TfGM	Within two months of agreeing modal splits with MCC/TfGM	TPC
Present Annual Monitoring Report	Once full Travel Plan is approved by MCC/TfGM	Biannually for five years following the agreement of targets with MCC/TfGM	TPC

Table 10.1 – Action Plan

10.1.2 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 operator.

10.1.3 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

NOTE: Drawing issued for design intent.

current revision date:	revision:
04.04.2024	P4

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DO NOT SCALE
Work to annotated dimensions only. Read drawings in conjunction with relevant specification, Structural Engineers' and Services Engineers' drawings. Confirm all dimensions before commencement of any work on site or fabrication.

NOTE: Drawing issued for design intent.

P6	Re-issued for planning	04.04.2024
P5	For Information	03.04.2024
P4	For comments following reduction in tower height and footprint.	20.03.2024
P3	Planning Issue	31.11.2023
P2	Second Issue	03.11.2023
P1	First Issue	19.10.2023
Rev:	Details:	Date:

client:
Manner

project:
The Hotspur Press
job number:
0655
status:
Planning

title:
Proposed Level 00 Plan

scale:
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drawing number:
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current revision date:
04.04.2024

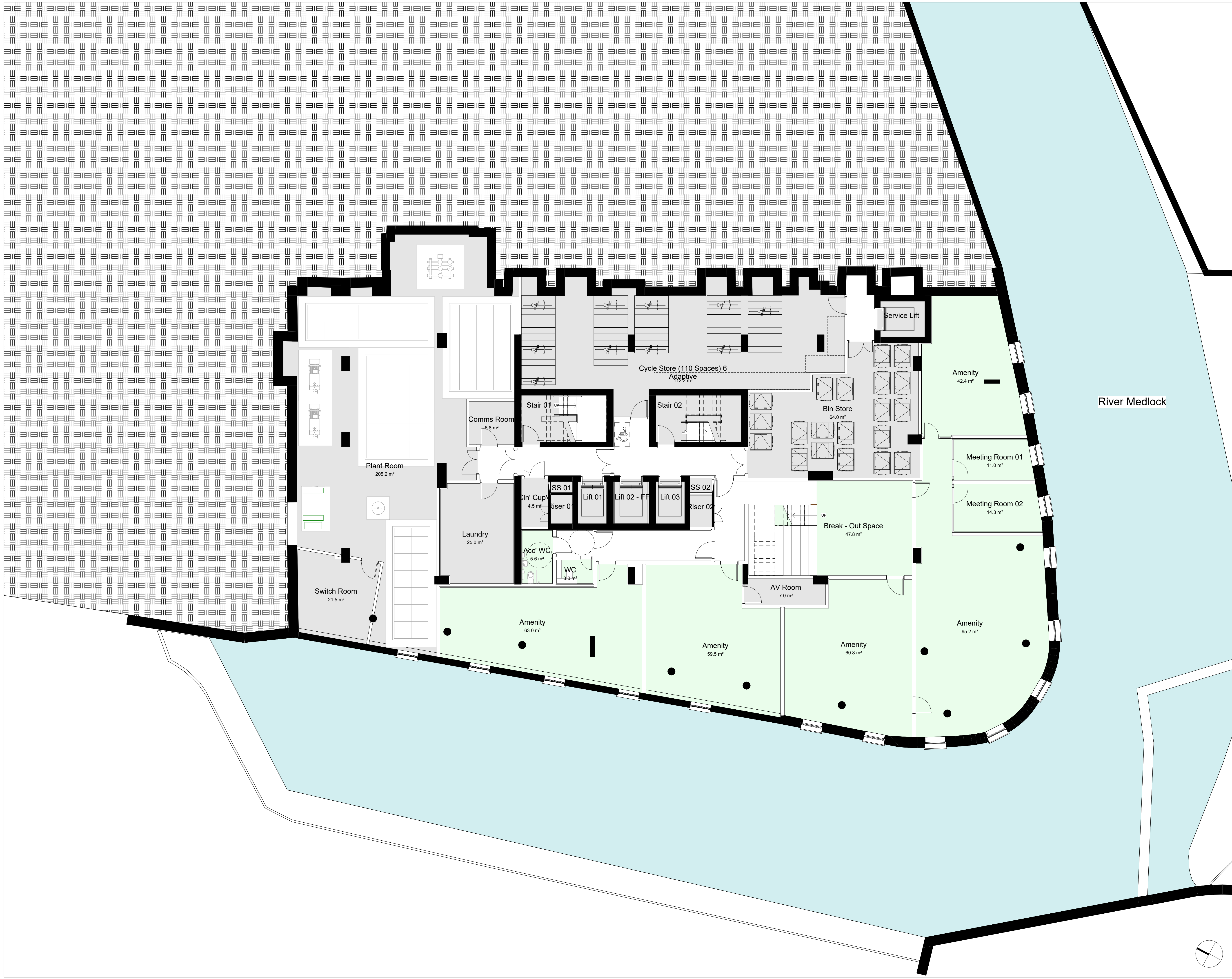
revision:
P6

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client:
Manner

project:
The Hotspur Press
job number:
0655
status:
Planning

title:
Proposed Level -01 Plan

scale:
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drawn by:
HOD

drawing number:
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