Proposed Student Accommodation

Former Gamecock Public House, Booth Street West, Manchester

ALTERNATIVES EIGHTH PROPERTY LP

Transport Statement

August 2023

CROFT

Eddisons

TRANSPORT PLANNING & DESIGN

Incorporating Croft Transport Planning & Design

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1 INTRODUCTION

1.1 Introduction

1.1.1 Croft Eddisons have been instructed by Curlew Alternatives Eighth Property LP. to advise on the traffic and transport issues relating to a planning application at the former Gamecock Public Hulme off Booth Street West in Manchester for the following;

"Demolition of existing building and structure and redevelopment of site for Purpose Built Student Accommodation (PBSA) uses (Sui Generis use class) with ancillary amenity space, a ground floor 'community hub' (proposed for Use Classes F2(b), E(b), E(3), E(f)) associated landscape works and infrastructure."

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.

1.1.4 Section 4 discusses the traffic impact of the proposed development, whilst Section 5 draws together the conclusions to this report.

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2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is located to the south of Manchester city centre. The site is currently occupied by the former Gamecock Public House and is located within the Hulme area of Manchester. The location of the site is shown on **Plan 1**.

2.1.2 The site is a corner plot which is bound to the north by Booth Street West and Camelford Close to the south. To the west the site is bound by Boundary Lane whilst the Cooper House residential development bounds the site to east.

2.1.3 Booth Street West is around 9 metres in width and has footways of circa 2.5 metres either side. It runs in an approximate east-west alignment, to the west it provides the minor arm of the Boundary Lane/Booth Street West priority controlled junction. Whilst to the east it provides access to Higher Cambridge Street and the B5117 Oxford Road.

2.1.4 It is subject to a 20 speed limit and Traffic Regulation Orders (TRO) in the form of double yellow lines are located on the carriageway in the vicinity of the site to protect the operation of the Boundary Lane/Booth Street junction.

2.1.5 To the east of the application site, on-street parking bays are located on the southern side of the carriageway for a distance of 45 metres. This provision includes 4 marked mobility impaired spaces and approximately 4 standard parking spaces. The standard spaces are subject to 2 hour parking restrictions (Monday to Friday 8am to 5pm and Saturday 8am to 12.30pm).

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2.1.6 Boundary Lane which bounds the site to the west has a carriageway width of approximately 9.6 metres and footways with widths of at least 2.1 metres are located on either side of the carriageway. It runs an approximately north-south alignment and is subject to a 20mph speed limit. To the north it provides access to A5067 Stretford Road whilst to the south it provides access to the wider Hulme area.

2.1.7 TRO's in the form of double yellow lines are located either side of the carriageway along the application site's eastern boundary. On-street parking is provided on the eastern side of the Boundary Lane carriageway approximately 30 metres south of the Boundary Lane/Booth Street West priority controlled junction.

2.1.8 To the south the site is bound by Camelford Close which has a carriageway width of approximately 4.3 metres, it runs in an approximate east-west alignment. To the west it forms an arm of the Boundary Lane/Camelford Close priority controlled junction, whilst to the east it provides access into the Cooper House residential development which is gated. Footways of at least 2 metres in width are located on either side of the carriageway and double yellow line markings prohibiting parking are located on either side of the carriageway for its entirety.

2.2 Development Proposals

2.2.1 The proposals entail the demolition of the existing Gamecock Public House located on the site. To provide a 9 storey (including ground floor) student residential building, and the Gamecock Community Hub located on the ground floor.

2.2.2 The Gamecock Community Hub would front Booth Street West and Boundary Lane and feature a gym as well as space for meetings, exercise classes, and community activities.

2.2.3 The proposed site layout plan and basement plans are displayed in **Plans 2** and **3**.

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2.2.4 It is proposed that pedestrians and cyclists would gain access to the proposed building off Booth Street West via separate access points for the Student Accommodation and Community Hub elements.

Parking Provision

2.2.5 As part of the development proposals, 66 secure cycle parking spaces will be provided, equating to approximately 25% of occupancy. These spaces will be located within the basement of the proposed building. In addition, secure cycle parking for visitors will be provided adjacent to the access points to the building. This parking will be in the form of Sheffield stands which provide parking for up to 10 bicycles (5 stands).

2.2.6 There is to be no car parking provision provided as part of the development proposals. It is envisaged that future users of the site are unlikely to own cars due to all users being from the student population, together with the site benefiting from high levels of accessibility and proximity to key facilities, primarily the campuses of the University of Manchester (UoM) and Manchester Metropolitan University (MMU).

2.2.7 As previously discussed, there are currently 4 mobility impaired spaces on Booth Street West that can be used by residents/visitors of the proposed development. The provision of additional spaces on Booth Street West will be discussed with the highway's officers at MCC during the determination of the planning application.

2.2.8 To provide for likely users of the Community Hub element of the development, the applicant will provide internal charging points for mobility scooters. Further details on the quantum and location will be agreed at more advanced stage of the planning application.

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Servicing Strategy

2.2.9 Given the nature of the development proposals, it is not envisaged that servicing requirements will be any more substantial than refuse collections and residents' deliveries i.e. parcel and take-away deliveries. The duration and frequency of these vehicle movements will be relatively low. However, to ensure that servicing/refuse collections are undertaken safely and efficient, it is proposed to provide a layby on Booth Street West to the north of the proposed building.

2.2.10 The proposed layby has been designed to accommodate a Manchester City Council (MCC) refuse vehicle. Details on the required Traffic Regulation Orders (TRO's) will be discussed and agreed with the highway's officers at MCC at a more advanced stage of the planning process. The proposed layby design is displayed in **Plan 4**.

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3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

3.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.'*

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;

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- accessibility by bus;
- accessibility by rail.
- accessibility by Metrolink.
- accessibility to Car Clubs.

3.2 Accessibility on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 The site benefits from excellent connections to the existing pedestrian infrastructure located within the vicinity of the application site. Pedestrian footways of at least 2 metres are located on either side of the Booth Street West carriageway, to the east these footways provide access to the educational facilities located on Oxford Road, which will be key destination for future residents of the development.

3.2.3 Pedestrian crossing facilities in the form of signalised stages, dropped kerbs and tactile paving are provided for at the Higher Cambridge Street/Booth Street West and Oxford Road/Booth Street West signal controlled junctions. These facilities provide a safe and convenient route for pedestrian to access the facilities on Oxford Road. To the west of the application site the pedestrian footways provide access to the Hulme area and Manchester Metropolitans Birley Fields Campus.

3.2.4 Pedestrian footways are located on either side of the Boundary Lane, these footways provide access to the University of Manchester Campus buildings to the south that can be accessed off Boundary Lane. Whilst to the north it provides access to the wider areas of the Manchester and provide a pedestrian route in to the city centre.

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3.2.5 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.

3.2.6 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 3.1.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

3.2.7 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.8 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

3.2.9 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in **Plan 5**.

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3.2.10 Given the proposed the land-use, the main day to day journey purpose will be to and from educational facilities. Within the 800 metre walking catchment area, there are a number of educational facilities including the following,

- The University of Manchester Campus located on B5117 Oxford Road.
- Manchester Metropolitan University located on A34 Oxford Road.
- Manchester Metropolitan University Birley Fields Campus located on Bonsall Street.
- The University of Manchester Sugden Sports Centre located off Grosvenor Street.
- Royal Northern College of Music located on B5117 Oxford Road.

3.2.11 The educational facilities can be accessed via the extensive pedestrian infrastructure located within the vicinity of the application site.

3.2.12 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library, Manchester Aquatics centre, pharmacies and healthcare centres.

3.2.13 In addition, a large selection of local amenities are located within 800m metres and 2 kilometres of the site including Hulme Spar, Faith Pharmacy and the Oxford Road Cooperative store.

3.2.14 It should be noted that Manchester city centre with its various museums/tourist attractions is accessible within 2,000m walk. Access to larger supermarkets and Manchester Royal Infirmary is also achievable.

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3.2.15 In addition, to the above review, Table 3.2 assesses whether the amenities are with 500 metres of the site as stated within Table 7.4 of the BREEAM New Construction 2018 document.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Bus Stops on Booth Street West	50m	500m	**YES**
Faith Pharmacy	70m	500m	**YES**
SPAR Hulme	175m	500m	**YES**
Brew Dog Manchester	345m	500m	**YES**
Oxford Road Coop	360m	500m	**YES**
Royal Northern College of Music	360m	500m	**YES**
Manchester Aquatic Centre	475m	500m	**YES**

Table 3.2 - Distance from Site to Local Facilities

3.2.16 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.2.17 Based on the above the site can therefore be considered as being accessible by foot.

3.3 Accessibility by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

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3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass areas of Manchester including the city centre, Hulme, Stretford, Fallowfield and Chorlton-cum-Hardy.

3.3.3 The sections of the Booth Street West and Boundary Lane carriageways that bound the site are designated in TfGM's Greater Manchester Cycle Map as 'On-road routes – signposted but no facilities.'

3.3.4 To the east of the application site, Booth Street has on-carriageway cycle lanes and is designated as an 'On-road route with facilities. These facilities continue on Booth Street West until they link with the segregated cycle facilities located along the Oxford Road corridor. The facilities provided along Oxford Road provide access to both the University of Manchester and Manchester Metropolitan Campuses as well as the city centre.

3.3.5 There is also a national cycle route within close proximity of the site. National Cycle Route 6 to the west can be accessed via Hulme Street. 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.

3.3.6 The site can, therefore, be considered as being highly accessible by cycle.

3.4 Accessibility by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

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3.4.2 The nearest bus stops to the site are located along Booth Street West, immediately to the east of the development site. The eastbound bus stop provides a bus shelter displaying bus service information whilst the westbound bus stop provides a bus pole displaying bus service information.

3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in Table 3.3 below.

Service No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
53	Pendleton – Cheetham Hill	2	2	2	1	2	1
85	Chorlton – Piccadilly Gardens	2	2	3	1	2	2
85A	Arrowfield Estate – Piccadilly Gardens	2	2	1	1	2	0
86	Chorlton – Piccadilly Gardens	6	4	4	4	4	4
250	The Trafford Centre – Piccadilly Gardens	5	5	5	4	4	3
263	Altrincham – Piccadilly Gardens	3	3	3	1	2	2

Table 3.3 - Existing Bus Services in Vicinity of the Site

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3.4.4 As can be seen from Table 3.3, the nearest bus stops to the site provides various services throughout the day to destinations such as Manchester Piccadilly, Altrincham, and the Trafford Centre.

3.4.5 The above services operate from around 4:30am to around 00:00pm, making travel by public transport a real alternative for residents of the proposed development.

3.4.6 Following the Accessibility Index Methodology (AI) contained within the BREEAM guidance the nearest bus stops to the site offer an average of 1.6 services, using the calculation of number of services during peak arrival and departure hours, divided by the hours of building operation, which is 38 services divided by 24 (hours). This provides Accessibility Index of 15.92.

3.4.7 It is therefore concluded that the proposed development site is highly accessible by bus.

3.5 Accessibility by Rail

3.5.1 The nearest train station located to the site is Manchester Oxford Road. It can be accessed via a short 15 minute walk as the station is located approximately 1.1km from the centre of the site.

3.5.2 This train station is managed by Northern trains and has 5 platforms, offering 12 services per hour to destinations such as Liverpool Lime Street, Edinburgh, Scarborough, Norwich and Preston.

3.5.3 It is considered that the site is highly accessible by rail.

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3.6 Accessibility by Metrolink

3.6.1 The nearest Metrolink station to the site is located at St Peter's Square which is located approximately 1,600 metres from the application site. The following Metrolink lines serve St. Peters Square;

- Altrincham to Bury;
- Eccles to Ashton-under-Lyne;
- Media City to Ashton-under-Lyne;
- Manchester Victoria to Manchester Airport;
- Rochdale to East Didsbury.

3.6.2 It is therefore considered the site is highly accessible by Metrolink.

3.7 Accessibility to Car Clubs

3.7.1 Car clubs are seen to be cost-effective and sustainable tools that could be promoted. Vehicles are booked for as long or as little as people need them, giving residents a more sustainable and cheaper alternative to car ownership. Joining a car club provides the convenience of owning a car without the hassle or costs of repairs, servicing or parking.

3.7.2 Enterprise Car Club (www.enterprisecarclub.com) operate within Manchester and nearest car club locations are on Cambridge Street (2 vehicles) and Phoenix Way (1 vehicle) which are located approximately 600 metres and 850 metres from the site respectively.

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3.8 Accessibility Summary

3.8.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

3.8.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including the University of Manchester, Manchester Metropolitan University and the Royal Northern College of Music.
- It has been demonstrated that the site is accessible by cycle, with a wide range of cycle facilities located within the vicinity of the site which provide the opportunity for trips to be undertaken by cycle.
- The services from the bus stops on Booth Street West travelling to destinations such as the city centre, the Trafford Centre and Altrincham, shows that the proposed development can be considered as accessible by bus;
- The site is accessible via rail and Metrolink with both Manchester Road train station and St. Peters Square Metrolink station located within 1,600 metres of the application site.

3.8.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

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4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Proposed Development

4.2.1 As the development proposals do not include any private parking and the high majority of students unlikely to own their own vehicle, it is considered that there will be a negligible number of private vehicular trips associated with the development.

4.2.2 Given the nature of the residents, it is acknowledged that the development proposals will be served by taxi's as well as food/parcel delivery vehicles. However, based on experience, the level of vehicle movements are likely to be minimal and can be adequately accommodated within the proposed layby on Booth Street West.

4.2.3 As way of demonstration reference has been made to the TRICS Database in the field of 'Residential – Student Accommodation, and in particular the traffic count data collected at the Unite Waterside Park Student Accommodation development in Bath (BA2 3ED).

4.2.4 This site has been selected as it is similar in size (291 Beds), provides no on-site parking provision, but on-street parking is provided on the surrounding highway network, and can therefore be used as proxy as to the likely level of movements generated by the proposed development.

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4.2.5 It should be noted that unlike the proposed development it is not located in as close proximity to the University Campuses that it serves and the city centre and therefore may result in a higher proportion of taxi movements than the proposed development. Table 4.1 below summarises the daily profile of taxi and service vehicle movements whilst the full data from the TRICS database is contained in **Appendix 1**.

Time Period	Taxi		Service Vehicles		Total	
	Arr	Dep	Arr	Dep	Arr	Dep
0700-0800	0	0	1	0	1	0
0800-0900	0	0	0	0	0	0
0900-1000	0	0	1	2	1	2
1000-1100	0	0	2	1	2	1
1100-1200	0	0	1	1	1	1
1300-1400	0	0	1	1	1	1
1500-1600	0	0	1	1	1	1
1600-1700	0	0	1	0	1	0
1700-1800	0	0	0	2	0	2
1800-1900	0	0	0	0	0	0
1900-2000	2	2	0	0	2	2
2000-2100	3	3	1	1	4	4

Table 4.1 – Summary of Service Vehicle/Taxi Traffic Movements

4.2.6 As can be seen above in Table 4.1, the proposed development is likely to result in the region of 26 two-way movements over a 12 hour period, with the busiest peak resulting just 8 two-way movements. Based on the above, it is therefore concluded that the number of trips will be minimal and these can be comfortably accommodated on the surrounding highway network or within the proposed layby on Booth Street West.

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4.2.7 In addition, the presence of complimentary uses well within walking and cycling distance, as well as an abundance of public transport opportunities, it is considered that the clear majority of users of both the residential and community hub aspect of the site will choose to travel to the development by sustainable modes.

4.2.8 As part of the proposals a full Travel Plan will be developed (a Travel Plan Framework has been provided to support the application and is contained in **Appendix 2**), which would contain initiatives that facilitate sustainable travel.

4.2.9 It is therefore concluded that the proposed development will have a negligible impact on the local highway network.

4.3 Traffic Impact Summary

4.3.1 It is considered the proposed development will result in an imperceptible impact on the surrounding highway network.

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5 CONCLUSIONS

5.1.1 Croft Eddisons have been instructed by Curlew Alternatives Eighth Property LP. to advise on the traffic and transport issues relating to a planning application for a student accommodation development, on the former Gamecock Public House to the south of Booth Street West in the Hulme area of Manchester.

5.1.2 The proposals entail the demolition of the existing Gamecock Public House located on the site. To provide a 9 storey (including ground floor) student residential building, and Gamecock Community Hub located on the ground floor.

5.1.3 A number of conclusions can be drawn from the report, namely:

- The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport;
- No car parking provision is to be provided as part of the proposals as future provided as part of the Proposed Development, as future users of the site are unlikely to own their own private vehicles cars, in conjunction with the site benefitting from high levels of accessibility.
- As part of the development proposals, 66 secure cycle parking spaces will be provided, equating to approximately 25% of occupancy.
- The traffic impact of the proposals would not be material.

5.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

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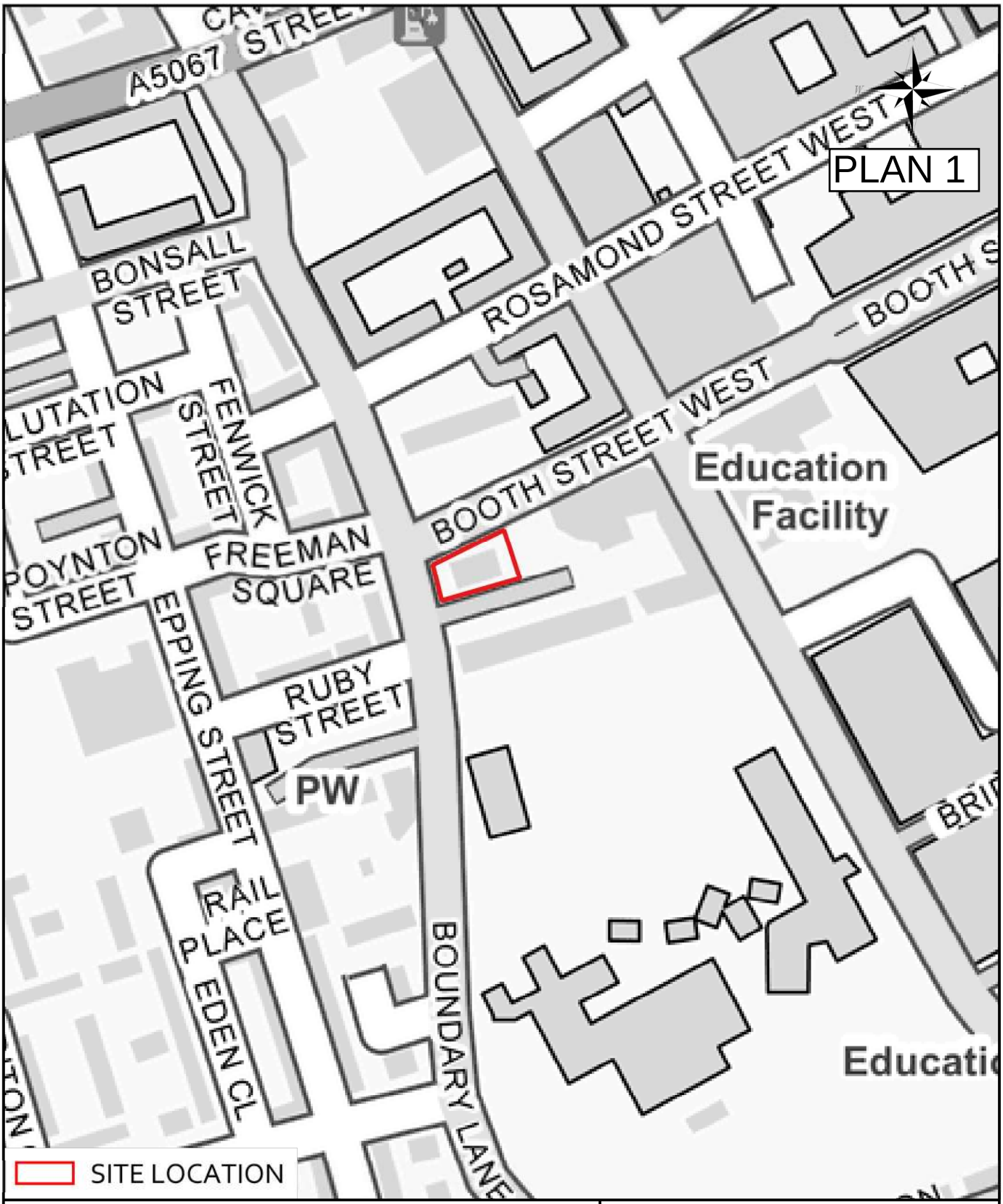
PLANS



PLAN 1

CLIENT:
CURLEW ALTERNATIVES EIGTH PROPERTY LP

DRAWING TITLE:
FORMER GAMECOCK PH, MANCHESTER
SITE LOCATION

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
LG	15.02.21	TSB	15.02.21	NTS @ A4

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DRAWING NUMBER.	REVISION.
3302-01	-

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Z:\projects\3302 Former Gamecock PH, Manchester\GIS\Workspaces\3302-01.dwg

LEGEND

HARD LANDSCAPE

Proposed Pre-cast Clay Paving (S1)
Product: Clay Paver
Typical Size: 200x48x65/85mm
Colour: Buff
Joint: Drainjoint
Other: Below ground attenuation crates

Proposed Pre-cast Concrete Flag Paving (S2)
Flags on adopted footway
Plan Size:400 by 400 (or similar approved)
Unit Depth: to local authority standards
Colour: Natural
Laying Bond: Staggered Bond

Proposed Land Ownership Boundary Demarcation
Soldier course of block paving units (S1)

Proposed Pre-cast Concrete Tactile Flag Paving (S3)
Concrete corduroy tactile paving
Plan Size:400 by 400 (or similar approved)
Unit Depth: to local authority standards
Colour: Charcoal

Proposed / Existing Kerbing
Precast concrete kerbing to match existing
Colour: Light grey
Width: 125mm

Proposed Pin Kerb
Product: P/ C standard Pin Kerb

Existing Boundary Wall

Existing Boundary Fence

FURNITURE AND FEATURES

Seating - Booth Street West
Escofet Twig (or similar approved)
Colour: Concrete
Finish: matt

Seating - Camelford Close
Escofet Milenio (or similar approved)
Colour: Concrete
Finish: matt

Cycle Stands
Product: mMCite sL505 - LOTLIMIT (or similar approved)
Dimensions: 600 x 1005 mm
Colour: Tbc
Finish: Powder Coated Zinc

Inground Lighting
To illuminate bench edges
Accent lighting only

Existing Street Lights

Under Soffitt / Building Mounted Lighting
Specification tbc

SOFT LANDSCAPE

Proposed Box Headed Tree (Single Stem)
Size: 4.5 - 5.5m
Girth: 18-20cm
Clear stem: 1.8m
Head Form: L1.8 x W1.2 x H1.2m
Fixing: Below ground
Irrigation: Irrigation ring / connected to SUD's infrastructure
Other: Root barriers

Proposed Ornamental Planting
Mixed shrub and herbaceous planting
5-7ltr pots with 10ltr specimens
Planting beds to receive 75mm depth ornamental bark mulch.

GENERAL NOTES

PLAN 2

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2. This drawing is to be read in conjunction with detail landscape drawings, details and specification.
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REVISION NOTES

Rev	By	Description	Date
A	KH	Camelford Close Amends	31.03.2021

Client
RHOMCO

Project
FORMER GAMECOCK PH

Description
LANDSCAPE LAYOUT

Status
FOR COMMENT

Scale @ A1	Drawn	Checked	Date
1:100	SB	KH	22.03.21

Job number	Drawing number	Revision
3661	102	A

N

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chartered landscape architects
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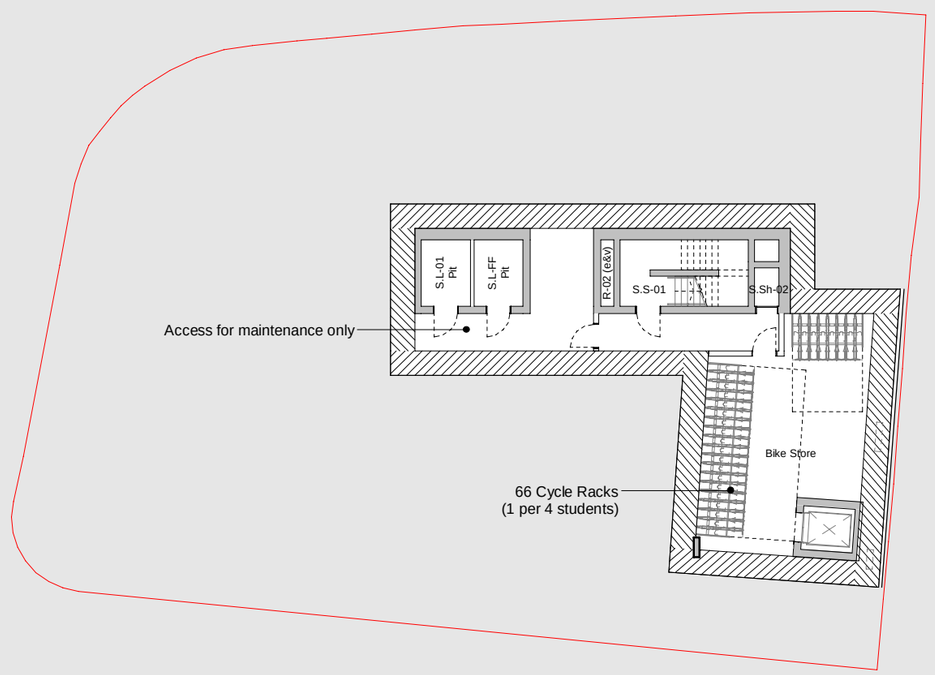
tel: 0161 235 0600 fax 0601 email info@tpmlandscape.co.uk

PLAN 3



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10224-SHP-Z0-A-B5D8-G200-SE-AA-001

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All dimensions to be checked on site by contractor.

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

Cycle Store

NORTH

Rev	Date	Description
01	2020-06-05	Issue to consultants for discussion.
02	2020-07-08	External wall upaded, site boundary added
03	2020-07-20	Work in Progress, For Design Review
04	2020-07-21	Community Hub Option
05	2020-07-31	For coordination
06	2020-08-13	Lift sizes updated
07	2020-08-14	Plant Replacement Hatch Located
08	2020-08-18	Design Freeze 2A
09	2021-01-05	Layout updated
10	2021-03-03	Plans updated
11	2021-03-19	General Update

Project Title
Gamecock,
Booth Street West,
Manchester

Status
For Information

Drawing Title
Sketch - GA Plan
Level B1 Plan

Job No
10224

Scale
1 : 250 @ A3

SHP Drawing Code Project Zone Role Uniclass 2.4 Type Location Series
10224-Z0-A-G200-SK-B1-001

Revision
11

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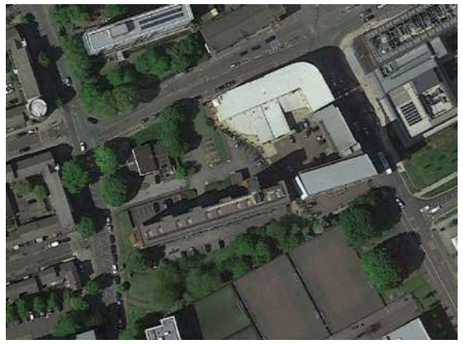
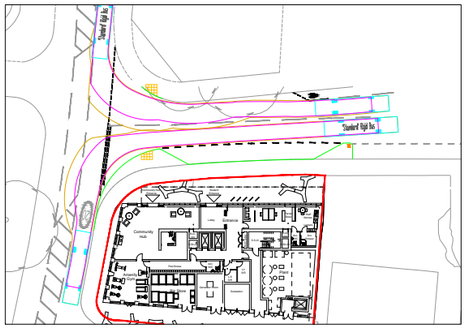
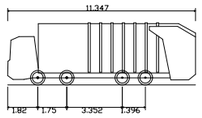


NORTH SOUTH AERIAL VIEW

REFUSE VEHICLE WITHIN LAY-BY

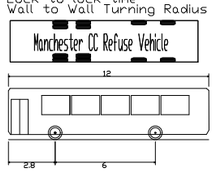


BUS LEFT IN/LEFT OUT BOOTH STREET WEST



Manchester CC Refuse Vehicle

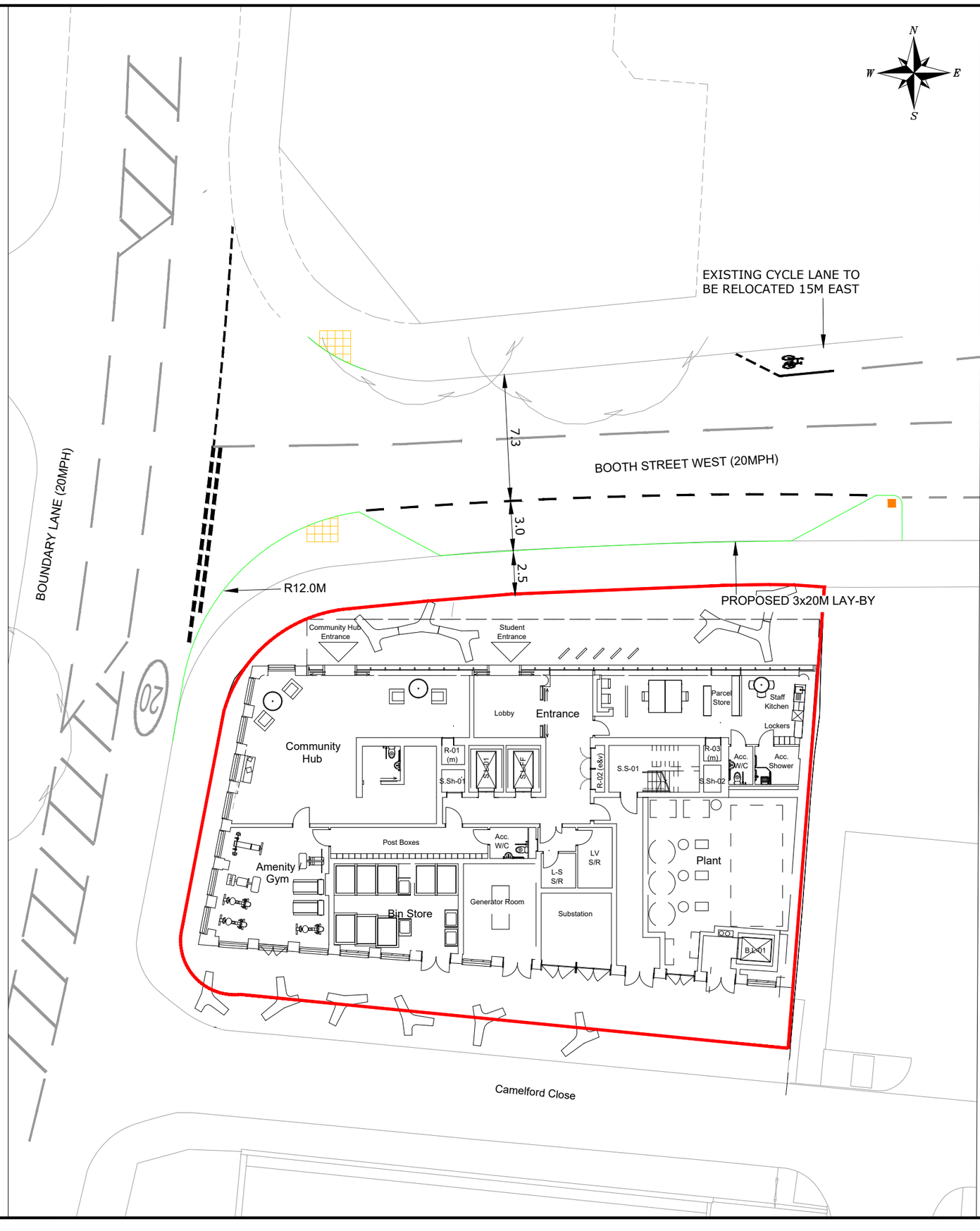
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m



'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

'Standard' Rigid Bus



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

LOCAL AUTHORITY: MANCHESTER CITY COUNCIL
TOTAL AREA OF SITE: 0.84Ha

INDICATIVE SITE BOUNDARY

DENOTES NEW KERBS

PLAN 4

REV	DETAILS	DRAWN	CHECKED	DATE
A	MINOR AMENDMENT	LB	MC	MAR 21

CLIENT:
CURLEW ALTERNATIVES EIGTH PROPERTY LP

PROJECT:
FORMER GAMECOCK PH, MANCHESTER

DRAWING TITLE:
POTENTIAL HIGHWAY IMPROVEMENT PLAN

SCALES: 1:250 @ A3

DRAWN: LB | CHECKED: MC | DATE: MAR 21

Croft Transport Planning & Design
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Manchester
M3 4LY

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Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3302-F01

REVISION: A

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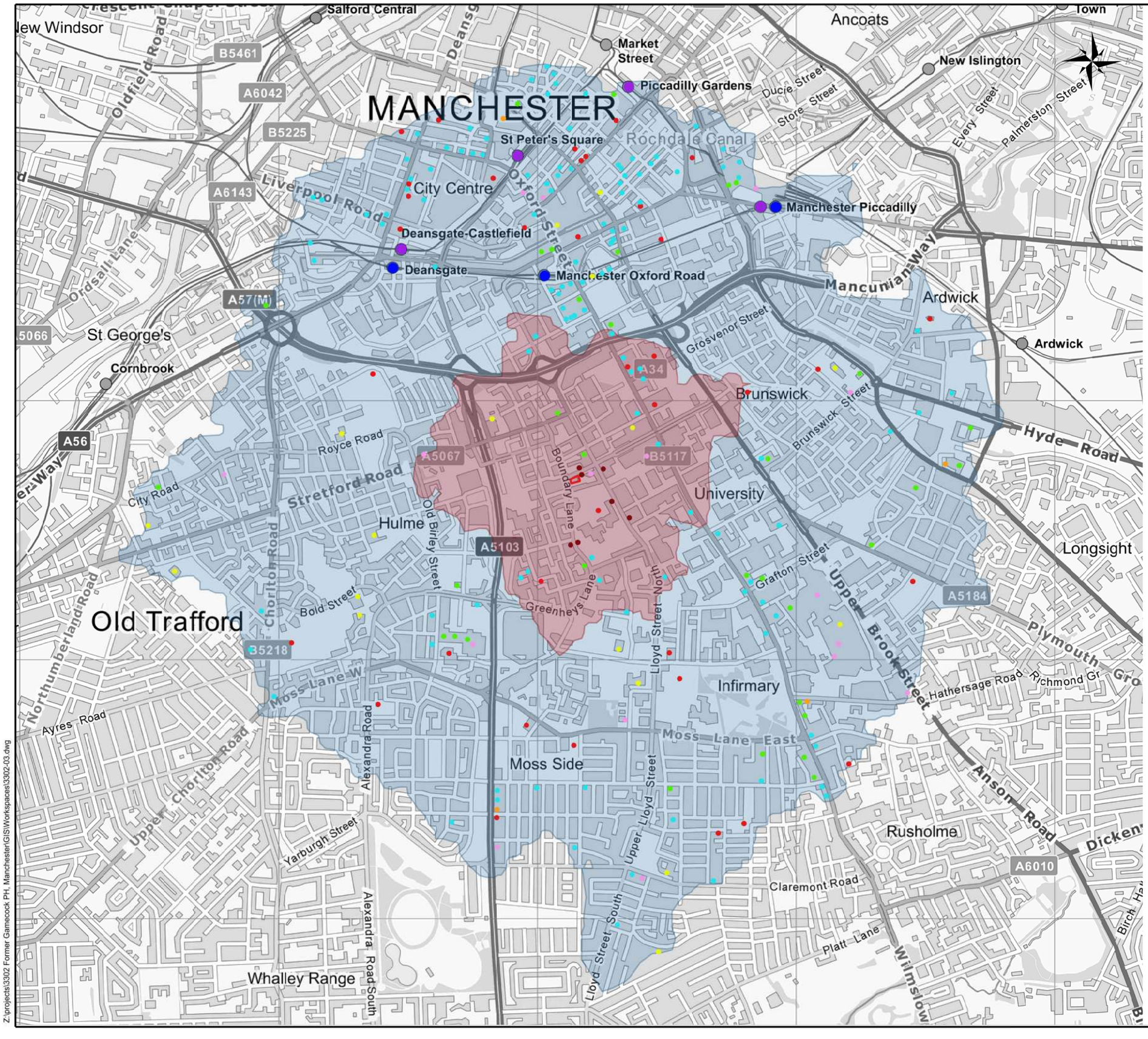

NOTES

PLAN 5

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Train Station
- MetroLink
- Nearest Bus Stops
- Retail
- Cafe/Takeaway/Public House
- Education
- Healthcare/Medical
- Post Office
- Sport/Leisure

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

CURLEW ALTERNATIVES EIGTH PROPERTY LP

PROJECT:

FORMER GAMECOCK PH, MANCHESTER

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES: NTS @ A3

DRAWN:	CHECKED:	DATE:
LG	TSB	FEB 21

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DRAWING NUMBER: 3302-03

REVISION: -

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APPENDICES

APPENDIX 1

Travel Plan Framework

Proposed Student Accommodation

Former Gamecock Public House, Booth Street West, Manchester

CURLEW ALTERNATIVES EIGHTH PROPERTY LP

Framework Travel Plan

August 2023

CROFT

Eddisons

TRANSPORT PLANNING & DESIGN

Incorporating Croft Transport Planning & Design

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RICS

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RICS

Contents

PLANS (See Transport Statement)

Plan 1	**Site Location**
Plan 2	**Proposed Site Layout**
Plan 3	**2km Pedestrian Catchment**

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RICS

1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Curlew Alternatives Eighth Property LP. to advise on the traffic and transport issues relating to a planning application at the former Gamecock Public Hulme off Booth Street West in Manchester for the following;

"Demolition of existing building and structure and redevelopment of site for Purpose Built Student Accommodation (PBSA) uses (Sui Generis use class) with ancillary amenity space, a ground floor 'community hub' (proposed for Use Classes F2(b), E(b), E(3), E(f)) associated landscape works and infrastructure."

1.1.2 This Residential Travel Plan Framework will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings to encourage sustainable travel to the development. The document will evolve into a formally agreed Full Travel Plan following the full occupation of the development.

1.1.3 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport issued a guide on the preparation of such travel plans in April 2009 in a document entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process.

1.2 Development Site and its Location

1.2.1 The site is located to the south of Manchester city centre. The site is currently occupied by the former Gamecock Public House and is located within the Hulme area of Manchester. The location of the site is shown on **Plan 1**.

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1.3 Development Proposals

1.3.1 The proposals entail the demolition of the existing Gamecock Public House located on the site. To provide a 9 storey (including ground floor) student residential building, including 146 bedrooms and Gamecock Community Hub located on the ground floor.

1.3.2 The Gamecock Community Hub would front Booth Street West and Boundary Lane and feature a gym as well as space for meetings, exercise classes, and community activities.

1.3.3 It is proposed that pedestrians and cyclists would gain access to the proposed building off Booth Street West via separate access points for the Student Accommodation and Community Hub elements.

1.3.4 As part of the development proposals, 66 secure cycle parking spaces will be provided, equating to approximately 25% of occupancy. These spaces will be located within the basement of the proposed building. In addition, secure cycle parking for visitors will be provided adjacent to the access points to the building. This parking will be in the form of Sheffield stands which provide parking for up to 10 bicycles (5 stands).

1.3.5 There is to be no car parking provision provided as part of the development proposals. It is envisaged that future users of the site are unlikely to own cars due to all users being from the student population, together with the site benefiting from high levels of accessibility and proximity to key facilities.

1.3.6 The proposed site layout is shown at **Plan 2**.

1.4 The Travel Plan

1.4.1 The aims of Travel Plans are as follows:

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- To encourage residents and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.4.2 This document provides a framework for the preparation of a Full Travel Plan, which will be submitted to the Local Planning Authority within 3 months of the initial resident's travel survey.

1.4.3 The Full Travel Plan will demonstrate the strategy that the developer is taking to assist the wider aims of sustainable transport and should include the following as a minimum:

- Contact details of a Travel Plan Co-ordinator;
- Results from the residential travel survey;
- Details of cycling, pedestrian and public transport links to and through the site;
- Objectives;
- SMART targets for non-car modes of travel, considering the baseline data from the survey;
- Action Plan of measures to be introduced and appropriate funding; and
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years.

1.4.4 A Travel Plan is effectively a combination of information, proposals and incentives

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designed to use most effectively the different means of travel available to residents.

1.4.5 This document will set out the principle strategies of the Travel Plan which will evolve into a formally agreed document once the development is open and the residents are occupying the development.

1.5 Residents Travel (Welcome) Pack

1.5.1 The principle Travel Plan measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel. This will be discussed further in Section 4 of this Plan.

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2 TRAVEL PLAN ADMINISTRATION

2.1 Introduction

2.1.1 The administration of the Travel Plan will be the responsibility of the developer, or in this case Curlew, or whoever succeeds them in relation to these proposals. The developer will be required to designate a Travel Plan Co-ordinator (TPC) for the site.

2.2 Role of Travel Plan Coordinator

2.2.1 Eddisons will initially act as the Travel Plan Co-ordinator on behalf of the developer. This responsibility is likely to transfer to an employee of Curlew the appointed Management Company catering for the site once the development is occupied; this is yet to be confirmed. Essentially the co-ordinator will provide a liaison in implementing the plan with the residents and the local authority.

2.2.2 The contact details of the current Travel Plan Co-ordinator are as follows: Tom Bentley, Eddisons: (tom.bentley@eddisons.com).

2.2.3 The Travel Plan Co-ordinator will be the first point of contact for residents and other outside organisations in all matters regarding travel.

2.2.4 The post of the Travel Plan co-ordinator will continue for a total 5 years after the completion of the development and will be overseen by the Management Company or the developer.

2.2.5 The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site.

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2.2.6 In terms of the roles and responsibilities, it is envisaged that the Travel Co-ordinator's roles will include;

- To provide a point of contact for any travel-related queries.
- Ensure travel awareness amongst residents.
- Create a travel database with information of the resident's travel patterns.
- Ensure the availability of the most up to date travel information.
- Ensure that all residents receive a Welcome Pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site.
- Administer the Travel Plan and provide a liaison in implementing the plan with the local authority.
- To promote the car sharing scheme and other travel plan initiatives.
- Provide their details to the Planning and Highway Authority and the appropriate local bus companies.

2.2.7 The Travel Plan Co-ordinator will become responsible for the travel plan once it has been formally agreed by the Local Authority and will be the key decision maker on day-to-day matters relating to implementation of the travel plan. Any changes in the personnel of the Travel Co-ordinator must be provided to the Local Planning Authority.

2.2.8 The duties will also include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan in not performing.

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2.2.9 Annual progress reports will be prepared and submitted to the Local Authority for a period of at least 5 years.

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3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

3.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus;
- accessibility by rail.
- accessibility by Metrolink.

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3.2 Accessibility on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 Pedestrian footways of at least 2 metres are located on Boundary Lane, Booth Street West and Camelford Close. These footways link with the extensive pedestrian infrastructure located within the surrounding area.

3.2.3 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.

3.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

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3.2.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.6 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 4** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

3.2.7 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in **Plan 4**.

3.2.8 This review indicates that a large selection of local amenities are located within 800m metres and 2 kilometres of the site including Hulme Spar, Faith Pharmacy and the Oxford Road Cooperative store.

3.2.9 Within the 800 metre walking catchment area, there are a number of educational facilities including the following, these education facilities are likely to be used by future occupiers of the proposed development;

- The University of Manchester Campus located on B5117 Oxford Road.
- Manchester Metropolitan University located on A34 Oxford Road
- The University of Manchester Sugden Sports Centre located off Grosvenor Street.
- Royal Northern College of Music located on B5117 Oxford Road.

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3.2.10 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library, Manchester Aquatics centre, pharmacies and healthcare centres.

3.2.11 Manchester city centre with its various museums/tourist attractions is accessible within 2,000m walk. Access to larger supermarkets and Manchester Royal Infirmary is also achievable.

3.2.12 In addition, to the above review, **Table 3.2** assesses whether the amenities are with 500 metres of the site as stated within Table 7.4 of the BREEAM New Construction 2018 document.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Bus Stops on Booth Street West	50m	500m	**YES**
Faith Pharmacy	70m	500m	**YES**
SPAR Hulme	175m	500m	**YES**
Brew Dog Manchester	345m	500m	**YES**
Oxford Road Coop	360m	500m	**YES**
Royal Northern College of Music	360m	500m	**YES**
Manchester Aquatic Centre	475m	500m	**YES**

Table 3.2 - Distance from Site to Local Facilities

3.2.13 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

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3.2.14 Based on the above the site can therefore be considered as being accessible by foot.

3.3 Accessibility by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass areas of Manchester including the city centre, Hulme, Stretford, Fallowfield and Chorlton-cum-Hardy.

3.3.3 The sections of the Booth Street West and Boundary Lane carriageways that bound the site are designated in TfGM's Greater Manchester Cycle Map as 'On-road routes – signposted but no facilities.'

3.3.4 To the east of the application site, Booth Street has on-carriageway cycle lanes and is designated as an 'On-road route with facilities. These facilities continue on Booth Street West until they link with the segregated cycle facilities located along the Oxford Road corridor. The facilities provided along Oxford Road provide access to both the University of Manchester and Manchester Metropolitan Campuses as well as the city centre.

3.3.5 There is also a national cycle route within close proximity of the site. National Cycle Route 6 to the west can be accessed via Hulme Street. 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.

3.3.6 The site can, therefore, be considered as being highly accessible by cycle.

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3.4 Accessibility by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

3.4.2 The nearest bus stops to the site are located along Booth Street West, immediately to the east of the development site. The eastbound bus stop provides a bus shelter displaying bus service information whilst the westbound bus stop provides a bus pole displaying bus service information.

3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.3** below.

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Service No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
53	Pendleton – Cheetham Hill	2	2	2	1	2	1
85	Chorlton – Piccadilly Gardens	2	2	3	1	2	2
85A	Arrowfield Estate – Piccadilly Gardens	2	2	1	1	2	0
86	Chorlton – Piccadilly Gardens	6	4	4	4	4	4
250	The Trafford Centre – Piccadilly Gardens	5	5	5	4	4	3
263	Altrincham – Piccadilly Gardens	3	3	3	1	2	2

Table 3.3 - Existing Bus Services in Vicinity of the Site

3.4.4 As can be seen from Table 3.3, the nearest bus stops to the site provides various services throughout the day to destinations such as Manchester Piccadilly, Altrincham, and the Trafford Centre.

3.4.5 The above services operate from around 4:30am to around 00:00pm, making travel by public transport a real alternative for residents of the proposed development.

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3.4.6 Following the Accessibility Index Methodology (AI) contained within the BREEAM guidance the nearest bus stops to the site offer an average of 1.6 services, using the calculation of number of services during peak arrival and departure hours, divided by the hours of building operation, which is 38 services divided by 24 (hours). This provides Accessibility Index of 15.92.

3.4.7 It is therefore concluded that the proposed development site is highly accessible by bus.

3.5 Accessibility by Rail

3.5.1 The nearest train station located to the site is Manchester Oxford Road. It can be accessed via a short 15 minute walk as the station is located approximately 1.1km from the centre of the site.

3.5.2 This train station is managed by Northern trains and has 5 platforms, offering 12 services per hour to destinations such as Liverpool Lime Street, Edinburgh, Scarborough, Norwich and Preston.

3.5.3 It is considered that the site is highly accessible by rail.

3.6 Accessibility by Metrolink

3.6.1 The nearest Metrolink station to the site is located at St Peter's Square which is located approximately 1,600 metres from the application site. The following Metrolink lines serve St. Peters Square;

- Altrincham to Bury;
- Eccles to Ashton-under-Lyne;

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- Media City to Ashton-under-Lyne;
- Manchester Victoria to Manchester Airport;
- Rochdale to East Didsbury.

3.6.2 It is therefore considered the site is highly accessible by Metrolink.

3.7 Accessibility to Car Clubs

3.7.1 Car clubs are seen to be cost-effective and sustainable tools that could be promoted. Vehicles are booked for as long or as little as people need them, giving residents a more sustainable and cheaper alternative to car ownership. Joining a car club provides the convenience of owning a car without the hassle or costs of repairs, servicing or parking.

3.7.2 Enterprise Car Club (www.enterprisecarclub.com) operate within Manchester and nearest car club locations are on Cambridge Street and Phoenix Way which are located approximately 600 metres and 850 metres from the site respectively.

3.8 Accessibility Summary

3.8.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

3.8.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including the University of Manchester, Manchester Metropolitan University and the Royal Northern College of Music.
- It has been demonstrated that the site is accessible by cycle, with a wide range of

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cycle facilities located within the vicinity of the site which provide the opportunity for trips to be undertaken by cycle.

- The services from the bus stops on Booth Street West travelling to destinations such as the city centre, the Trafford Centre and Altrincham, shows that the proposed development can be considered as accessible by bus;
- The site is accessible via rail and Metrolink with both Manchester Road train station and St. Peters Square Metrolink station located within 1,600 metres of the application site.

3.8.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

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4 MANAGEMENT MEASURES

4.1 Introduction

4.1.1 This section of the Travel Plan describes the measures which will be delivered through the plan by the Travel Plan Co-ordinator:

4.2 Management Measures

i) Travel Plan Co-ordinator;

ii) Residents Travel Survey

iii) Residents Travel Pack

iv) Travel awareness and information;

v) Encouraging Walking/Cycling;

vi) Encouraging Travel by Public Transport.

4.2.2 As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator will be free to investigate other potential initiatives.

Travel Plan Co-ordinator

4.2.3 As previously detailed, a Travel Plan Co-ordinator (TPC) has been appointed to manage the day to day running of the Travel Plan and organise residents travel surveys, as set out in Section 2.

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4.2.4 It is anticipated that Eddisons (tom.bentley@eddisons.com) will initially act as the Travel Plan Co-ordinator (TPC) for the development with responsibility transferring to a separate management company although this will be confirmed in due course.

4.2.5 Any changes to the name and contact details of the TPC will be provided to the Travel Plan Officer at the Local Authority.

4.2.6 The TPC will be responsible for all aspects of the Travel Plan. His or her primary functions will be as follows;

- Liaison with the Local Planning and Highways Authorities;
- Provision of a Residents Travel Pack containing information for residents;
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes; and
- Maintenance of all necessary systems, data and paperwork.

Residents Travel Survey

4.2.7 In order to establish the travel modes of residents (once the development is occupied) a Residents Travel Survey will be undertaken.

4.2.8 The resident's travel survey will be provided to all the residents as part of their 'Welcome Pack' when they purchase a property.

4.2.9 This information will be used to determine which modes of travel will need to be promoted and encouraged the most.

4.2.10 Repeat surveys will be used for the Travel Plan monitoring process in order to establish what may be required to further encourage travel by non-car modes.

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Residents Travel (Welcome) Pack

4.2.11 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development. The contents of the welcome packs could 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).

4.2.12 As well as providing such information throughout the welcome packs, community notice boards in communal areas could also be provided to detail relevant information as set out above. It is envisaged that the TPC would work with the local educational institutions to link the welcome packs to the nearby facilities.

Travel Awareness and Information

4.2.13 All residents will be made aware of the existence of the Travel Plan.

4.2.14 As mentioned previously, Residents Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan when viewing the development.

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4.2.15 Contact details for the TPC will also be provided to residents.

4.2.16 Travel Information for residents will be provided for in numerous ways, such as, websites, cycle and walking maps for the surrounding areas.

4.2.17 A "Travel" information website could be promoted to provide details of the travel options available to residents. This website is likely to be a specific 'Travel' page linked to the website for the development.

4.2.18 The website could hold information about the Travel Plan and the reasons for it, public transport links, bus timetables and contact information, cycle routes and pedestrian access.

4.2.19 The material displayed will be reviewed regularly by the TPC and additional information added when appropriate. This will include general information on the environmental cost/benefits of different modes of transport, the savings made through car sharing etc. All information on display is reviewed to ensure that it remains up to date and relevant.

4.2.20 It will be the responsibility of the TPC to ensure that residents are provided with information to allow ease of use of the public transport network.

4.2.21 Some helpful websites to aid residents which will also be included in the Travel Pack to assist planning their travel are:

- https://www.traveline.info;
- www.nationalrail.co.uk;
- www.walkit.com;
- www.sustrans.org.uk.
- www.tfgm.com

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4.2.22 The above list is a guideline as to the kind of information available but clearly, the TPC will be able to investigate other useful sources of travel information such as walking and cycling maps which are available on various websites.

4.2.23 The Travel Plan will ensure that all residents are aware of the facilities available to encourage and facilitate walking and cycling and will publicise National events such as Walk to Work month and Bike Week.

4.2.24 In addition to the above, information on existing key local services and publicity material from the Council's website and Traveline will be included.

Encouraging Walking/Cycling

4.2.25 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.

4.2.26 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator.

Encouraging Travel by Public Transport

4.2.27 As demonstrated within this document the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester city centre.

4.2.28 The following measures will be considered in order to encourage residents and visitors to travel by public transport:

- Distribute details of the Journey Planning tools for the North West and Greater Manchester area i.e. www.traveline-northwest.co.uk and www.tfgm.com

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- Provide up to date bus details including timetables/contact information in the welcome packs; and

- Advertise any promotions/discounts offered by public transport operators.

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5 TRAVEL PLAN TARGETS

5.1 Introduction

5.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

5.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and will include a timescale.

5.2 Baseline Data

5.2.1 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.

5.2.2 In order to understand travel habits, travel surveys will be distributed to all residents/students and employees of the retail elements within three months of achieving 50% occupation at the site.

5.2.3 Recipients will be encouraged to participate, and the surveys would extract the following key data;

- Place of education for the residential element, and place of residence for the retail elements;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various sustainable modes;
- Any barriers to sustainable modes; and

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- Potential Initiatives that would encourage students/residents and employees to travel more sustainably.

5.2.4 The information obtained will be used to influence the contents of the full Travel Plan .

5.3 Potential Targets

5.3.1 The full Travel Plan will include Targets which will be agreed with Manchester City Council and TfGM. These targets will be required to be SMART targets.

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6 TRAVEL PLAN MONITORING

6.1 Introduction

6.1.1 This section of the report sets out the proposed monitoring for the associated with the Framework Travel Plan. It also sets out the next steps with regards to converting this document into a full Travel Plan.

6.2 Monitoring

6.2.1 The monitoring of travel behaviour is vital to measure progress towards the targets.

6.2.2 Annual monitoring reports will be provided to officers at MCC/TfGM following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys.

6.3 Action Plan

6.3.1 The initial timetable for the implementation and provision for monitoring and review is provided Table 6.1 below:

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Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Curlew/TPC
Production of Residents Travel Pack	Upon Occupation	Distribution of Residents Travel Pack	Curlew/TPC
Undertake initial travel surveys	Within 3 months of reaching 50% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	3 months after initial travel survey undertaken	Receipt of Written agreements of target	TPC

Table 6.1 – Travel Plan Framework Timescales

6.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

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