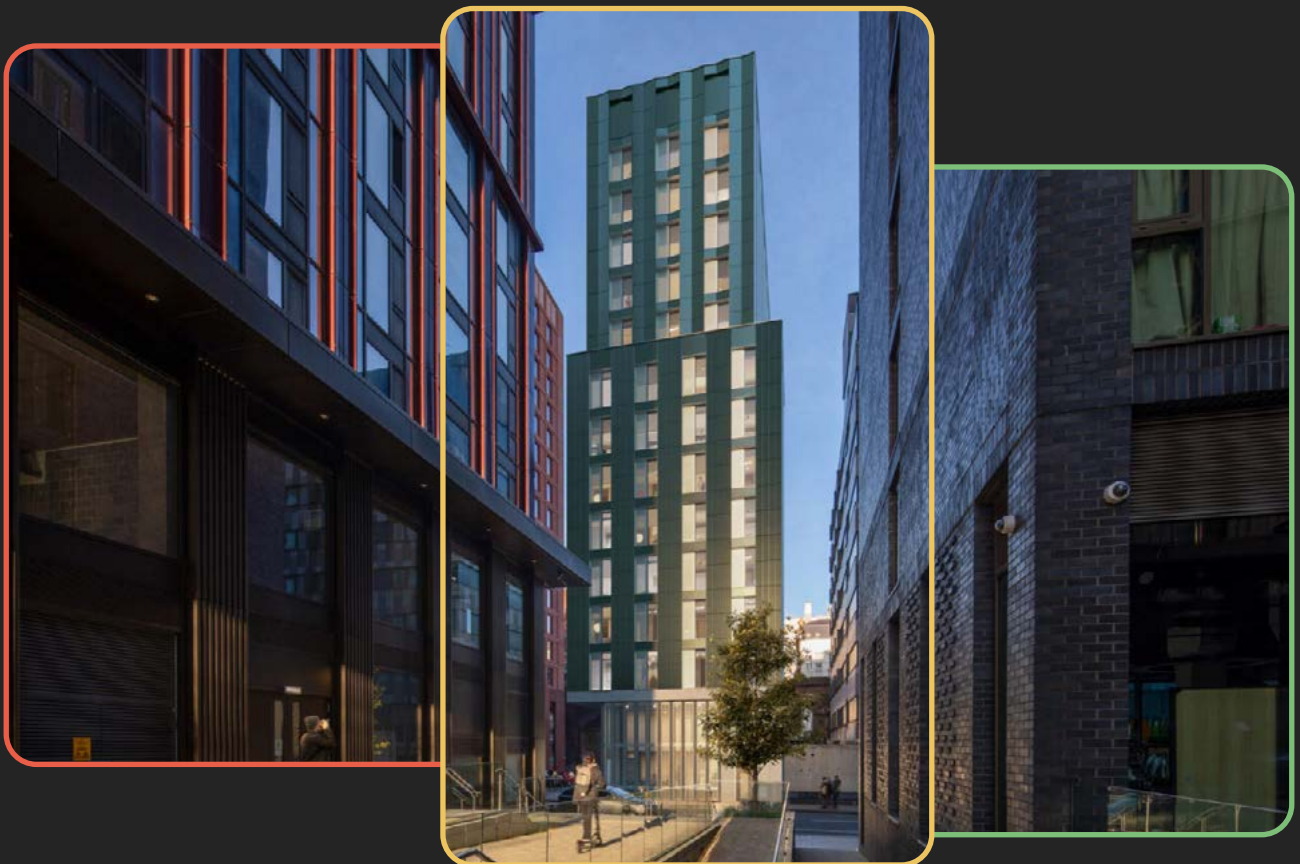


Charles Street

Interim Travel Plan



Charles Street PBSA

Interim Travel Plan

Curtins Ref: 084709-CUR-XX-XX-T-TP-00003

Revision: P03

Issue Date: 12 December 2023

Client Name: Jadebricks (Charles Street) Ltd

Control Sheet

Rev	Description	Checked	Issued	Date
P01	Draft Issue	AT	AT	30 November 2023
P02	Updated following Turley comments	AT	AT	06 December 2023
P03	Layout updated	AT	AT	12 December 2023

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Appendices

Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Jadebricks (Charles Street) Ltd to provide transport and highways advice in relation to a planning application for a purpose-built student accommodation (PBSA) scheme at Charles Street/York Street near Oxford Road in Manchester city centre.
- 1.1.2 The proposed scheme will provide 107 beds. The full development description is as follows;
- 1.1.3 *“Full planning permission for the erection of a 15-storey purpose-built student accommodation building, including site preparation works, works over the public highway and associated works.”*
- 1.1.4 There will be 28 internal cycle parking spaces provided in the form of two-tier racks and no dedicated car parking. The existing parking bay along the site frontage on York Street will be converted to a loading bay to serve the development and one on-street disabled parking bay for public use. Curtins is liaising with MCC regarding potential to relocate the existing parking bays elsewhere nearby.
- 1.1.5 The proposed site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined¹ as:

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

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Purpose of the Report

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS) (**Ref: 084709-CUR-XX-XX-T-TP-00002**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.
- 1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

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

- 1.3.3 Transport for Greater Manchester (TfGM)² strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health, stating that a TP should achieve:

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

- 1.3.4 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, DLUHC, 2023; and
- National Planning Practice Guidance, DCLG (now DLUHC), 2014.

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.4.3 **Section 4** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** assesses the proposed development's compliance against BREEAM standards.
- 1.4.5 **Section 6** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.
- 1.4.6 **Section 7** outlines the strategy for Travel Plan targets.
- 1.4.7 **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.
- 1.4.8 **Section 9** concludes the report by providing an Action Plan that summarises the document, how the plan will be funded, and next steps.

² Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBsva9O42aqqYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

2.0 Travel Plan Benefits

2.1 Summary

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

³ Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

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

⁵ Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.

⁶ Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

⁷ Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: <https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report>

⁸ The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: <https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>

⁹ Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205

¹⁰ Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvii/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf

¹¹ Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located in Manchester city centre, a short distance from Oxford Road, and is bounded by a railway viaduct to the north, Bracken House (residential flats with nursery at ground floor) to the east, and roads (Charles Street and York Street) to the south and west.

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

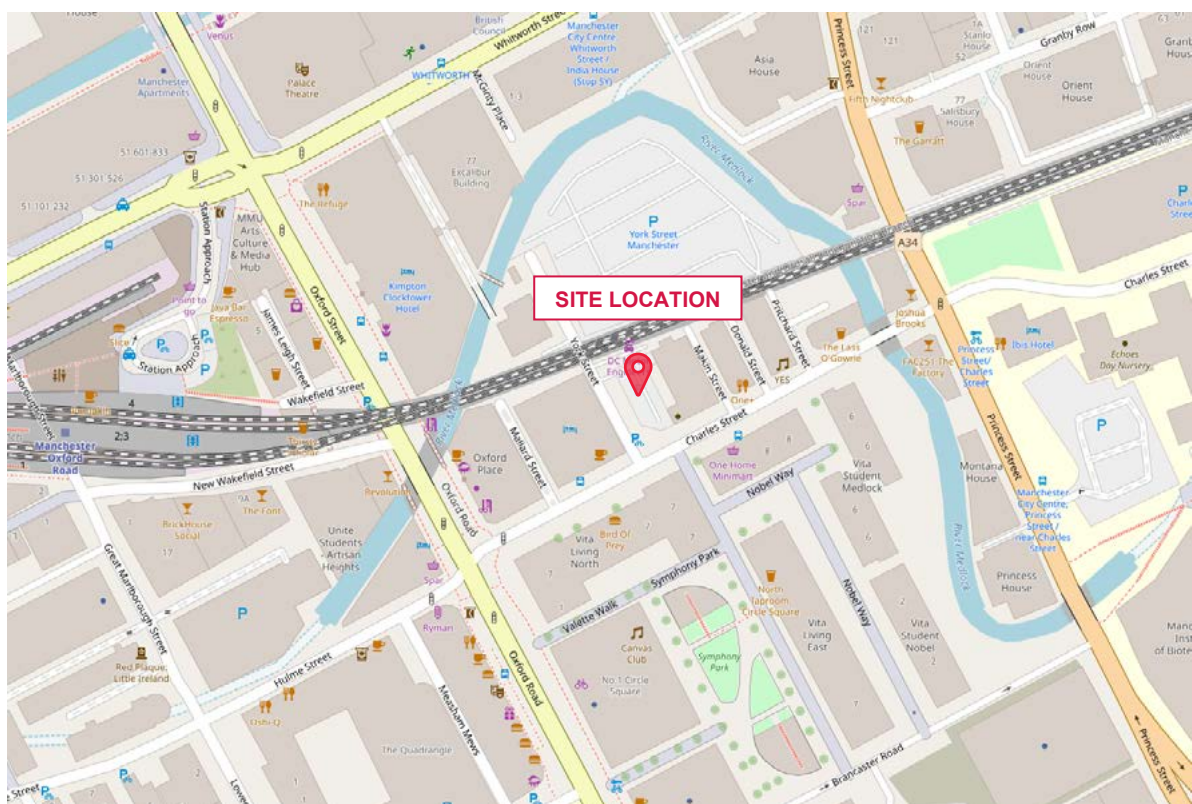


Figure 3.1 – Site Location

(Source: OpenStreetMap, 2023)

3.1.3 **Plan 084709-CUR-XX-XX-G-TP-06001** to the rear of the report illustrates the location of the site in relation to the surrounding areas, and **Plan 084709-CUR-XX-XX-G-TP-06002** to the rear of the report shows the site in a more local context relating to the local highway network.

3.2 Existing Use and Access

3.2.1 The existing site is currently fenced-off with hoardings for construction purposes with the vehicular site access via York Street. It was previously a small pay-and-display car park.

3.3 Surrounding Highway Network

Charles Street

- 3.3.1 Charles Street runs for c. 370m in an east-west alignment, linking Oxford Road, Princess Street, and Sackville Street. The road is c. 9m-wide with one lane of traffic and a painted on-road cycle lane in each direction. There are single yellow lines along most of both sides of the road (the rest is covered by double yellow lines). The road falls within Manchester's Controlled Parking Zone where parking is not allowed on single yellow lines between 08:00 – 20:00, but there is no signage to detail these restrictions. Google Street View imagery shows vehicles parking on the single yellow lines / cycle lanes.
- 3.3.2 There are footways in excess of 2m wide along both sides of the road between Oxford Road and Princess Street, and on the southern side of the road between Princess Street and Sackville Street (where there is no footway on the northern side).
- 3.3.3 There are dropped kerbs across all minor arms of the minor junctions, and tactile paving on some. Signalised crossings (with dropped kerbs and tactile paving) are present across all arms of the junctions with Oxford Road and Princess Street. At the junction with Sackville Street, on the other hand, dropped kerbs only are provided across the western Charles Street arm, and there are no crossing facilities across either Sackville Street arms. Nonetheless, Sackville Street south of the junction is one-way southbound, reducing the level of traffic and thereby making for a safer crossing environment for pedestrians and cyclists.
- 3.3.4 The road is subject to a 20mph speed limit.

York Street

- 3.3.5 York Street extends for c. 90m to the north of Charles Street, providing access to a series of on-street car parking bays located along both sides of the carriageway. Pay-and-display car parking is available along most of the length of the road, with the remainder subject to double yellow restrictions.
- 3.3.6 Near to the junction, the road is c. 6m-wide due to a kerb build out on approach to Charles Street, although it soon widens to c. 9.5m for most of its length. There are footways in excess of 2m wide along both sides of the road.
- 3.3.7 There are existing cycle parking facilities in the form of three 'Sheffield' type cycle hoops at the corner of Charles Street/York Street.
- 3.3.8 At the northern extent of York Street, it is noted that a large number of bins are left on-street in advance of refuse collections which takes up much of the carriageway space.
- 3.3.9 The road is subject to a 20mph speed limit.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

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

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

4.1.3 As the development will be student accommodation, residents will be most frequently visiting the various amenities in Manchester and Salford city centres, the Oxford Road corridor, and the universities. The figures below present campus maps for the University of Manchester and Manchester Metropolitan University and a map of Manchester city centre.

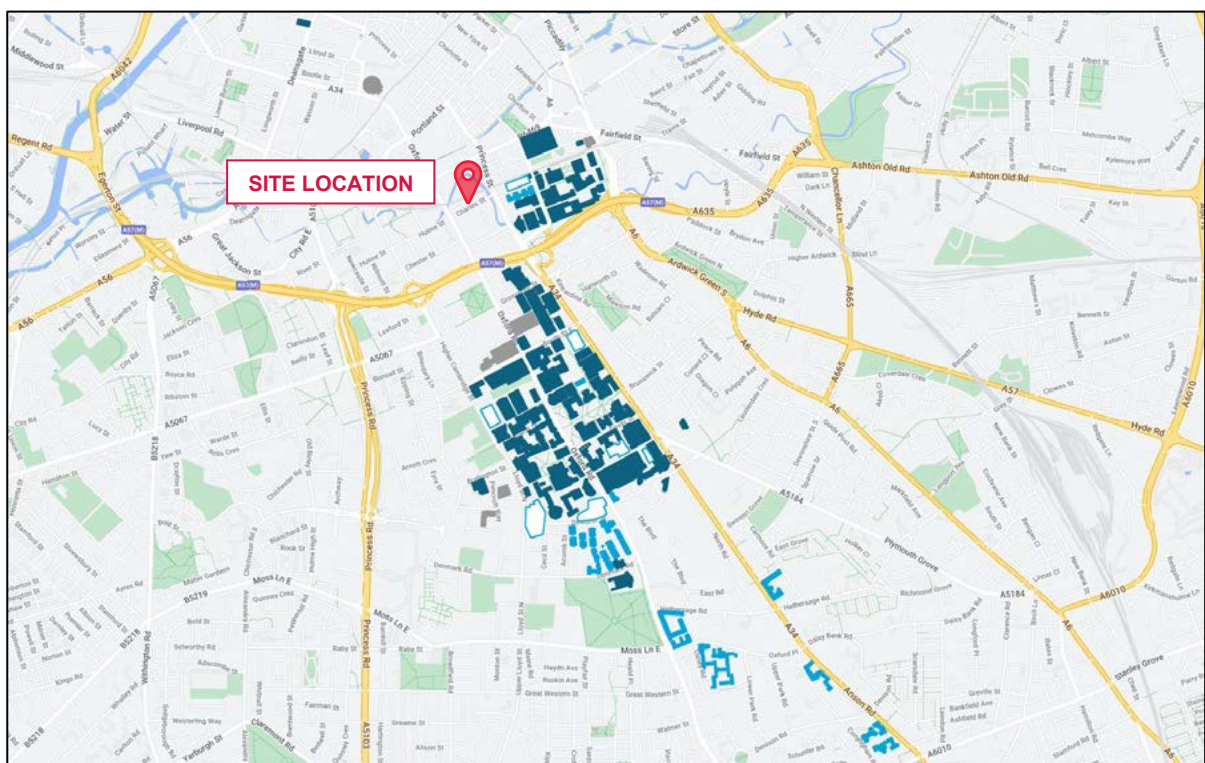


Figure 4.1 – University of Manchester Campus
(Source: UoM and Google Maps, 2022)

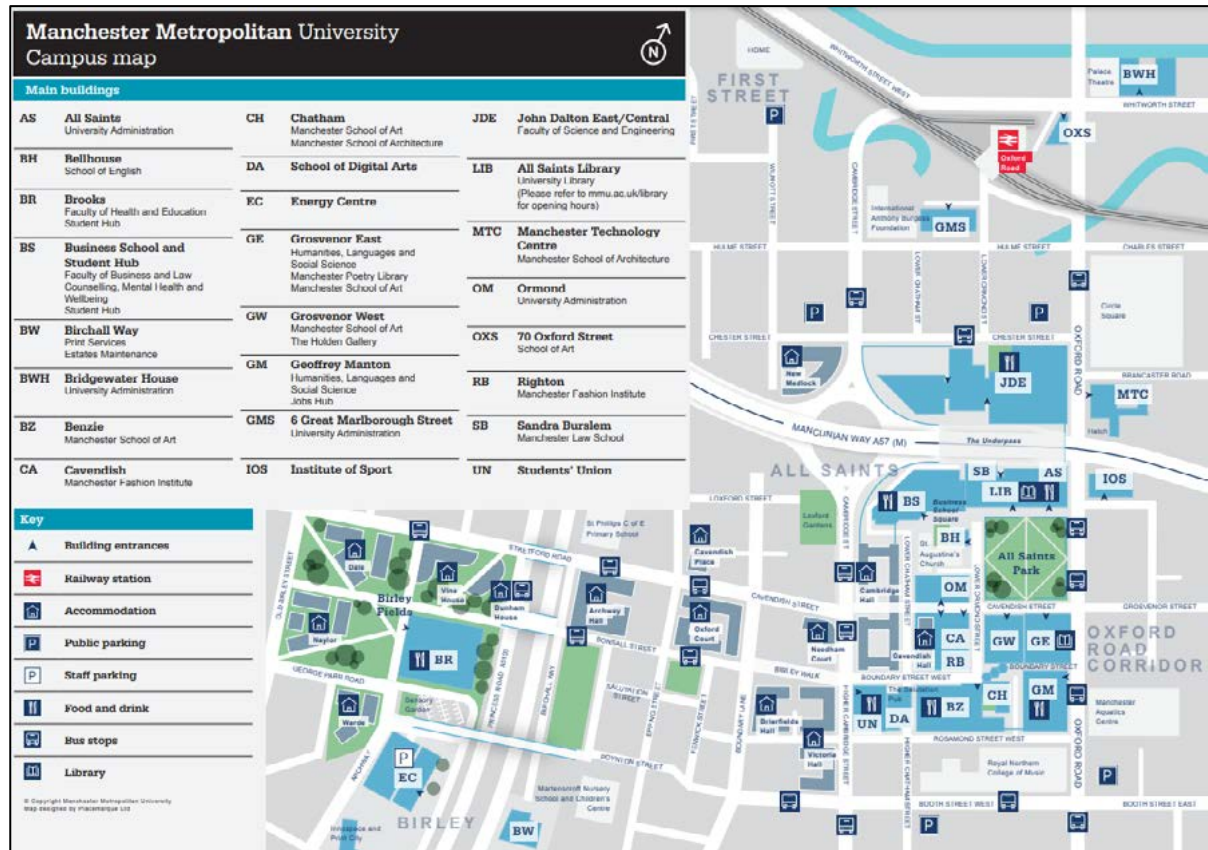


Figure 4.2 – Manchester Metropolitan University Campus

(Source: MMU)

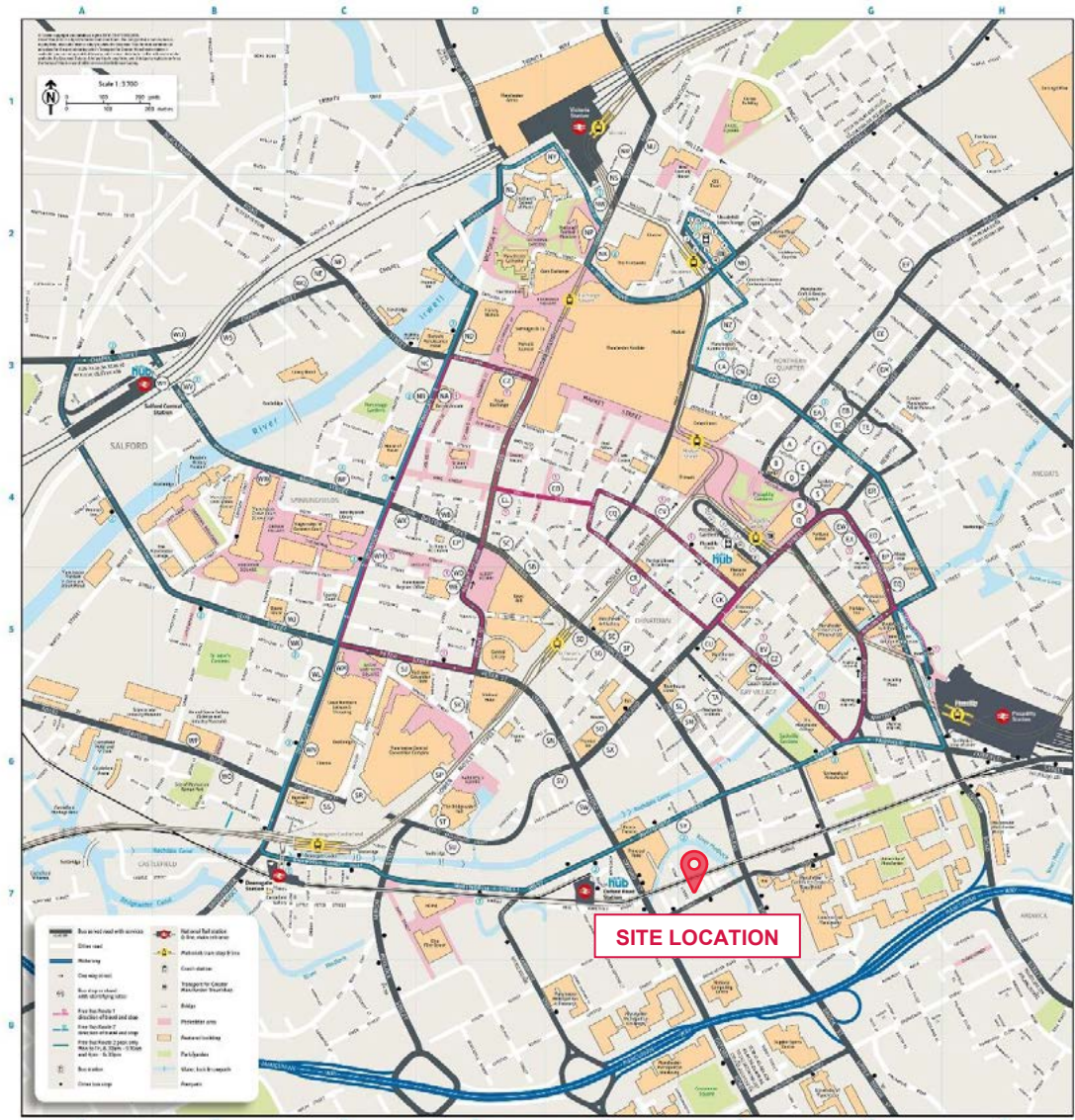


Figure 4.3 – Manchester City Centre
(Source: TfGM, 2016)

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* (2000) suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

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

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.2 The average pedestrian travels at a speed of 79m per minute (1.31m/s) (as calculated for 2019 from dataset NTS0303), which is rounded to 80m per minute. Based on this, the typical pedestrian could travel 500m, 1,000m and 2,000m in approximately 6 minutes, 12.5 minutes, and 25 minutes, respectively.
- 4.2.3 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Circle Square (comprising shops, restaurants, open space, and gym)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	0-250
2	Oxford Road (comprising restaurants, supermarkets, bars, hotels, post office, gym, All Saints Park)	Appropriate food outlet Access to cash Publicly available postal facility Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	100-500

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.4 Most notably, the site is adjacent to Circle Square which comprises a mix of residential, commercial and retail elements, along with a public square. It is considered that the majority of everyday facilities and goods can be accessed within the 500m desirable walking distance of the site.
- 4.2.5 There are also number of residential properties within 500m walking distance of the site.
- 4.2.6 There is a mix of uses on Charles Street, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O’Gowrie pub is located on Charles Street. Along and adjacent to Oxford Road there are a number of additional facilities and services available within the 500m catchment including cafés, restaurants, bars, take-aways, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym / leisure facilities.
- 4.2.7 Additionally, the Oxford Road rail station is within a 500m walk of the site and the many bus stops along Oxford Road host a wide variety of bus services all across Greater Manchester.
- 4.2.8 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library and Manchester Town Hall to the north, along with Whitworth Street and Portland Street with their associated leisure facilities and residential apartments. Manchester Aquatics Centre, the University of Manchester, Royal Northern

College of Music, and the rest of the Manchester Metropolitan University campus lie towards the south of the site.

- 4.2.9 Also within this catchment is the Chinatown district, and St Peter's Square in turn, which features a variety of restaurants, cafes, shops, and bars. The Manchester Central Convention Complex and the Bridgewater Hall is also approximately 1km to the north-west of the site.
- 4.2.10 Within 2km of the site there are multiple restaurants, bars, small retail outlets, gyms and private healthcare clinics located within the Central Business District of Manchester. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2km north of the site. Access to larger supermarkets and Manchester Royal Infirmary is also achievable towards the south of the site.
- 4.2.11 Odeon Cinemas and the Great Northern Warehouse Complex is situated to the north-west of the site and has restaurants and leisure facilities, and adjacent to this, there is also Deansgate where restaurants, bars, convenience stores, retail stores, gym/health facilities and leisure facilities are located.
- 4.2.12 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 2.4**. It is considered that the site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which, depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Plan 084709-CUR-XX-XX-G-TP-06004** presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network Routes available within these ranges.
- 4.3.3 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles in approximately 25 minutes.
- 4.3.4 The average cycling trip length was 5,300m in 2019 and 5,730m in 2022 (see 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).
- 4.3.5 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.

- 4.3.6 The 5.5km catchment encompasses most of Manchester, as well as parts of Salford and Trafford. The 8km catchment extends to Blackley to the north, Fairfield and Denton to the east, Didsbury to the south, and Trafford Park to the west.
- 4.3.7 Charles Street and York Street, like most roads in the city centre, are subject to a 20mph speed limit.
- 4.3.8 The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:



Figure 4.4 – Local Cycle Network
(Source: TfGM, 2022)

- 4.3.9 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.
- 4.3.10 **Figure 4.8** shows the existing and proposed Beeways in the vicinity of the site which allow residents to benefit from better safety and quality of travel:

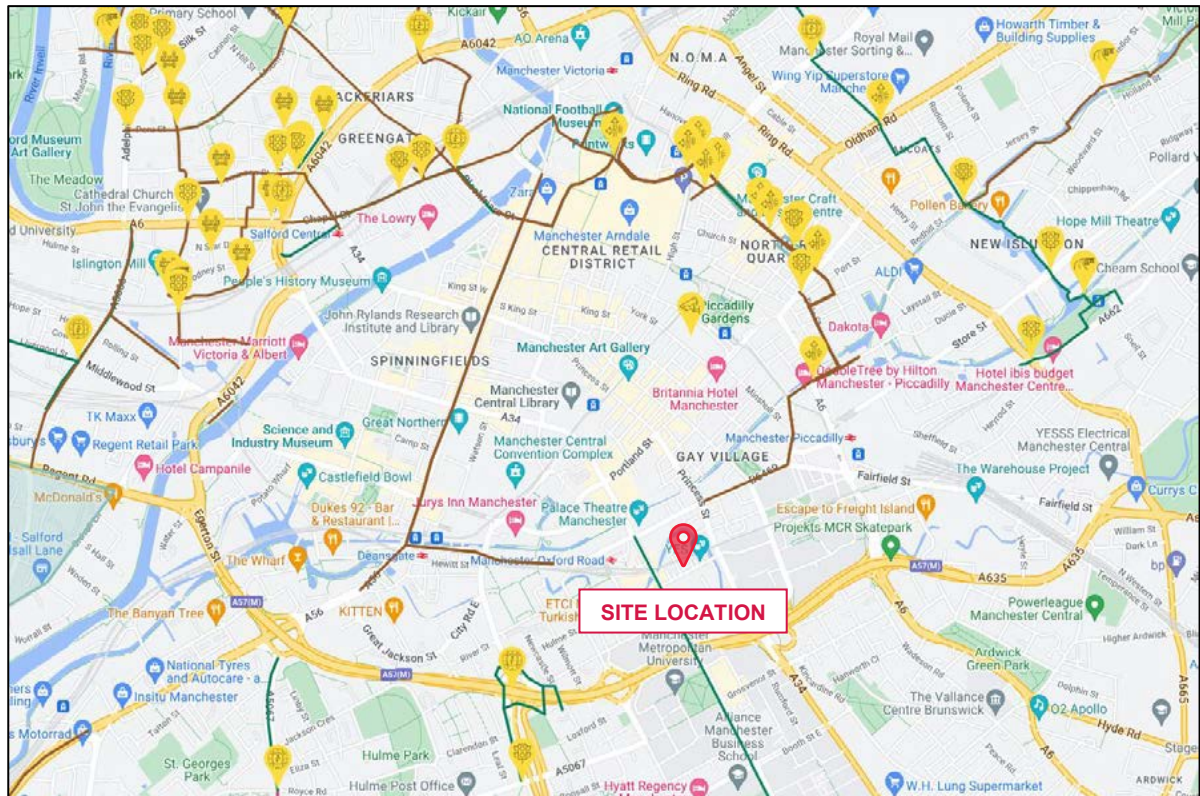


Figure 4.5 – City Centre Bee Network
(Source: TfGM, 2022)

- 4.3.11 Most notably, Manchester City Council is developing plans to improve the 'City Centre Triangle' with improved, physically segregated cycling facilities. TfGM describes it as: *"part of a key route linking various radial routes across and around the regional centre connecting to major trip attractors. This scheme aims to create an easier, safer and more attractive route for people to move between Piccadilly, Victoria and Deansgate stations, and to link into other walking and cycling routes. It focuses on areas not already covered by other walking and cycling improvement schemes (along Deansgate, and in the Northern Quarter)."*
- 4.3.12 Transport for Greater Manchester and Beryl, working in partnership with Manchester City Council, Salford City Council and Trafford Council, have launched Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme.
- 4.3.13 The closest cycle hire stands are currently on Princess Street and Oxford Road.
- 4.3.14 Furthermore, the development will provide 28 secure cycle parking spaces to encourage cycling. The site is therefore ideally placed to take advantage of the cycle connections around Greater Manchester.

4.4 Public Transport Accessibility

- 4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network

(i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure.
- 4.4.3 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 distances are also cited in the CIHT document 'Planning for Walking' (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).
- 4.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.10** below:

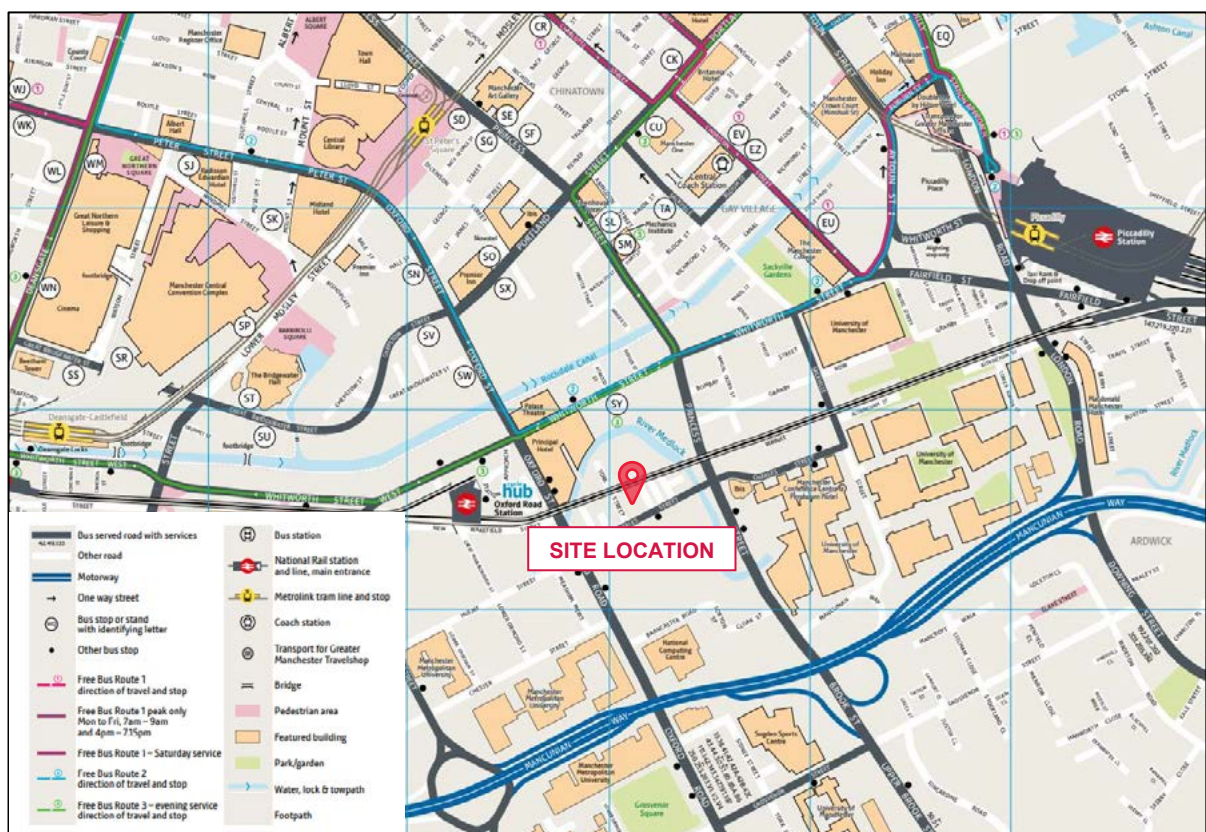


Figure 4.6 – City Centre Public Transport Network
(Source: TfGM, 2016)

4.4.5 **Plan 084709-CUR-XX-XX-G-TP-06005** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. The locations accessible within the above times include:

- 20 minutes – all of Manchester city centre, Salford Crescent, south Manchester;
- 40 minutes – north Manchester, Salford, Trafford, Ashton-under-Lyne, Stockport, Warrington, Bolton; and
- 60 minutes – Macclesfield, Stoke-on-Trent, Crewe, Liverpool, Preston, Lancaster, Huddersfield, Glossop.

Bus Accessibility

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

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

Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.7 Route 147 stops along Charles Street near the site. Students of the University of Manchester receive free travel on route 147 between the Sackville Street Campus (North) and Oxford Road Campus (South). The free service area is shown below:

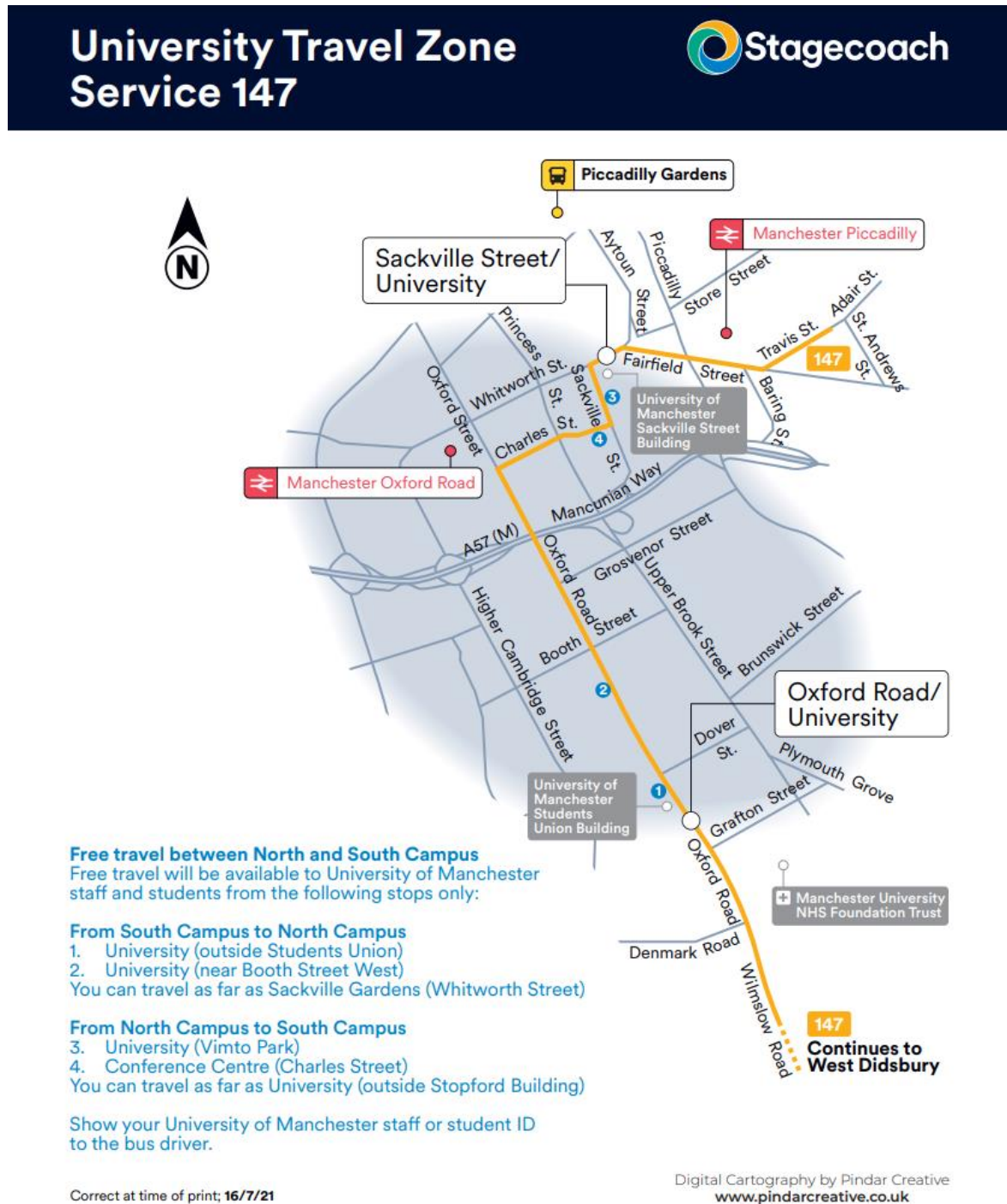


Figure 4.7 – University Free Travel Zone
(Source: Stagecoach, 2021)

- 4.4.8 Within a c. 150m walk of the site, there are 25 northbound bus routes available on Oxford Road (at 'Chester Street (Stop C)'), and 23 southbound routes (at 'Oxford Road Station (Stops A and B)')
- 4.4.9 There are many more bus services available slightly further afield. The 'Portland Buildings (Stop SX)' bus stop on Portland Street, where the Free Bus Route 1 stops, for example, is a c. 500m walk from

the site. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.3** below:

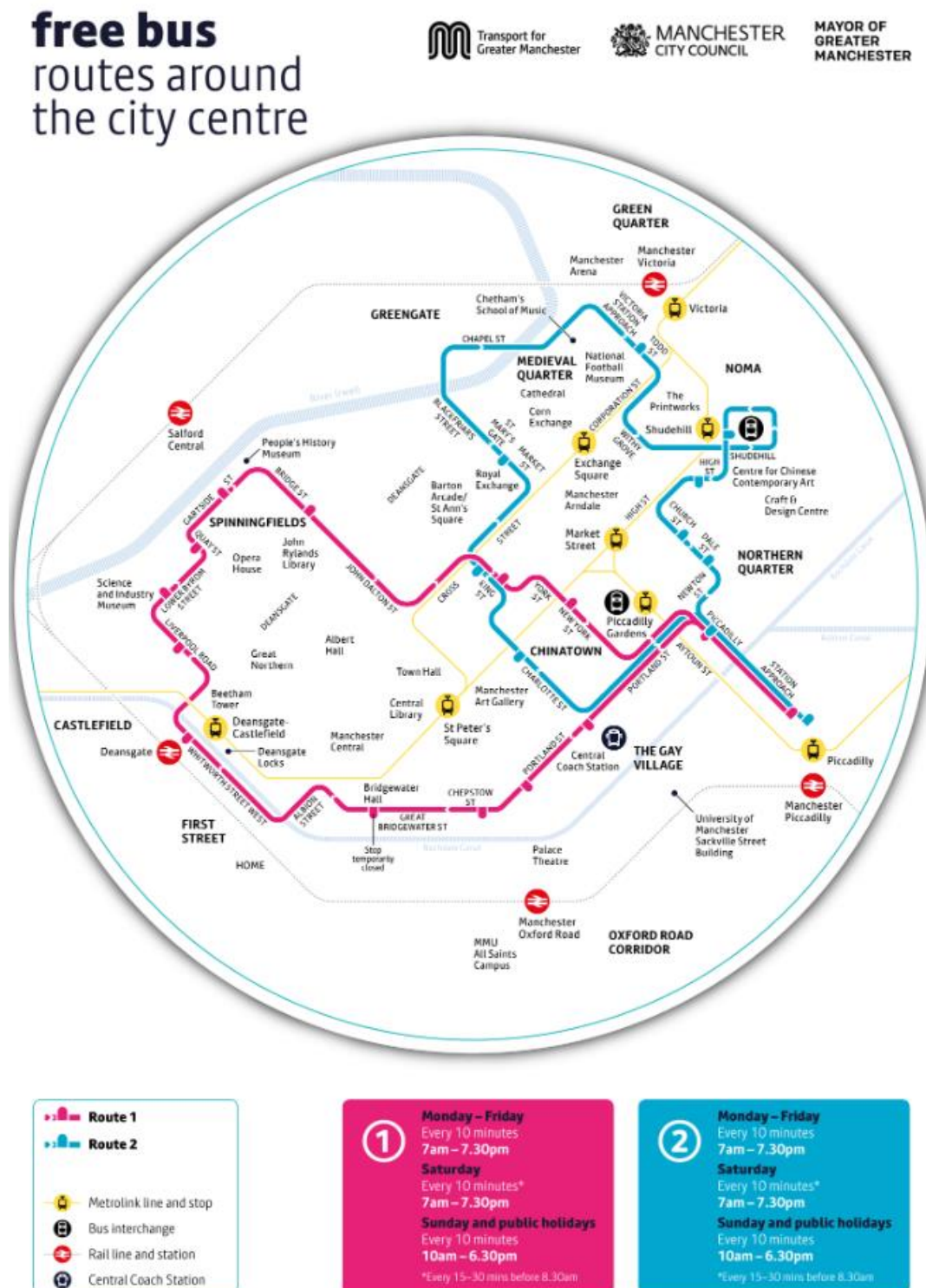


Figure 4.8 – Free Bus Route and Timetable
(Source: TfGM, 2023)

4.4.10 It is considered that the site is accessible by bus.

Rail Accessibility

- 4.4.11 Manchester Oxford Road is located within a c. 300m walk of the site, while Manchester Piccadilly and Deansgate can be reached within 1,000m, and Manchester Victoria within 2,000m.
- 4.4.12 Piccadilly is the primary station in Manchester and third-busiest station in the UK outside of London. It hosts long-distance intercity and cross-country services to national destinations including London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Reading, Southampton, and Bournemouth; regional services to destinations in Northern England including Liverpool, Leeds, Sheffield, Newcastle, and York; and local commuter services around Greater Manchester.
- 4.4.13 Many services from Piccadilly also stop at Oxford Road, including trains to Manchester Airport, Liverpool, Blackpool, and Llandudno.
- 4.4.14 It is considered that the site is highly accessible by rail.

Metrolink (Light Rail) Accessibility

- 4.4.15 The nearest Metrolink station is St Peter's Square, located at a c. 700m walk from the site. Deansgate-Castlefield, Piccadilly Gardens, and Piccadilly are all c. 1,000m from the site.
- 4.4.16 All lines run at a frequency of every 12 minutes. The Green and Grey Lines operate 07:00 – 20:00 on Mondays to Fridays, and 09:00 – 18:30 on Saturdays, while all others operate between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.
- 4.4.17 These stops provide access to the entire Metrolink network, as shown by the route map below:

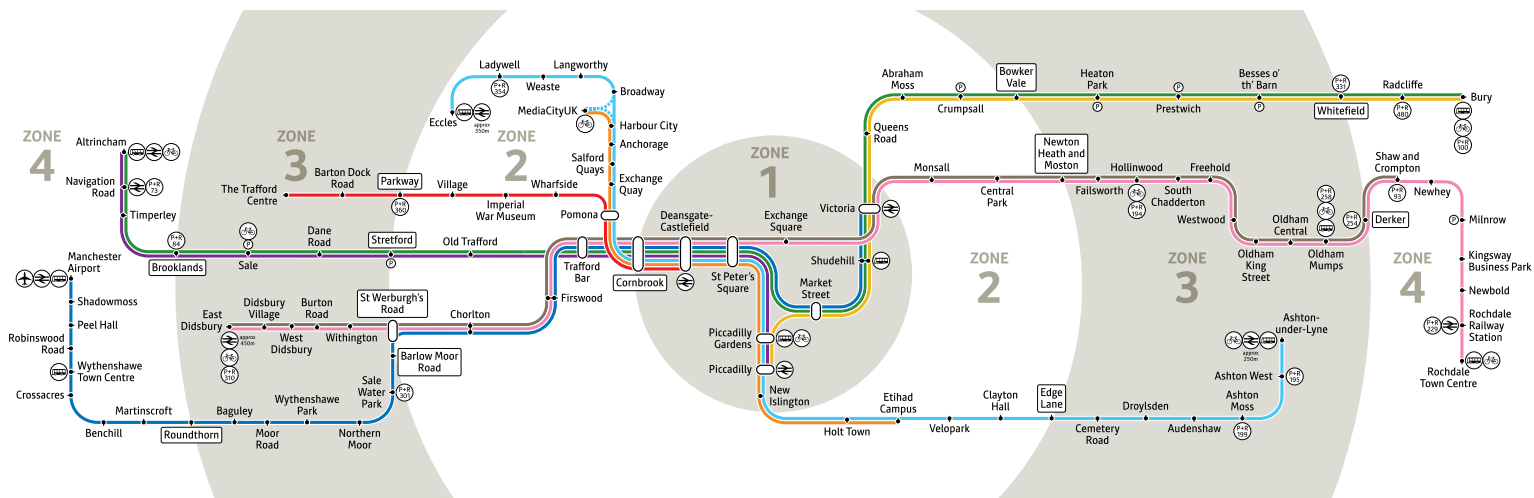


Figure 4.9 – TfGM Metrolink Network Map
(Source: TfGM, 2023)

- 4.4.18 In summary, it is considered the site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

- 4.4.19 Guidance from BREEAM UK New Construction 2018 states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.
- 4.4.20 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.
- 4.4.21 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.
- 4.4.22 The site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL index score of 91. This is understood to be the AI of the site.
- 4.4.23 It can be observed that the site's AI of 91 demonstrates that the site is highly accessible by public transport.

4.5 Summary

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

5.0 Building Research Establishment Environmental Assessment Method (BREEAM)

5.1.1 The development would be assessed against BREEAM UK New Construction 2018 standards and would seek to demonstrate compliance by obtaining a suitable number of credits. The assessment categories pertaining to traffic and transport, the relevant sections of this report where compliance has been assessed, and the credits they obtain, are summarised in **Table 5.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u>		2
	1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	Transport Statement (TS) provided in doc 084709-CUR-XX-XX-T-TP-00002	
	2. The site-specific travel assessment (or statement) shall cover as a minimum:		
	If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;	N/A (see para 5.1.3)	
	Predicted travel patterns and transport impact of future building or site users;	Section 6 of TS	
	Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Section 3 of ITP	
	Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 4 of ITP	
	Disabled access accounting for varying levels and types of disability, including visual impairment;	Section 3 of ITP	
	Calculation of the existing public transport Accessibility Index (AI); and	Section 4 of ITP	
	Current facilities for cyclists.	Section 3 of ITP	
	3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.	This document	
	4. If the occupier is known, involve them in the development of the travel plan.	TBC	
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 8 of ITP	
Tra 02	<u>Sustainable Transport Measures:</u>		
	1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.	This document	

BREEAM Category	Description	Signposts	No. of Credits
	2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.		Points:
	The existing AI calculated in Tra 01 ≥ 8;	Section 4 of ITP; AI is 91	1
	- Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train, or tram companies to increase the frequency of the local service provision for the development; OR - Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR - Provide a dedicated service, such as a bus route or service.	Not achieved	0
	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Section 6 of ITP	1
	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Not achieved; development is car-free	0
	- Set up a car sharing group or facility to facilitate and encourage building users to car share; AND - Raise awareness of the sharing scheme with marketing and communication materials; AND - Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND - Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	Not achieved; development is car-free	0
	- During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND - Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	Not achieved	0
	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5;	Not achieved	0
	The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Not achieved; although residents will have access to washing and changing spaces	0
	Existing amenities: At least three existing accessible amenities are present;	Section 4 of ITP	1

BREEAM Category	Description	Signposts	No. of Credits
	Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure a more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided.	Not achieved	0
	Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Section 6 of ITP, pending BRE review (see para 5.1.3)	
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Site AI: 91 Points achieved under criteria 2: 3	6
Total Transport Credits Obtained			8

Table 5.1 – BREEAM Credits Targeted

5.1.2 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – There will be an entrance lobby within the building;
- **Restrictions or charging for car parking** – There will be no dedicated car parking;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – The site does not encompass any external spaces;
- **Provision of suitable taxi drop-off or waiting areas** – There will be a loading bay; and
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development in city centre.

5.1.3 A key part of the Interim Travel Plan (ITP) will be monitoring, whereby travel surveys will be distributed to staff and students at the development, in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of study / residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage them to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

6.0 Travel Plan Initiatives

6.1 Introduction, Aim and Objectives

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

6.2 Provision of Sustainable Travel Information

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

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

Objectives	Contents
2 – To increase the level of cycling to and from the site	- A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; - Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map) - The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; - Promote TfGM's cycle hire scheme (https://beeactive.tfgm.com/cycle-hire/) which users can access using the Beryl app - Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; - Details of local cycle shops; - Calendar of events such as 'National Bike Week'; and - The https://www.cyclestreets.net/ website for journey planning by bike.
3 – To increase the level of public transport use to and from the site	- A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2 - A map showing local bus and rail stations in the vicinity of the site - Links to up-to-date public transport services, timetables, and routes (for example https://tfgm.com/public-transport); and - Details of TfGM's online journey planning resources: https://tfgm.com/plan-a-journey. - Promote the 16-17 Saver card and 16-25 Railcard which save holders 50% and 33%, respectively, on all train fares at a cost of £30 per year - Details of Traveline's online journey planning resources: https://www.traveline.info/ - Linking information systems regarding bus and rail travel timetables to the development website to form a "One-Stop-Shop" for all public transport queries; - Advertise any promotions/discounts offered by public transport operators
4 – To encourage car sharing and shared transport to and from the site	- Details of internal car sharing scheme; and - Links to Liftshare registration: https://liftshare.com/uk.

Table 6.1 – Sustainable Travel Information

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

6.3 Measures to Encourage Walking

6.3.1 The following measures will be provided and maintained in order to encourage staff and students to walk:

- Clear signing of pedestrian routes adjacent to the site; and
- Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas.

6.3.2 Additional measures such as marketing campaigns incorporating free issue pedometers and alarms, and the implementation of a “walking buddy” scheme could also be considered.

6.4 Measures to Encourage Cycling

6.4.1 There will also be 28 cycle parking spaces provided as part of the development proposals. The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

6.4.2 To encourage staff and students to cycle, the following measures will be provided:

- Periodically monitoring demand and uptake of cycle parking spaces and facilities (i.e. shower / changing facility) provided onsite;
- Register staff to the cycle to work scheme, which can save employees up to 42% on a new cycle and safety accessories;
- Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
 - o Engage with Manchester City Council to ensure appropriate standards of cycleways adjacent to the site;
 - o Sufficient security at proposed cycle parking facilities;
 - o Provide an on-site cycle repair stand;

6.4.3 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG), making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it 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.

6.5 Measures to Encourage Public Transport

6.5.1 The following measures will be provided in order to encourage staff and students to travel by public transport:

- Implement a staff business policy of considering public transport in the first instance;
- Liaise with bus companies on any future improvements and/or extensions to local services; and
- Arrange for season ticket loans for staff where a monthly deduction is made from their pay.

6.5.2 Additional measures such as offering limited time discount tickets, and providing a guaranteed lift home for staff who travel by public transport in the event of an emergency could also be considered.

6.6 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

- 6.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 6.6.2 To aid the coordination of car sharing, it is suggested that staff who are willing to car share should submit their name to the Travel Plan Coordinator (TPC). People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Staff will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the site, with common needs, timetables, or destinations.
- 6.6.3 It is envisaged that this would need to be regularly maintained / revised.
- 6.6.4 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for staff and students who do not own a car but require occasional use.
- 6.6.5 The TPC will also raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Car Club

- 6.6.6 It is acknowledged that many staff and residents that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.
- 6.6.7 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £8.33 an hour with a £6 monthly membership fee on the Under 22 Plan.
- 6.6.8 At the time of writing, the nearest Car Club bays are located at Samuel Ogden Street, a c. 300m walk from the site. There are further Car Club bays at Chepstow Street car park (c. 500m), Whitworth Street W (c. 600m) and John Dalton Street (c. 600m)
- 6.6.9 It is considered that the Car Club could therefore be a highly attractive facility for staff and residents who require occasional private car use, therefore minimising the highway impact.

7.0 Targets

7.1 Introduction

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

7.2 Data Collection and Analysis

- 7.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future staff and students. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 7.2.2 In order to understand travel habits, a representative sample survey will be undertaken within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of work / residence;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various active and sustainable modes;
 - Any barriers to walking, cycling and public transport; and
 - Initiatives that would encourage staff and students to travel more sustainably.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 7.2.4 Questions will be transferred to an online survey service, such as SurveyMonkey or Microsoft Forms. Staff and students would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.
- 7.2.5 Paper surveys will also be made available across communal areas of the site. These results can be manually transferred to the online survey service used, or a spreadsheet software such as Excel for analysis alongside the electronic surveys.
- 7.2.6 The information obtained will be used to undertake modal split analysis. Staff and students would then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

7.3 SMART Targets

- 7.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.
- 7.3.2 At this point, official targets will be set through consultation with Manchester City Council. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).
- 7.3.3 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.
- 7.3.4 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:
- Short-Term Target – within one year;
 - Medium-Term Target – for between 1 – 3 years; and
 - Long-Term Target – more than 3 years.

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

Example of Potential Modal Shift Targets					
Travel Mode	Existing	Short Term	Medium Term	Long Term	Total Target
Car Driver	TBC following surveys	-5%	-6%	-6%	-17%
Car Share		+1%	+1%	+1%	+3%
Public Transport		+2%	+1%	+1%	+4%
Cycle		+1%	+2%	+2%	+5%
Foot		+1%	+2%	+2%	+5%
Other		-	-	-	-

Table 7.1 – Example of Potential Targets

- 7.3.2 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.
- 7.3.3 The 17% reduction in car drivers has been informed by a major synthesis report¹² which found that university travel planning can induce a 7-27% reduction in car use by university commuters.

¹² Kuss, P. and Nicholas, K. (2022). A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management. *Case Studies on Transport Policy*, 10(3), 1494-1513.

- 7.3.4 The targets are considered to be realistic when considering 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.
- 7.3.5 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys.
- 7.3.6 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.

8.0 Monitoring and Review

8.1 Introduction

- 8.1.1 This section of the report sets out the proposed management arrangements associated with the ITP.
- 8.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

- 8.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

8.2 Responsibility and Management

- 8.2.1 Overall responsibility for the TP will lie with the occupier / any future owner of the buildings if transacted prior to completion. Following full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.
- 8.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.
- 8.2.3 At this point, the day to day responsibility will shift from the occupier to the appropriately appointed TPC.
- 8.2.4 Notwithstanding, adequate consultation and support from the scheme developer / management is required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:
- Active management of the car and cycle parking supply;

- A commitment to actively pursue any future partnerships with bus operators;
- Provision of security for walkways to and from the site and between the main residential areas and the development, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting, and any CCTV installations in collaboration with the Highways and Planning Authorities;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

8.3 Travel Plan Coordinator (TPC)

- 8.3.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.
- 8.3.2 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed.
- 8.3.3 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for staff / residents incorporating a survey, events and then advice to staff / residents on sustainable travel choices.
- 8.3.4 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:
- Leading on the delivery of the TP;
 - Representing the human face of the TP and explaining its purpose and opportunities on offer;
 - Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
 - Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
 - Liaising with public transport operators and represent the operator at relevant forums;
 - Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council); and
 - Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.
- 8.3.5 As well as this document, the TPC should consult TfGM's interactive dedicated travel planning website for employers – <https://tfgmbusinessstravel.exhibition.app/> – which aims to act as a 'one stop shop'

providing guidance for businesses looking to make affordable and sustainable travel choices and support the wider regional economy. Visitors to the TfGM business portal will find resources for both employers and employees, ranging from travel planning tools such as travel survey templates through to information on new flexible tickets and active travel provision such as Greater Manchester's cycle hire scheme.

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

8.4 Monitoring and Evaluation

- 8.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from staff and students and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.
- 8.4.2 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council) to ensure that the TP reflects current opportunities and local circumstances. The five-year monitoring schedule will include six surveys: the initial monitoring survey and five follow-up surveys.
- 8.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will 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.
- 8.4.4 The figures calculated will additionally take account of known parameters (such as car parking / ownership) which will be calculable independently to ensure the robustness of the information provided.
- 8.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce annual monitoring reports. This report will include, but may not be limited to the following:
- Reporting of progress against the targets set once the travel survey is completed;
 - Provision of information relating to new initiatives introduced (if applicable);
 - Provision of information on proposed initiatives due for implementation (if applicable); and
 - Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure) (if applicable).
- 8.4.6 Monitoring reports will be provided to officers at Manchester City Council every year following the receipt of the first surveys and a summary of the survey results will be circulated to staff and students by the TPC.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

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

Table 9.1 – Action Plan

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

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

Plans

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Project:
CHARLES STREET - MANCHESTER

Drg Title:
SITE LOCATION
REGIONAL VIEW

Status:
PRELIMINARY

Drawn By: JM Checked By: AT

Designed By: JM Date: 17/11/23

Scale: NTS

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

84709 - CUR - XX - XX - G - TP - 06001 - P01



KEY: ○ Site

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\\ma-fs-1\Projects\084001 - TPMA Charles Street\Q4-Production\4A-Models-Drawings\TPICAD\061



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Project:
CHARLES STREET - MANCHESTER

Drg Title:
SITE LOCATION
LOCAL VIEW

Status:
PRELIMINARY

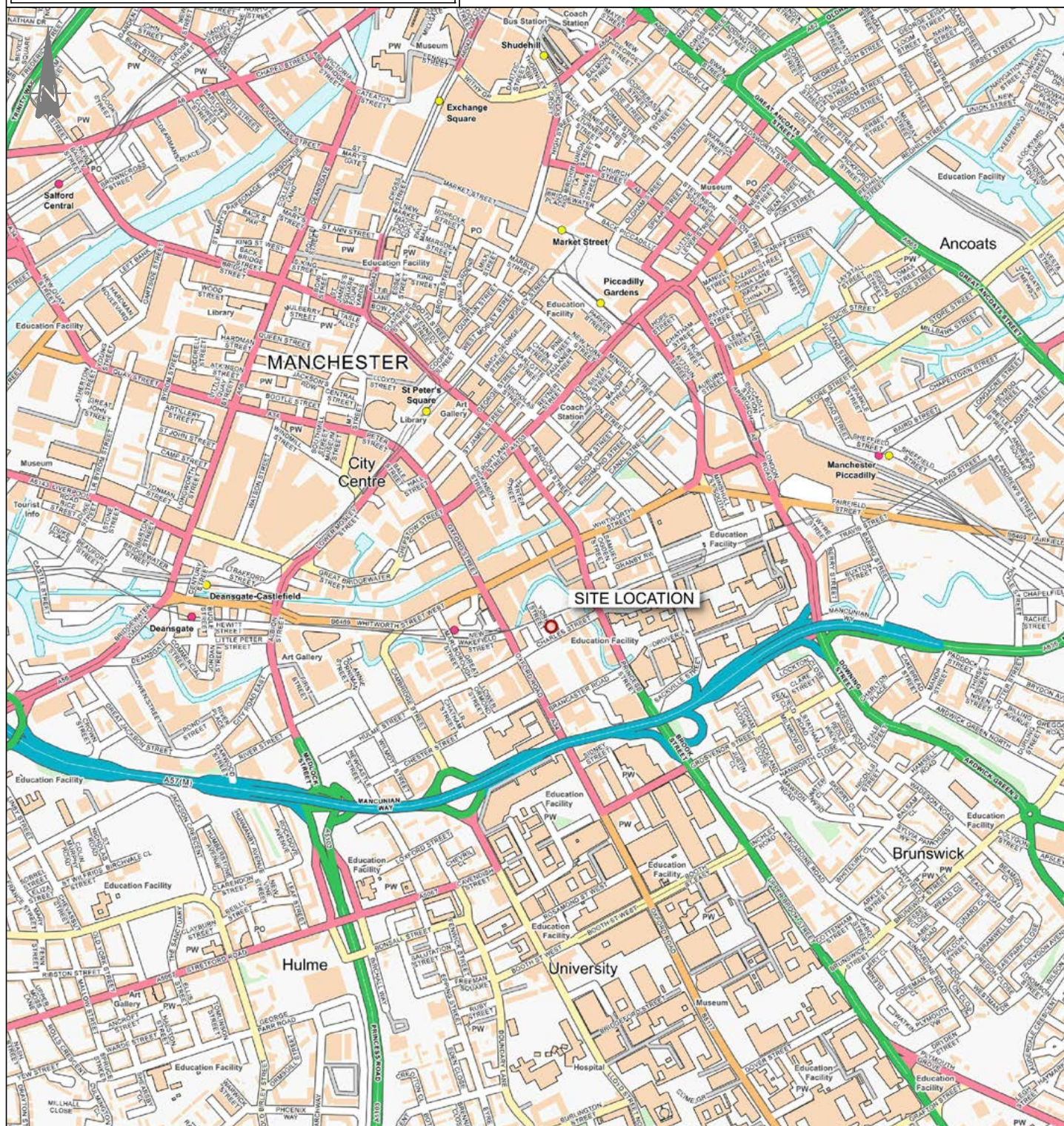
Drawn By: JM Checked By: AT

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

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Project:
CHARLES STREET - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

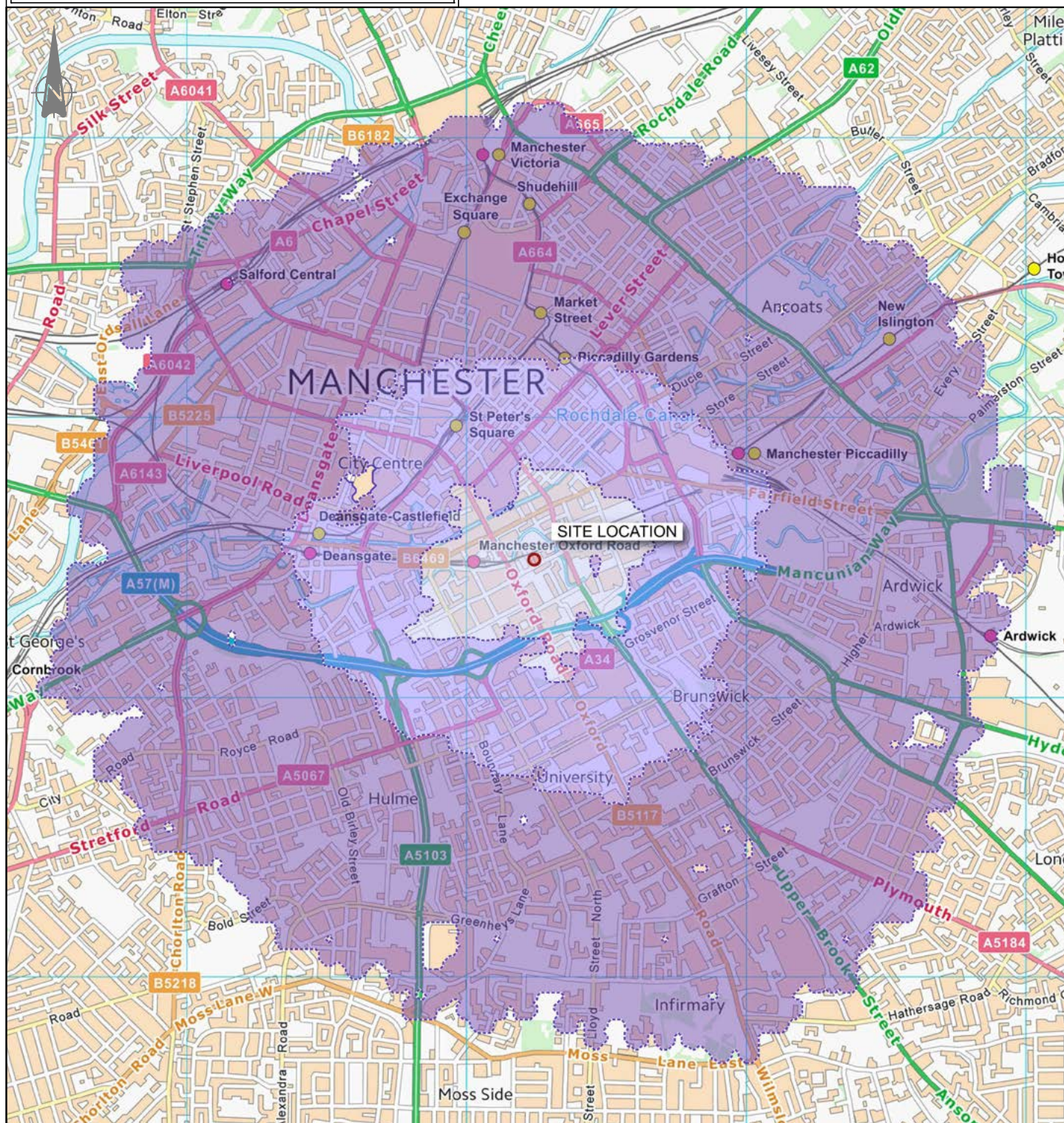
Drawn By: JM Checked By: AT

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Scale: NTS

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

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KEY:

○ Site

Walking Catchment:

500m
1000m
2000m

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Project:
CHARLES STREET - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

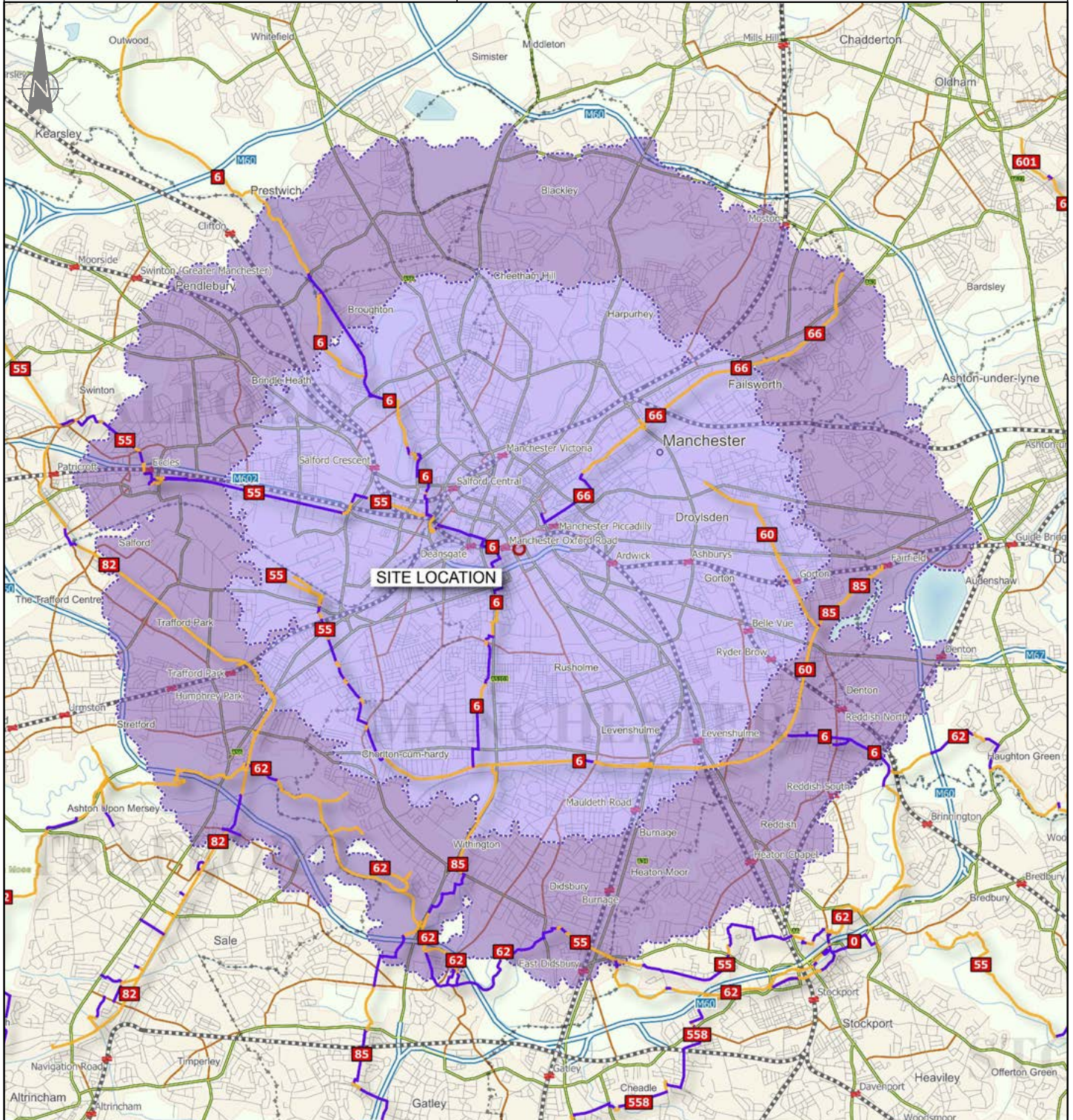
Drawn By: JM Checked By: AT

Designed By: JM Date: 17/11/23

Scale: NTS

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

84709 - CUR - XX - XX - G -TP - 06004 - P01



KEY:

● Site
National Cycle Network:
— On Road Cycle Route
— Traffic-free Cycle Route

Cycle Catchment:
5500m
8000m

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Project: CHARLES STREET - MANCHESTER

Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT
WEEKDAY AM - OUTBOUND

Status: PRELIMINARY

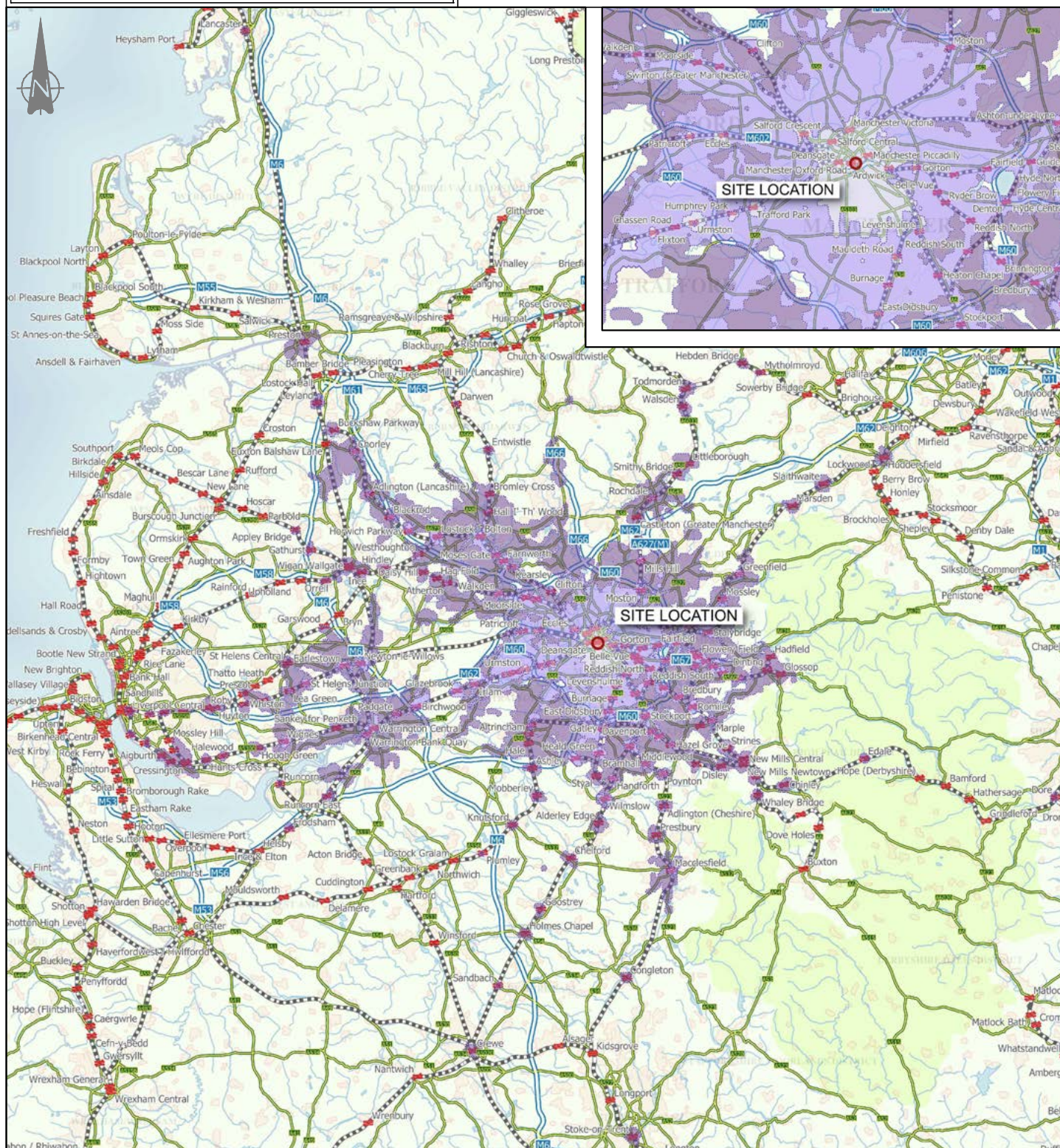
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Designed By: JM Date: 17/11/23

Scale: NTS

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

84709 - CUR - XX - XX - G - TP - 06005 - P01



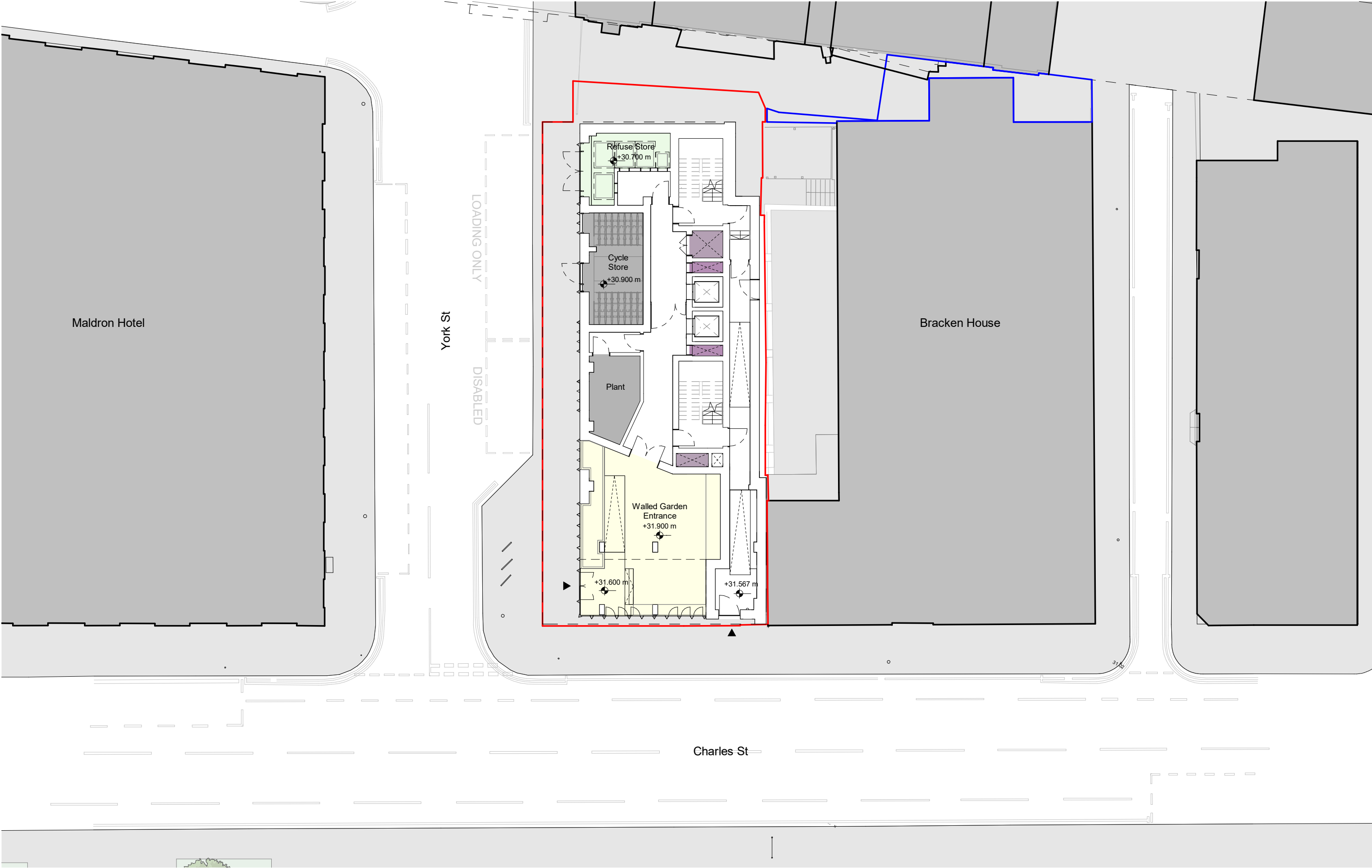
KEY: ● Site

Public Transport Catchment:

- 20 minutes
- 40 minutes
- 60 minutes

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Appendix A – Proposed Site Layout



This drawing is copyright
Do not scale off dimensions.
All dimensions to be checked on
site by contractor.
Contractor to report any
dimensional discrepancies,
errors or omissions prior to
commencing on site.

NOTE:
DO NOT SCALE OFF DRAWING REFER TO INDICATED
DIMENSIONS ONLY.
DRAWING TO BE READ IN CONJUNCTION WITH SHP
SPECIFICATION.
INDICATIVE DETAILS TO ILLUSTRATE VISUAL INTENT ONLY. ALL
TO CONTRACTORS DESIGN.
ALL DETAILS TO BE COORDINATED WITH ADJACENT TRADES
AND SE AND M+E ENGINEER DETAILS.
THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE
SPECIFIED PERFORMANCE CRITERIA.

Rev	Date	Description
P01	2023-12-05	PLANNING ISSUE
P02	2023-12-11	PLANNING UPDATE

Project Title
**Charles Street
Manchester**

Status
Planning

Drawing Title
**General Arrangement
Plan
Ground Floor**

Project No 10489	Scale 1 : 200 @ A3
SHP Drawing Code 10489-SHP-ZZ-A-B5D8-G200-PL-00-001	Revision P02

simpsonhaugh

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