Approved Residential Development, 3 St John Street, Manchester

Travel Plan

Prepared for:

RA Project 7X Limited

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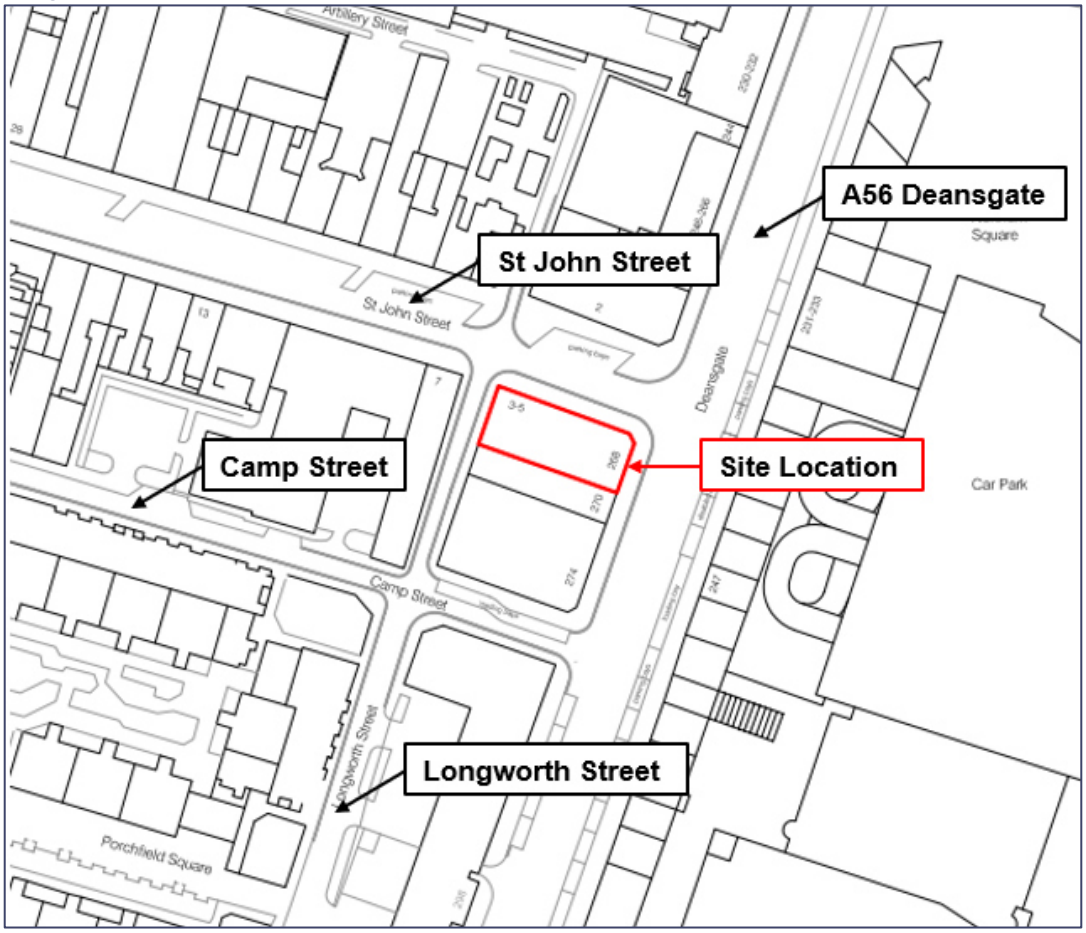
1.0 INTRODUCTION

1.1 Overview

1.1.1 Axis have been appointed by RA Project 7X Limited to provide highways and transport advice in relation to the approved planning permission for a residential development at 3 St John Street, Manchester.

1.1.2 The site location is illustrated on **Image 1.1**.

Image 1.1 – Site Location



1.1.3 Planning application reference 120062/FO/2018 was approved by Manchester City Council (MCC) on 18 May 2018 for the following development:

"Change of use of the existing ground plus two-storey building (but excluding the ground floor A1 retail unit and D1 Clinic) and development of an additional two storey roof level extension, and external improvements, to create no.11 residential apartments (Class C3), with storage provision at basement level."

1.1.4 Condition 9 of the Decision Notice associated with permission 120062/FO/2018 reads as follows:

"Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented prior to first occupation of the building by residential occupiers and shall be kept in operation at all times thereafter.

Reason - To ensure that the development is in accordance with planning policy and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy."

1.1.5 This Travel Plan has been prepared to discharge the above condition. It has been prepared with due regard to the relevant sections of the Planning Practice Guidance.

1.2 Report Structure

1.2.1 The remainder of this TP will be structured as follows:

i) Chapter 2 describes the relevant local and national Travel Plan policy and guidance context, alongside the objectives and benefits of the TP;
ii) Chapter 3 sets out the existing sustainable transport opportunities that can be utilised by staff when travelling to / from the site, with reference to local pedestrian, cyclist and public transport infrastructure;
iii) Chapter 4 sets out the aims, objectives and targets of the plan;
iv) Chapter 5 identifies a series of TP measures that will be implemented at the site to improve the effectiveness of the TP; and
v) Chapter 6 discusses the management of the plan and how it will be monitored and reviewed into the future.

2.0 TRAVEL PLAN CONTEXT

2.1 Background to Travel Plans

2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy private car use and encourage travel via more sustainable modes.

2.1.2 The Department for Transport's (DfT) *'Making Residential Travel Plans Work'* (June, 2007) introduced the concept of a 'Travel Plan Pyramid'. This helps to demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Image 2.1**.

Image 2.1 – TP Pyramid from DfT's 'Making Travel Plans Work'



2.1.3 The use of a pyramid structure to illustrate the 5-tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.

2.1.4 The most important layer of the pyramid is considered to be the base, which shows that the key to making TPs work is the location of the development and its proximity to local facilities and services.

2.1.5 In terms of location, the site is located within Manchester City Centre and therefore benefits from being located within walking distance to surrounding land uses, including employment, education, shopping, leisure and other amenities.

2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel which in this instance is again liked to the existing level of provision to facilitate sustainable travel.

2.1.7 There is currently a range of high-quality pedestrian, cyclist and public transport infrastructure in place within the vicinity of the site, which provides safe and efficient connections to the surrounding areas. Also, the approved development will provide a cycle storage area at ground floor level with space for 12 spaces.

2.1.8 As indicated in Level 3 of the pyramid, the Travel Plan Co-ordinator (TPC) will be free to develop further measures to maximise the sustainable travel at the development. The TPC for the approved development will be Shaunak Rauniar (Rauniar Developments).

2.1.9 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. Due to the highly sustainable location of the site, the approved development will not provide any on-site car parking provision. Influencing travel choice in a positive manner is the key aim of this document.

2.1.10 The top layer of the pyramid relates to how the Travel Plan will be promoted. A key measure within this plan is to ensure that residents will be made aware of the aims of the TP and the travel choices available as alternatives to car travel.

2.2 Objectives and Benefits of the Travel Plan

2.2.1 The key objectives of this TP are to:

i) Minimise the total travel distances travelled through the reduction of journey lengths and frequency – particularly single occupancy car trips;
ii) Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
iii) Promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to private car;
iv) Highlight the health and environmental benefits of using sustainable travel modes; and

v) Enable people to make more informed and therefore better choices.

2.2.2 There could be a large number of benefits that will be derived from the successful implementation of the TP, for future residents of the site as well as the wider community. These include:-

i) Improved health and fitness through increased levels of walking and cycling;
ii) Increased flexibility offered through wider travel choices;
iii) The social aspects of sharing transport with others; and
iv) Improved environment surrounding the site as vehicular movements are minimised and parking pressures are reduced.

3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

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

3.1.2 Paragraph 105 of the National Planning Policy Framework (NPPF) states:

"…Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduced congestion and emissions, and improve air quality and public health…"

3.1.3 Accordingly, and to demonstrate the site's compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following:

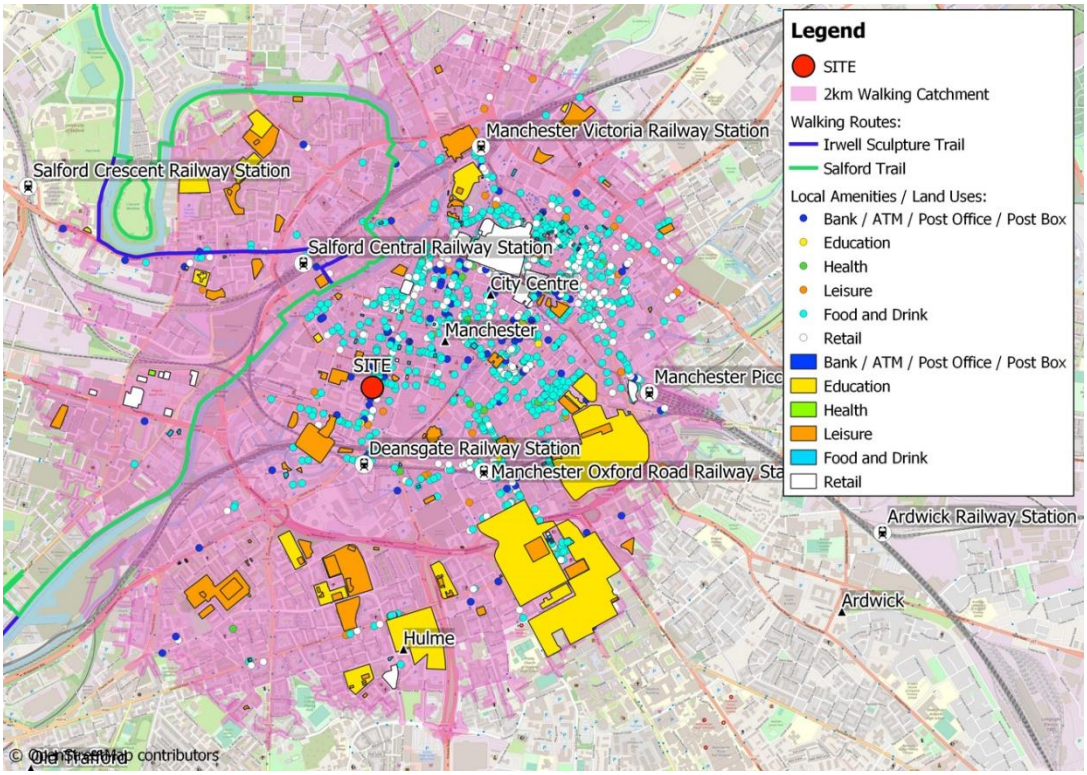
i) Accessibility on foot;
ii) Accessibility on cycle; and
iii) Accessibility by public transport.

3.2 Accessibility on Foot

3.2.1 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. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 To assist in summarising the accessibility of the site on foot, an indicative pedestrian catchment plan has been produced and is illustrated on **Image 3.1**.

Image 3.1 – 2km Walking Catchment



3.2.3 **Image 3.1** demonstrates that the site's 2km catchment incorporates a considerable portion of Manchester City Centre, in addition to surrounding areas such as Hulme and parts of Salford.

3.2.4 The site is therefore well located in relation to local services and facilities within and around Manchester City Centre. The site is also within walking distance of numerous public transport facilities including bus stops, tram stops and railway stations. Deansgate Railway Station and Deansgate-Castlefield tram stop can both be accessed within a circa 450m walk distance of the site.

3.2.5 Furthermore, the surrounding area benefits from a good level of pedestrian infrastructure including wide footways, street lighting and pedestrian crossing facilities equipped with dropped kerbs and tactile paving.

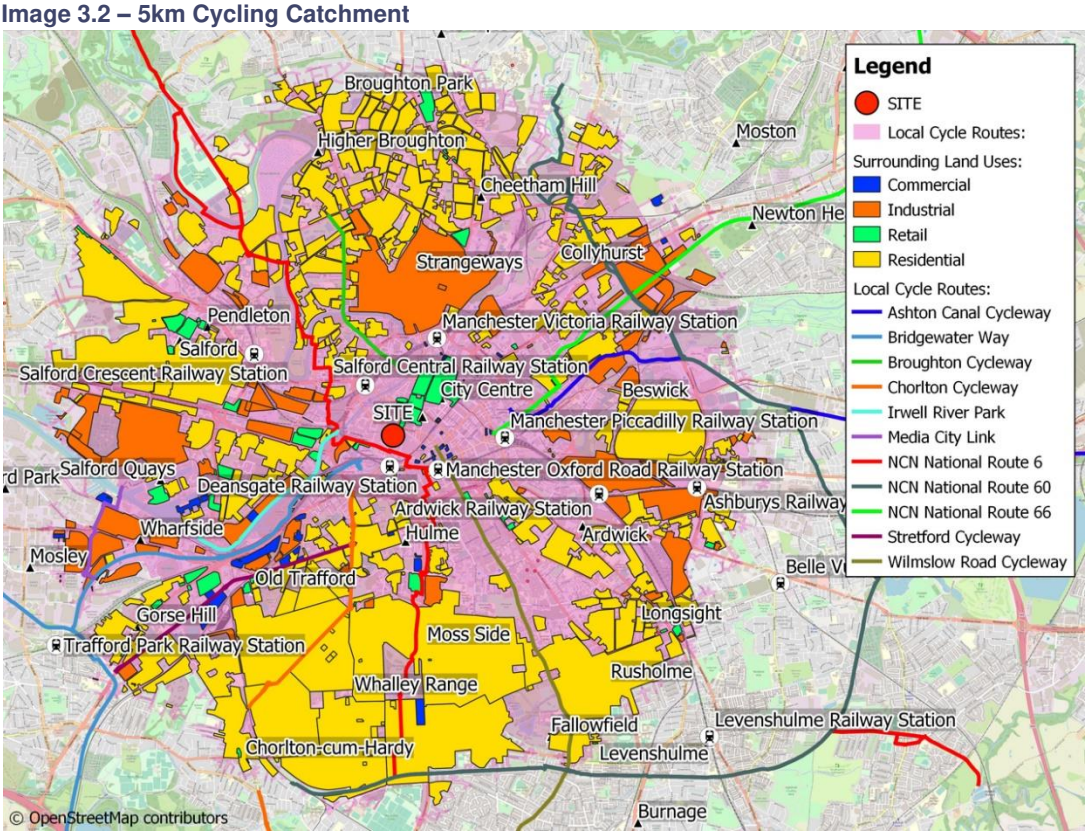
3.2.6 With regards to the above, the site is therefore considered to be highly accessible on foot.

3.3 Accessibility by Cycle

3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.

3.3.2 In order to determine the accessibility of the site by cycle, **Image 3.2** shows a 5km cycle catchment from the centre of the site.

Image 3.2 – 5km Cycling Catchment



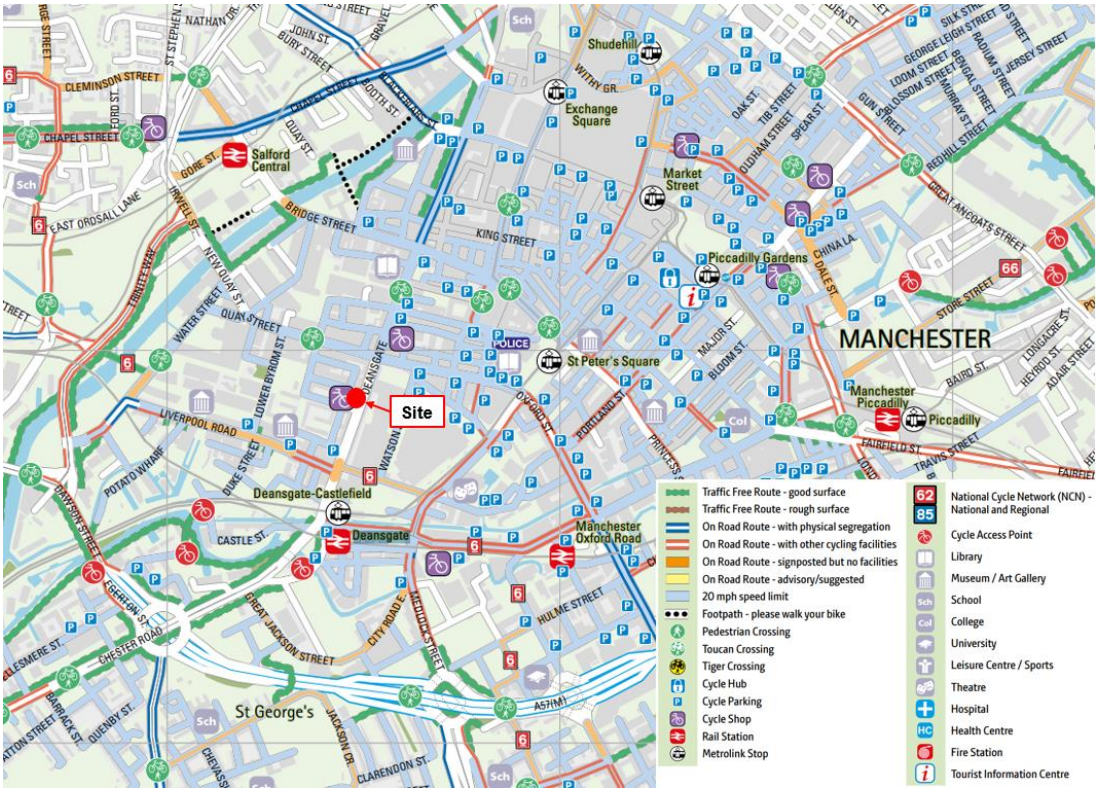
3.3.3 As shown on **Image 3.2**, the whole of Manchester City Centre can be accessed within the 5km cycle catchment. Furthermore, the areas of Higher Broughton, Cheetham Hill, Fallowfield, Chorlton-cum-Hardy, Old Trafford and Salford, amongst others, can also be accessed within a reasonable cycle distance.

3.3.4 The 5km catchment also incorporates a number of cycle routes, including three National Cycle Network (NCN) routes, the closest of which is NCN Route 6 which routes through the surrounding areas of Sale, Chorlton and Fallowfield.

3.3.5 Whilst not shown on **Image 3.2**, the 5km catchment also incorporates Greater Manchester's 'Beeway' Network, which has been introduced by Transport for Greater Manchester (TfGM) to encourage active travel. The 'Beeway' Network provides extensive cycling connections between the site and the surrounding areas of Greater Manchester.

3.3.6 There are also multiple other on and off-road cycle routes and facilities that surround the site, as shown on the extract of the Manchester Cycling District Map reproduced on **Image 3.3**.

Image 3.3 – Extract of Manchester Cycling District Map



3.3.7 Review of **Image 3.3** shows that the site is located adjacent to a cycle shop, and that the majority of roads surrounding the site are subject to a 20mph speed limit, some of which have designated cycle facilities. It can therefore be demonstrated that the local highway network to the site is well equipped and provides conditions which are conducive for cycling.

3.3.8 With regards to the above, the site is considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

By Bus

3.4.1 Guidance from the CIHT document, *"Guidelines for Planning for Public Transport in Development"*, recommends that the walk distance for a new development should ideally be 300m to a bus stop, or a maximum of 400m.

3.4.2 The nearest bus stops to the site are located along Liverpool Street, within a circa 300m walk distance, and are therefore within CIHT's lower walk distance threshold.

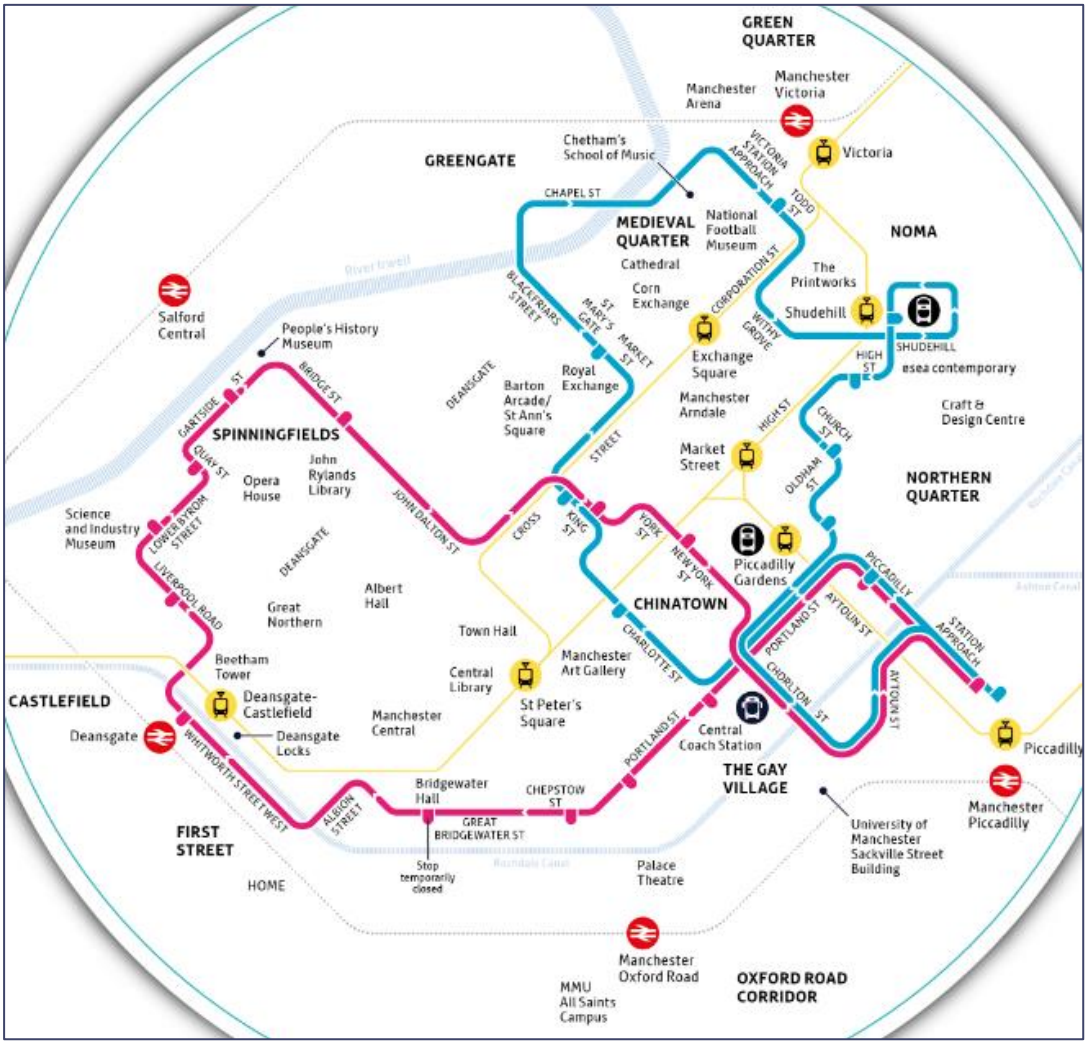
3.4.3 The bus stops along Liverpool Street are served by service number 33 which routes between Shudehill and Worsley via Manchester City Centre and Eccles. It runs every 30 minutes on weekdays and Saturdays and every one hour on Sundays (on-way). Service number 33B also operates one service per day on Tuesday – Friday (inclusive) from the nearest bus stops along Liverpool Street, routing between Brookhouse Estate, Manchester City Centre and Shudehill.

3.4.4 Moreover, Route 1 of Manchester's free bus also operates from the nearest bus stops to the site. The service frequency of Route 1 is summarised as follows:

i) Monday – Friday: Every 10 minutes between 7am – 7pm and every 30 minutes between 7pm – 11:30pm;
ii) Saturday: every 15-30 minutes between 7am – 8:30am, every 10 minutes between 8:30am – 7pm and every 30 minutes between 7pm – 11:30pm; and
iii) Sunday and public holidays: every 10 minutes between 10am – 6pm.

3.4.5 The free bus routes around the city centre are shown below on **Image 3.4**.

Image 3.4 – Manchester Free Bus Routes



3.4.6 With regards to the above, the site is therefore considered to be highly accessible by bus.

By Rail

3.4.7 Manchester provides an extensive network of train services that serve both the local area and destinations further afield. Deansgate Railway Station is the nearest railway station to the application site, and can be accessed within a circa 450m walk / cycle distance.

3.4.8 Deansgate Railway Station provides local services within and around Manchester City Centre, including Manchester Oxford Road, Hazel Grove and Manchester Airport.

3.4.9 Deansgate Railway Station also provides frequent services to destinations further afield within the north-west region, including Crewe, Liverpool Lime Street, Blackpool North and Southport.

3.4.10 Trains run throughout the day and evening, 7 days a week. A short connection from Deansgate to Manchester Oxford Road or Manchester Piccadilly Railway Stations facilitates journeys to further destinations such as London, Nottingham, Leeds, Hull and Sheffield.

3.4.11 The site is therefore considered to be well located to encourage journeys to be made by rail.

By Tram

3.4.12 The nearest Metrolink station to the site is Deansgate-Castlefield (circa 450m walk distance).

3.4.13 Deansgate-Castlefield is an interchange station which allows passengers to transfer between all other Metrolink services. Furthermore, it also serves as a rail interchange by integrating National Rail services from Deansgate Railway Station.

3.4.14 The services that utilise the nearest stops to the site are set out as follows:

i) Altrincham to Bury;
ii) Altrincham to Piccadilly;
iii) Ashton-under-Lyne to Eccles;
iv) Bury to Piccadilly;
v) Manchester Airport to Victoria;
vi) Media City UK to Ashton-under-Lyne;
vii) Cornbrook to Trafford Centre; and
viii) East Didsbury to Rochdale Town Centre.

3.4.15 All Metrolink trams currently operate services every 12 minutes. The TfGM website (https://tfgm.com/public-transport/tram) provides a range of online tools which help users to plan their journeys via tram, such as live arrival / departure times, up to date maps of the Metrolink network and live travel updates and disruptions.

3.4.16 Based on the above, the site is therefore highly accessible by tram.

3.5 Car Clubs

3.5.1 Car clubs are seen to be a cost-effective and sustainable tool that could also 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.

3.5.2 Companies such as Enterprise Car Club (www.enterprisecarclub.com) offer memberships in Manchester with a variety of cars parked in designated bays at many locations around the city.

3.5.3 The nearest location, with two designated cars and parking spaces, is located on Queen Street, within only a circa 250m walk distance from the site. In addition, a further two car club bays are located on Bridgewater Street, approximately 400m from the site.

3.6 Accessibility Summary

3.6.1 In summary, the site is well located to facilitate journeys to the site to be made by sustainable modes of transport. The surrounding area is well equipped with pedestrian and cycle infrastructure and the site is located within walking distance of a range of public transport infrastructure.

3.6.2 As such, the site is therefore compliant with local and national policies that relate to the promotion of development with good access to sustainable travel modes.

4.0 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

4.1.1 The headline aim of the TP is to reduce the proportion of single occupancy vehicle trips and to widen travel choices for residents. The TP would also work towards reducing the impact of the approved development on the local highway network.

4.1.2 The specific objectives of the TP set out the motivation and factors that would help achieve the overall aim for the site, and include:

i) Prevent congestion on the local highway network and mitigate against overspill onto the surrounding roads;
ii) Improve the travel options for residents;
iii) Minimise incentives for private car use and maximise incentives to use sustainable alternatives;
iv) Promote and raise awareness of the benefits of healthier and more environmentally friendly travel; and
v) Ensure residents are aware of the TP and its purpose.

4.2 Targets

4.2.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.

4.2.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.

4.2.3 Action targets include actions such as employing a TPC, and launching the TP.

4.2.4 The 'aim' targets contained in the TP focus on minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes.

4.2.5 The TP targets should therefore aim to achieve a realistic and feasible reduction in single occupancy car driver trips.

4.3 Initial Travel Research

4.3.1 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of current travel characteristics has been undertaken.

4.3.2 The TPC will be responsible for the travel monitoring process (surveys) and updating the TP in order to improve sustainable travel use. The TPC will also be responsible for liaising with MCC and the following duties:

i) Marketing and advertising new initiatives relating to the TP;
ii) Establishing and following a timeline for the implementation of the TP measures;
iii) Providing travel option information to residents;
iv) Monitoring of the TP as set out in **Chapter 6**; and
v) Evaluating progress towards the TP targets.

4.3.3 Travel modal split data for the middle super output area (MSOA) 'Manchester 060', within which the site is located, has been obtained from the 2011 Census data, covering all travel-to-work journeys (excluding home working). This data is summarised in **Table 4.1**, and has been used to set preliminary mode-share targets prior to the occupation of the development.

Table 4.1 – 2011 Census Modal Split

Mode	Census Modal Share (Resident Population)
Train or tram	10%
Bus, minibus or coach	5%
Motorcycle, scooter or moped	0%
Driving a car or van	30%
Passenger in a car or van	2%
Bicycle	2%
On foot	50%
Total	**100%***

**Subject to rounding*

4.3.4 The census data presented in **Table 4.1** gives an initial indication of modal split at the site, prior to occupation and without the influence of the measures contained within this TP (see **Chapter 5**). The data shows that 30% of trips were undertaken by driving a car or van, whilst 2% of people travelled as a passenger in a car or van. Journeys by public transport counted for 15% and walking and cycling accounted for 50% and 2%, respectively.

4.3.5 Using the above figures as a baseline, **Table 4.2** gives an example of the approximate modal shift targets that could be achieved with an effective site-specific TP.

Table 4.2 – Indicative Modal Split Targets

Mode	Baseline Modal Split (census data)	Year 5 Target	Modal Shift
Train or tram	10%	12%	+2%
Bus, minibus or coach	5%	7%	+2%
Motorcycle, scooter or moped	0%	1%	0%
Driving a car or van	30%	20%	-10%
Passenger in a car or van	2%	3%	+1%
Bicycle	2%	4%	+2%
On foot	50%	53%	+3%

4.3.6 **Table 4.2** indicates a target reduction in car journeys made by residents from 30% to 20% (reduction of 10%).

4.3.7 The figures in **Table 4.2** are indicative only and would be reconsidered fully when the site is occupied, and resident travel surveys can be undertaken.

4.3.8 Once the site is fully occupied, sustainable travel initiatives (such as those described in the following section e.g., Resident Travel Information Packs) would be implemented.

4.3.9 It would take time for the effects of the possible initiatives to occur. During the time between the initial survey and second survey, there should been sufficient time for a shift in travel patterns to occur.

5.0 PROPOSED TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 This TP contains a number of measures that will be implemented at the site, aimed at minimising the reliance on the private car and maximising the demand for sustainable travel use. This TP contains the following measures:

i) Appoint a Travel Plan Co-ordinator (TPC);
ii) Encourage and Promote Sustainable Travel through a range of suitable measures;
iii) Produce and distribute Resident Travel Information Packs; and
iv) Undertake Resident Travel Survey.

5.2 Travel Plan Coordinator

5.2.1 The TPC for the approved development will be Shaunak Rauniar, of Rauniar Developments.

5.2.2 The TPC will act as a liaison point for any issues relating to the TP and will fulfil the following roles and responsibilities:

i) Administer/manage the TP and provide a liaison in implementing the plan with MCC;
ii) Ensure travel awareness amongst future residents;
iii) Provide a point of contact and travel information;
iv) Coordinate the travel surveys;
v) Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate;
vi) Ensure the availability of the most up to date travel information;
vii) Ensure that all residents receive a Resident Travel Information 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; and
viii) Provide a point of contact with transport operators and Planning and Highway Authority officers at MCC.

5.3 Encourage and Promote Sustainable Travel

5.3.1 All residents would be made aware of the existence of the TP and its aims.

5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes and so the TPC will therefore prepare Travel Packs, which should contain suitable information concerning local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information. These Travel Packs should be regularly updated with the newest information available and will be made available for new site residents.

5.3.3 The TPC will be fundamental to the implementation and success of the TP. It is vital that the TPC is involved with some aspects of the development so that they can promote and achieve sustainable transport solutions.

5.4 Resident Travel Information Packs

5.4.1 Resident Travel Information Packs will be prepared and issued upon first occupation as part of the handover pack. The Travel Packs will include:

i) Site specific public transport information. This will explain what buses can be taken to specific key destinations – shopping, education, employment etc. Information relating to any discounted travel season tickets etc would also be included.
ii) Information about the TP and its benefits, as described previously.
iii) A summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc.
iv) Walking and cycling maps showing local walking and cycling routes in relationship to local facilities, including sports centres, cinemas, pubs, health centres and shopping.

5.5 Travel Survey

5.5.1 The first step to developing the operational TP is to establish how the site users make journeys to and from the site. A travel survey will be conducted once the site is fully occupied and then every two years thereafter as part of the monitoring and review process.

5.5.2 The survey will be performed in order to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP. By conducting the survey once every two years this will give an indication of how travel behaviour is changing at the site and provide an important indication as to the success of the TP.

5.5.3 The travel survey will be used to show how people travel to the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport, what would encourage people to reduce car use. The following information can be obtained:

i) How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others);
ii) Where site users are generally travelling to/from;
iii) Which places are considered to be dangerous for walking or cycling, and why;
iv) Willingness to car share;
v) Any problems there are with bus services and where a new service might be helpful; and
vi) How residents would like to travel if they had the choice and whether they own a bicycle or have a bus pass.

5.5.4 The results of the surveys will provide a valuable ‘baseline’ against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured. The full TP will be submitted to MCC within 3 months of the first survey, which will be undertaken during the first 6 months of full occupation of the approved development.

6.0 PLAN MONITORING REVIEW

6.1 Overview

6.1.1 The monitoring and review programme will be designed to generate information which the TP can be evaluated, revised, developed and improved, over a 5-year period.

6.1.2 The major objective of the plan is to effect a reduction in the use of single occupancy private cars by residents. In the first instance, the plan will seek to review existing residents travel movements by way of a travel survey.

6.1.3 On completion of the first travel survey, it will be appropriate to set targets which seek to achieve an increased proportion of residents travelling by more sustainable forms of transport. Notwithstanding this, a number of preliminary action targets are set out in the following section.

6.2 Travel Plan Targets

6.2.1 In agreement with Travel Plan Officers from MCC and in accordance with best practice guidance on the preparation of TPs, targets should be set against which the efficiency of the plan can be measured. The preliminary action targets for the development are set out in **Table 6.1**.

Table 6.1 – Preliminary Action Targets

Action	Target Date
Appoint a TPC and inform MCC of their contact details	Complete – details included in this TP
Provide all residents with Travel Information Packs	Issued upon first occupation
Undertake travel survey and report results to MCC	Within 6 months of full occupation and every 2 years thereafter
Submit full TP to MCC	Within 3 months of first travel survey
Agree on preliminary resident modal split targets with MCC	Within 6 months of first occupation of the site

6.3 Monitoring

6.3.1 The monitoring would include items such as:

i) Travel habits / modal split; and
ii) General feedback from residents.

6.3.2 Information gathered as part of the continuous monitoring process would be made available to the MCC. Through this medium, future strategies for further delivering TP objectives can be considered in partnership between the residents, MCC and transport providers.

6.4 Plan Review

6.4.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date and to identify measures which could potentially be included in the future.

6.4.2 Although the database will be kept up to date throughout the year, the re-issue of the travel questionnaire (every two years) will provide the opportunity to gather new information regarding residents' attitudes to travel and on the modal split compared to the previous years.

6.4.3 A periodic review report will be produced summarising the results since the previous review. The report will also incorporate the results of the ongoing monitoring throughout the preceding period.