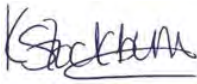




Proposed Residential Development
at Lord Street, Manchester
for United Living
Transport Statement

October 2023 (Revision 1)

Quality Management

Lord Street, Manchester – Transport Statement Project No: 23087				
File reference	highways/Lord Street, Manchester - 23087/TEXT/REPORTS/231017 Lord Street TN.docx			
Issue/revision	Initial Issue	Revision 1	Revision 2	Revision 3
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Prepared by	K Stockburn	K Stockburn		
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1. Introduction

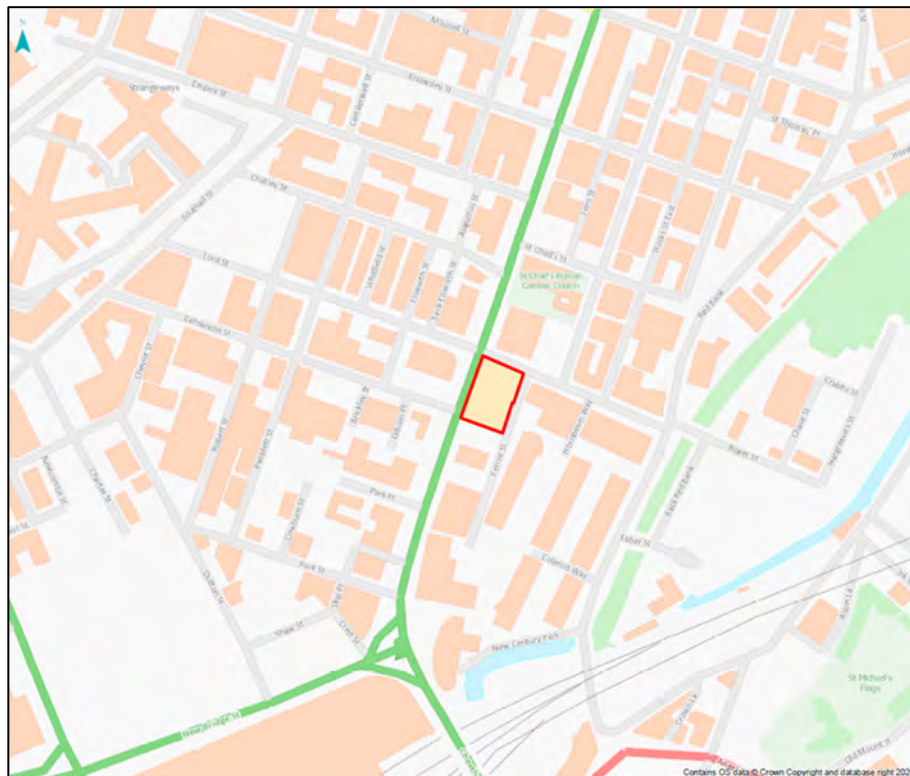
1.1.1 This Transport Statement has been prepared on behalf of United Living to support an amendment to planning application 113914/FO/2016 on land to the east of Cheetham Hill Road and south of Lord Street for a residential development.

1.1.2 The proposed layout is shown on the architects plans in Appendix A and comprises the following:

- 192 Apartments;
- 165m² Residential Amenity Space;
- 20 Car Parking Spaces, including 2 accessible spaces;
- 192 cycle parking spaces; and
- Private Landscaped Amenity Space.

1.1.3 The Sites location is shown on Figure 1. An extract of which is shown in Image 1.1.

Image 1.1 Site Location



1.1.4 This Transport Statement (TS) has been prepared in accordance with guidance relating to transport statements prepared and issued by the Department for Communities and Local Government (DCLG).

1.1.5 This report sets out the changes from the approved planning application and relates the changes to the proposed development and identifies if any measures are required to accommodate the anticipated transport impacts of the scheme.

1.1.6 The Sites previous planning approval (113914/FO/2016) was granted planning permission in 2016. This was for a 16 storey building with 192 residential apartments, ground floor commercial units (172sqm) and 67 car parking spaces. A full comparison against the previous approval is provided in Chapter 2.

1.1.7 The key element of this report focuses on the proposed reduction in car parking provision on Site for the same number of residential apartments. The car parking is reduced from 67 spaces to 20 car parking spaces in order to reduce the level of excavation required to provide two basement levels of car parking.

1.1.8 This Transport Statement will provide a comparison between the two applications in Chapter 2 and a justification for the reduction in car parking spaces in Chapter 3 and provides a summary in Chapter 4.

2. Review Against Previous Application

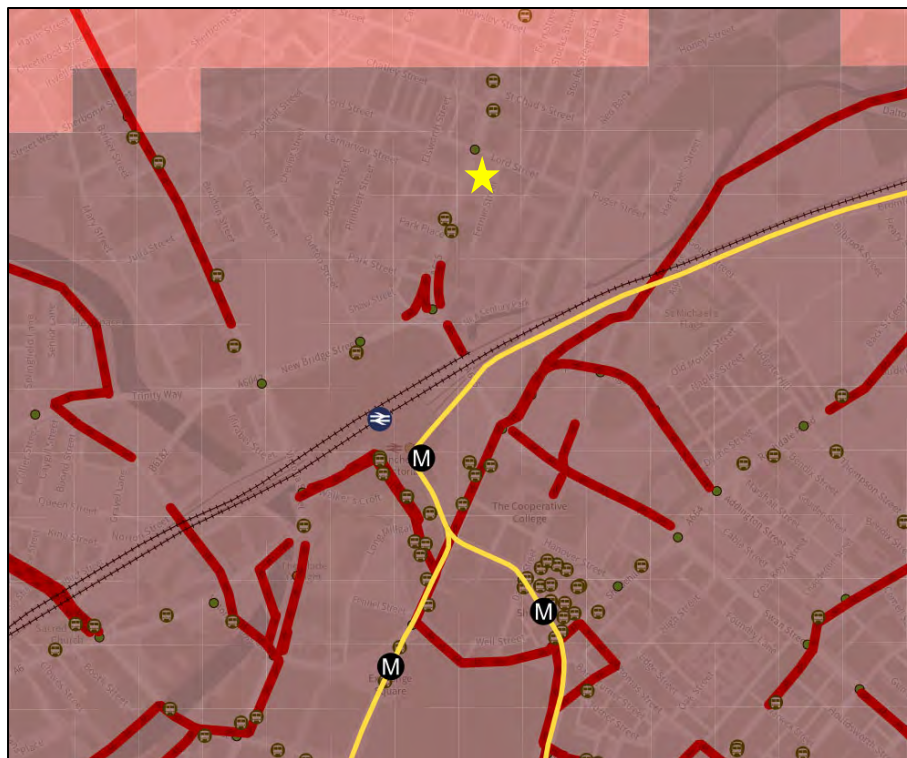
2.1.1 This chapter provides a comparison and review against the previous application (113914/FO/2016).

2.2 Existing Site Accessibility

2.2.1 The development Site is located 400m to the north of Manchester Victoria Station with frequent bus services (10 per hour in each direction) on Cheetham Hill Road operating in both directions on the Sites frontage. The Site achieves the maximum level 8 within the Greater Manchester Accessibility Levels (GMAL), due to its excellent accessibility to public transport. It measures the accessibility by public transport of a point of interest and provides a score of between 1 and 8 (where 1 is poor accessibility and 8 is an exceptional level of accessibility).

2.2.2 The local bus stops, train and Metrolink stations and crossing facilities are shown on Image 2.1, which is an extract of the Gmodin mapping by mapping GM. The Site is indicated by a yellow star.

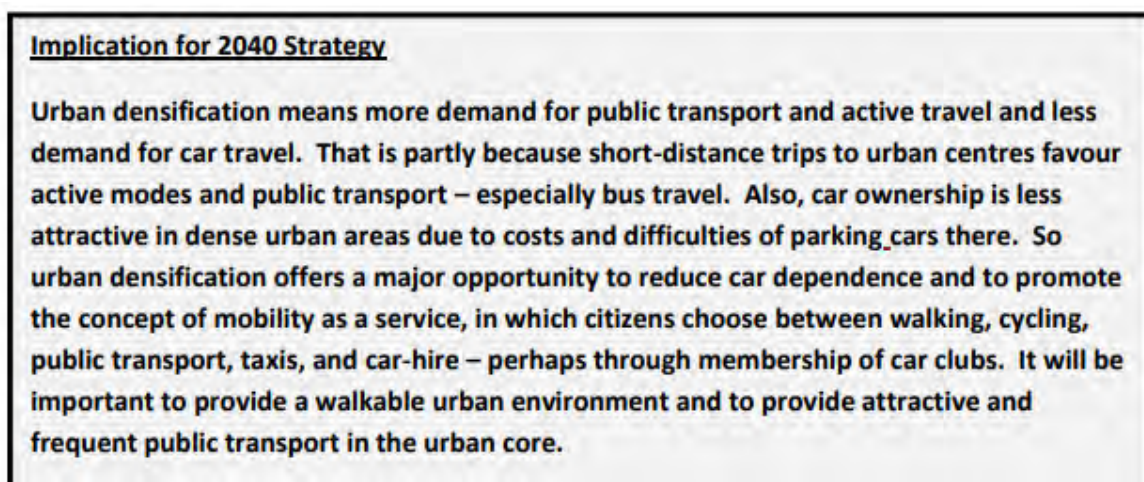
Image 2.1 Extract of Mapping GM Accessibility Mapping



2.2.3 The development accessibility has not materially altered since the previous approval, however Manchester Council has declared a climate emergency in July 2019 and Greater Manchester brought out their Transport Strategy up to 2040.

2.2.4 As part of the GM Transport Strategy 2040 evidence base, they promoted urban densification in order to limit car ownership (extract in Image 2.2). The strategy to provide more parking than necessary is likely to lead to greater car dependency and more congestion - which is at odds with the emerging spatial framework and Manchester's Climate emergency and zero carbon stances. As such a reduction in car parking proposed is deemed appropriate for this highly accessible location.

Image 2.2 Extract of GM Transport Strategy 2040 Evidence Base



2.3 Comparison of Previous and Proposed Scheme

2.3.1 Table 2.1 provides a summary of the highway related scheme changes in relation to the Site.

Table 2.1 Comparison of Applications

Topic	Previous Approval	Proposed Development	Proposed Change
Residential Units	192	192	-
Commercial Floorspace	172sqm	-	-172sqm
Residential Amenity	-	165sqm	+165sqm
Total Parking	67	20	-47
Accessible Parking	2	2	-
EV Car Parking	0	20	+20
Cycle Parking	192	192	-
Motorcycle Parking	5	3	-2

2.3.2 The main change in development quantum is associated with the removal of the commercial floorspace fronting Cheetham Hill Road with residential amenity space. This will remove the previous requirement for servicing on the Cheetham Hill Road frontage.

2.4 Car Parking Provision

2.4.1 The car parking provision is shown on the plan in Appendix A. In order to reduce the reliance on the car in this extremely accessible location, the Site proposes to reduce the number of car parking spaces from 67 to 20. The full reasons behind this reduction are set out in Chapter 3.

2.4.2 The number of accessible spaces is proposed to stay the same (2 spaces) and will change from a 3% provision to a 10% provision. The car park layout, also provide opportunities to reassign further spaces to become accessible provision if there is sufficient demand.

2.4.3 All spaces are to be provided with cabling to enable EV charging.

2.5 Motorcycle Provision

2.5.1 The number of motorcycle spaces proposed has been reduced from 5 to 3 spaces, due to the sustainable location prioritising travel by foot and cycle. If demand dictates there are further opportunities to increase the provision.

2.6 Cycle Provision

2.6.1 The cycle provision is shown in Appendix A. The total number of cycle spaces is 192 and this is split into two separate stores. One with 114 cycle spaces and one with 78 cycle spaces. Both cycle stores are to be provided with a bike wash and repair facility. Electrical supply for the direct charging of cycles is also to be provided within the cycle stores.

2.6.2 The cycle stores will either be accessed via the roller shutter entrance into the car park, or via the two internal lifts.

2.6.3 The rearranged bike provision is considered to be an improvement on the previously approved store as it now provides washing and repairing stations and provides a direct access into the building from the bike store so that cycle users don't have to leave the building after storing their bikes.

2.7 Bin Store

2.7.1 The proposals for the bin store remain consistent with the approved scheme, with refuse vehicles utilising Lord Street.

2.8 Car Park Access

2.8.1 Access is still proposed to be taken from Lord Street, however with the removal of one of the car parking floors, the access into the basement is now required to be taken some 28m to the north. This relocation is due to the finished floor level previously being 40.1 on access, whilst the finished floor level of the basement is now 42.2. The slope on Lord Street necessitates the relocation of the access.

2.8.2 A 2.4m X 16m visibility splay is available from the revised access point to the junction with Lord Street. In accordance with MfS Table 7.1, the 16m SSD equates to a 16mph speed of vehicle. Due to the 90 degree bend and the fact the majority of vehicles will be on the opposite side of the carriageway, (where visibility is increased), vehicles exiting the Site will have appropriate visibility.

2.9 Travel Plan

2.9.1 The approved Travel Plan is attached in Appendix B and will be implemented as part of the development. An update to the travel plan was previously conditioned to the planning application.

3. Car Parking

3.1 Introduction

3.1.1 As set out in Section 2, the proposals in this application reduce the car parking spaces from 67 (including 2 accessible spaces) to 20 (including 2 accessible spaces). This results in a net reduction of 47 car parking spaces when compared to the previous application.

3.2 Parking Provision

3.2.1 A total of 20 car parking spaces are proposed. This equates to a 10.42% provision on Site. MCC's parking standards are set out in the Core Strategy. However, MCC does not set out parking for residential land uses, instead these are considered on a case by case basis dependant on the accessibility of the proposed Site.

3.2.2 The level of car parking proposed for this development is deemed acceptable due to the following:

- Provision of 192 (100%) High Quality Cycle Parking spaces, incorporating two bike wash and repair stations.
- The proposals are in keeping with the recently declared climate change emergency by Manchester City Council in 2019 and the 2040 Greater Manchester Transport Strategy.
- The Site as shown located in Image 2.1 achieves the highest GMAL rating of 8 and a score of 47.48 due to its excellent bus services on Cheetham Hill Road and proximity to Manchester Victoria Station.
- The two bus stops on Cheetham Hill Road provide a combined 20 services per hour to Bury, Middleton, Piccadilly Gardens and Sale.
- Manchester Victoria Station is located approximately 400m to the south of the Site (an approximate 5 minute walk or 3 minute cycle). On average 20 services per hour depart from Manchester Victoria Station to a number of locations including (not exhaustive of) Leeds, Blackburn, Wigan, Liverpool, Hull, Manchester Airport, Rochdale, Clitheroe and Newcastle.
- As part of the Bee Network improvement schemes across GM, a Northern and Eastern Gateway is currently under construction which will provide a cycling and walking route through Ancoats and the surrounding areas. This includes Lord Street along the northern Site boundary.
- Car Club spaces are provided throughout Greater Manchester by Enterprise Car Club and Co-Wheels, the nearest space is located on New Mount Street, 800m to the southeast of the Site (a 10 minute walk or 4 minute cycle). Further provisions are provided on High Street and St Marys Parsonage.

3.2.3 To assess the suitability of this level of accessibility for a low car development a review of previously approved low car developments and zero parking developments has been undertaken. Table 3.1 summarises the findings, which demonstrate that the proposed Site has the same GMAL score as other low and zero car parking developments recently approved in the area.

Table 3.1 GMAL Comparison

Planning Reference	Development	Number of Dwellings	GMAL Score
132416/FO/2021	Boddingtons	461	8
116366/FO/2017	Angel Meadow	756	8
134154/VO/2022	Rodney Street	118	8
118120/FO/2017	Ancoats Gardens	155	8
125681/FO/2019	Bendix Street	161	8

3.2.4 A review of recently approved residential development in the area has been undertaken to provide an analysis on car parking ratios. Table 3.2 below summarises the findings which demonstrates that the average car parking ratio when compared with number of dwellings is 7.03%. Image 3.1 shows the location of the developments in relation to the proposed Site.

Table 3.2 Car Parking Comparison Analysis

Planning Reference	Development	Car Parking	Number of Dwellings	Car Parking Ratio
132416/FO/2021	Boddingtons	5	461	1.08%
116366/FO/2017	Angel Meadow	76	756	10.05%
134154/VO/2022	Rodney Street	7	118	5.93%
118120/FO/2017	Ancoats Gardens	28	155	18.06%
125681/FO/2019	Bendix Street	0	161	0.00%
Average Car Parking Ratio				7.03%

Image 3.1 Location of Approved Developments for Car Parking Comparison



4. Summary and Conclusions

4.1.1 Mosodi have been appointed to produce this Transport Statement (TS) in support of an amendment to planning application 113914/FO/2016 on land to the east of Cheetham Hill Road and south of Lord Street for a residential development.

4.1.2 The proposed layout is shown on the architects plans in Appendix A and comprises the following:

- 192 Apartments;
- 165m² Residential Amenity Space;
- 20 Car Parking Spaces, including 2 accessible spaces; and
- 192 cycle parking spaces.

4.1.3 The report has provided a review against the previous planning application, with the main difference being the reduction in car parking to 20 spaces and the removal of the commercial floorspace fronting Cheetham Hill Road with residential amenity space.

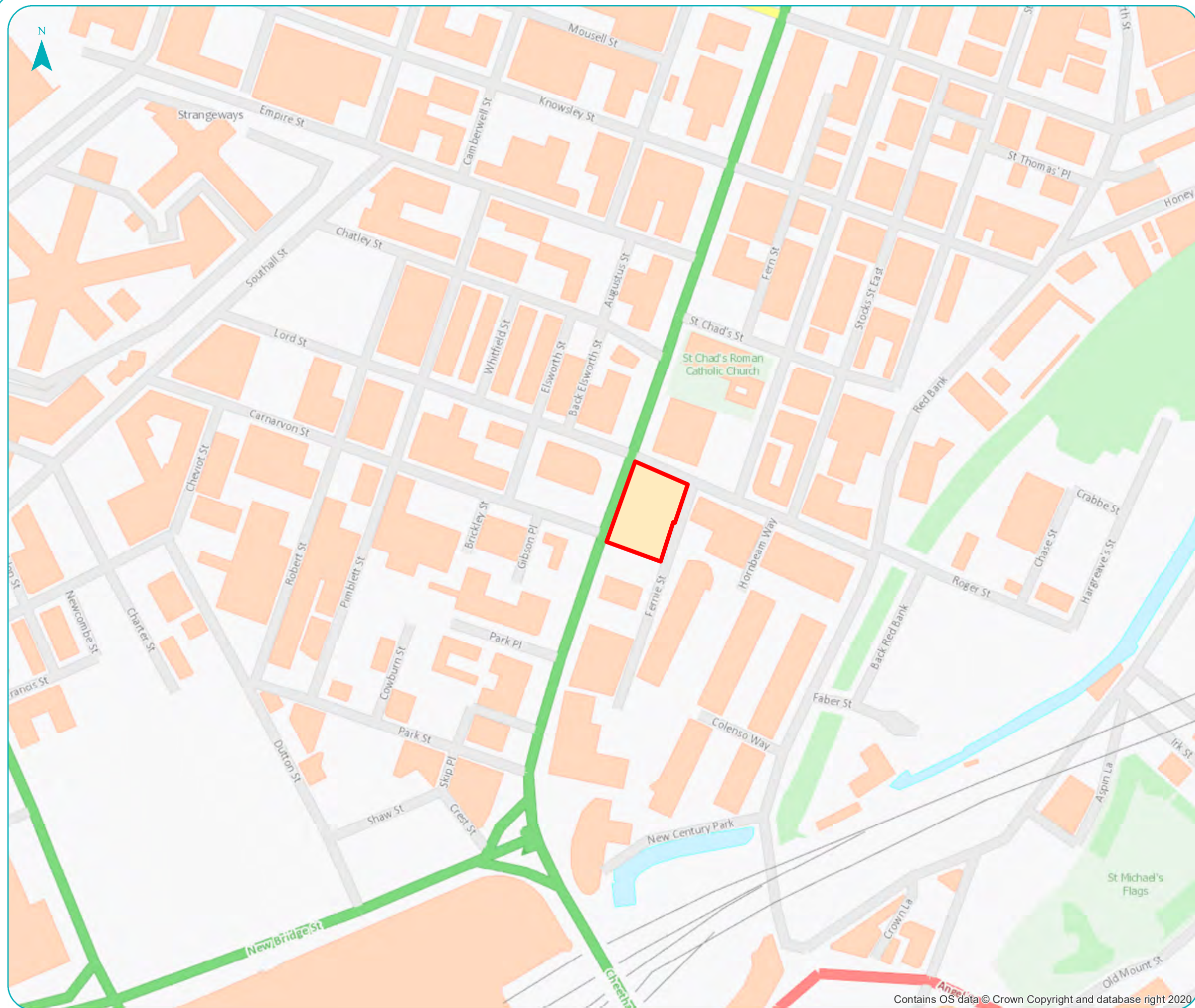
4.1.4 The proposals for 20 car parking spaces equates to a 10.42% provision. It has been demonstrated that this is acceptable due to the following:

- Provision of 192 (100%) High Quality Cycle Parking spaces, incorporating two bike wash and repair stations;
- The proposals are in keeping with the recently declared climate change emergency by Manchester City Council in 2019 and the 2040 Greater Manchester Transport Strategy;
- The Site as located in Image 2.1 achieves the highest GMAL rating of 8 and a score of 47.48 due to its excellent two way bus services on Cheetham Hill Road and proximity to Manchester Victoria Station; and
- A review of approved planning applications within the area shows an average of 7.03% car parking ratio to dwelling numbers, which is in line with the proposal for this development.

4.1.5 It is therefore concluded that the Site is in a highly sustainable location and will provide opportunities for active and sustainable travel.

4.1.6 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission.

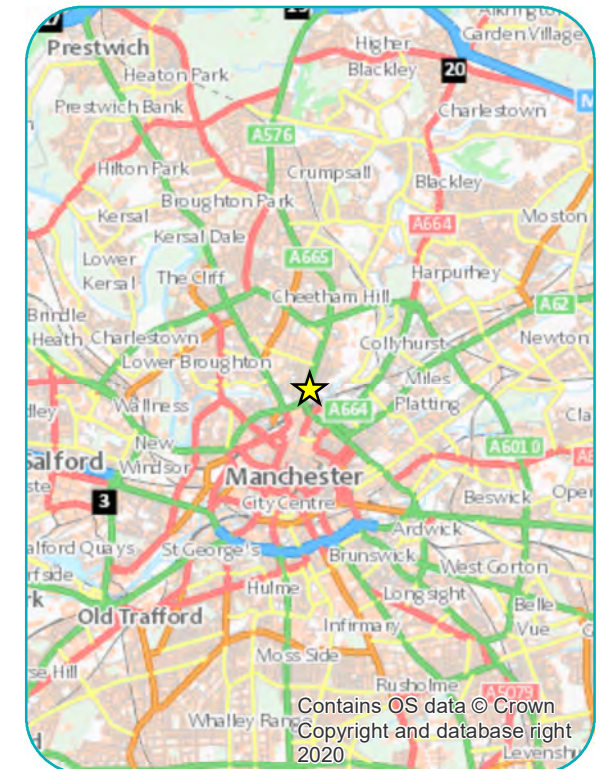
Figures



Key

★ Site Location

□ Indicative Site Boundary



Lord Street, Manchester
Residential Development
Site Location Plan

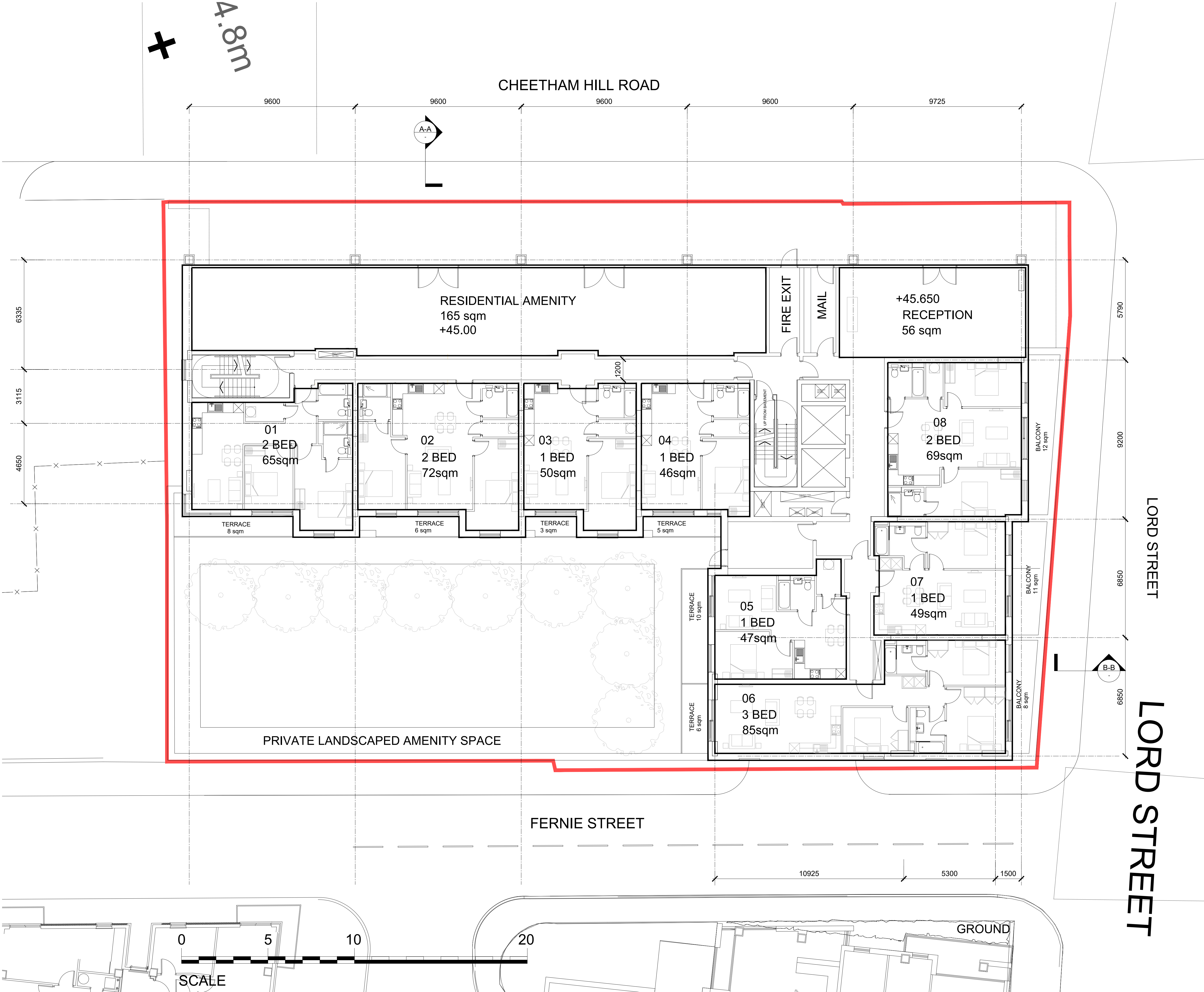
Figure 1

Scale @ A3 1:2,500

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Appendices

Appendix A Masterplan



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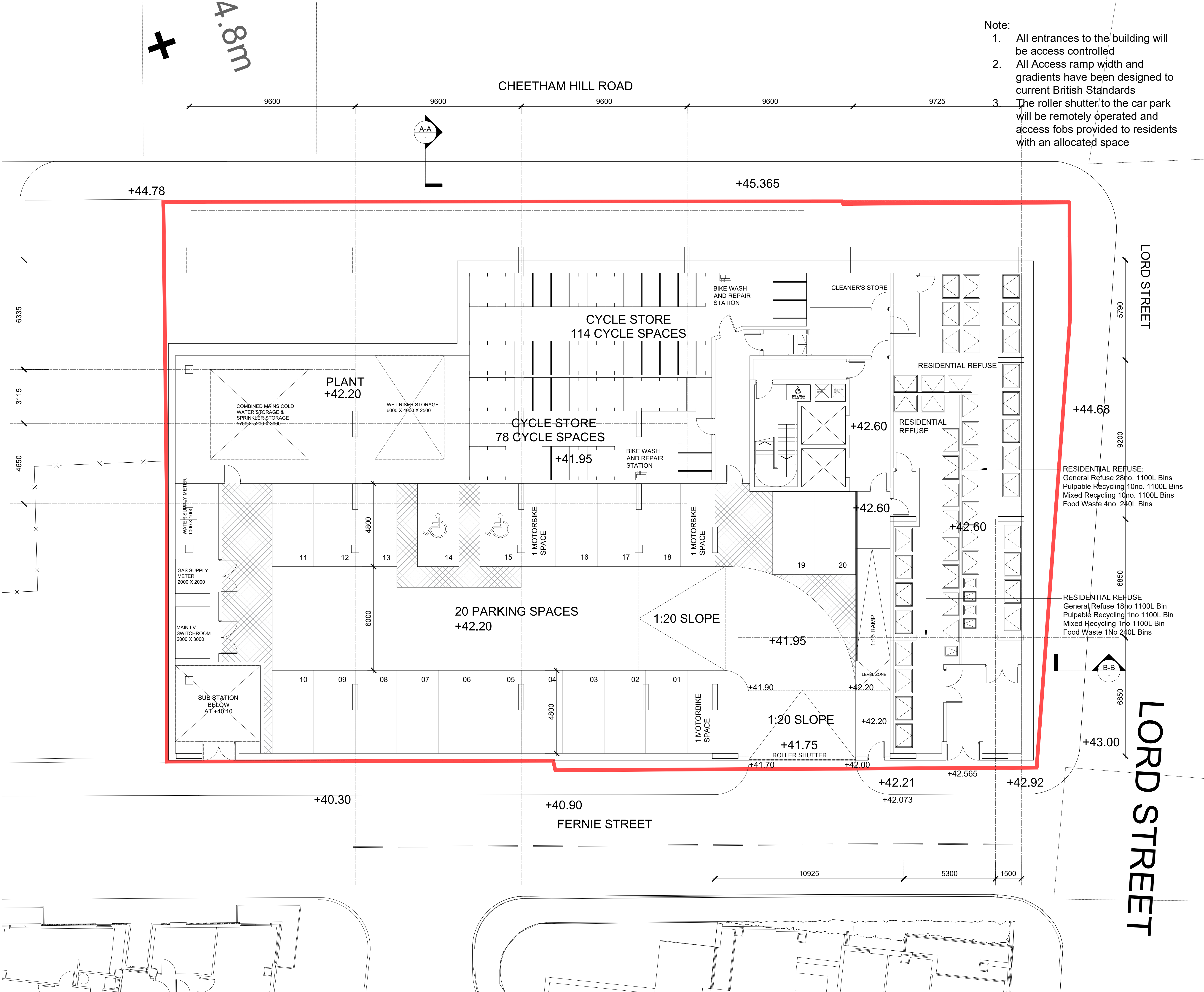
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CLIENT	DELPH PROPERTY GROUP
PROJECT	LORD STREET
DOCUMENT NAME	8389-LRW-ZZ-00-DR-A-00-101
DESCRIPTION	GROUND FLOOR PLAN
REVISION	P01
SCALE	1:100@ A1
LRW PROJECT No.	8389
DATE CREATED	18.10.23
CREATED BY	DL
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PROJECT
LORD STREET
DOCUMENT NAME
8389-LRW-ZZ-B1-DR-A-00-100
DESCRIPTION
BASEMENT FLOOR PLAN

REVISION	P02	SCALE	1:100@ A1
LRW PROJECT No.	8389	DATE CREATED	18.10.23
CREATED BY	DL	AUTHORISED BY	CJG

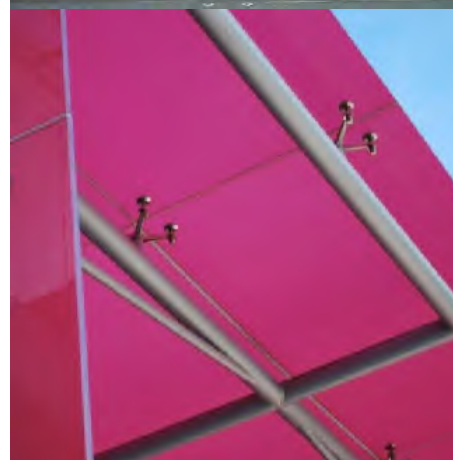
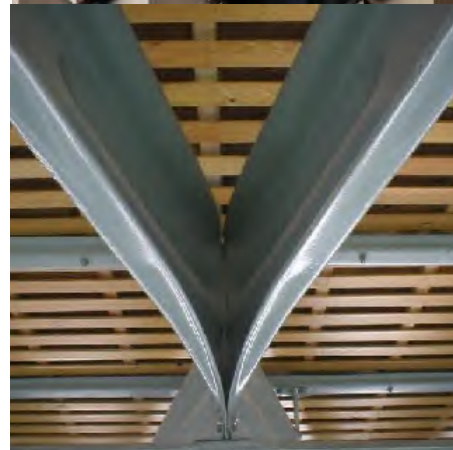
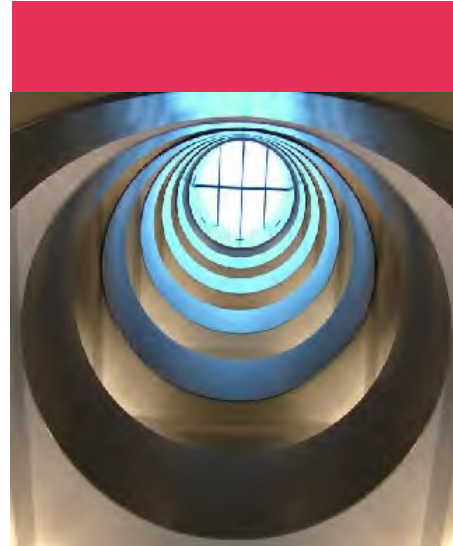
Appendix B Approved Travel Plan

Green Quarter – Block 10

Interim Travel Plan

Curtins Ref: TPMA1422/ITP
Revision: Final
Issue Date: 08 September 2016

Client Name: Anglesource Limited



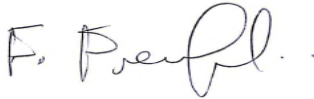
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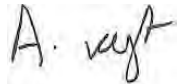
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Reviewed	Signature	Date
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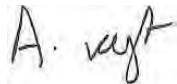
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- Drawing TPMA1422_002** – Local Location Plan
- Drawing TPMA1422_003** – Pedestrian Catchment Plan
- Drawing TPMA1422_004** – Cycle Catchment Plan
- Drawing TPMA1422_005** – Public Transport Catchment Plan

Appendices

- Appendix A** – Proposed Site Layout

1.0 Introduction

1.1 Background and Development Proposals

- 1.1.1 Curtins has been appointed on behalf of Anglesource Limited to provide traffic and transportation advice in relation to a proposed residential development on land located off Cheetham Hill Road in Manchester.
- 1.1.2 The application site is located off Cheetham Hill Road, to the northern edge of Manchester city centre, just beyond the Inner Ring Road (IRR). The application site is part of the Green Quarter masterplan and identified as plot 10 within the masterplan.
- 1.1.3 The proposals are to deliver 192 residential apartments over 15 storeys with associated car parking. Vehicular access to the development is proposed via Fernie Street. This access would also be utilised for bicycle access. Pedestrian access is proposed to be from the frontage on Cheetham Hill Road.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

“A long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”

Source: *National Planning Policy Framework*, DCLG, 2012.

- 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 Document Purpose

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS), **Ref: TPMA1422/TS**, prepared to consider the development proposals.
- 1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.
- 1.3.3 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage ‘active travel’

which improves peoples' health. According to TfGM's document '*Transport for Sustainable Communities: a Guide for Developers*', a TP should achieve:

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

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

1.3.4 This document has been written in accordance with the above statement, and the following core guidance documents:

- Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013;
- National Planning Policy Framework, DCLG, 2012;
- National Planning Practice Guidance, DCLG, 2014; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Document Structure

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out keys aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.4.3 **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.4 **Section 5** outlines various initiatives that will be considered to encourage a modal shift from single occupancy car travel and towards sustainable modes of travel for future employees and visitors.
- 1.4.5 **Section 6** provides example Travel Plan Targets, outlining the need to present SMART targets following the completion of the base Travel Surveys.
- 1.4.6 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses.
- 1.4.7 **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

- Health Benefits;
- Environmental Benefits; and
- Financial Benefits.

2.1.2 This section explores just some of the benefits which can be gained during a successful Travel Planning process.

2.2 Health Benefits

2.2.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, yet activity levels are generally low across the UK:

“Physical activity levels are low in the UK: only 40% of men and 28% of women meet the minimum recommendations for physical activity in adults.”

Source: *Health Survey for England: CVD and Risk Factors for Adults, Obesity and Risk Factors for Children*, DoH, 2008.

2.2.2 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.3 Environmental Benefits

2.3.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

“It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline.”

Source: *Climate Change Act 2008*, Chapter 27, Part 1, 2008.

2.3.2 Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development or organisation makes on the environment.

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

“The cost of physical inactivity in England – including direct costs of treatment for the major lifestyle-related diseases, and the indirect costs caused through sickness absence – has been estimated at £8.2 billion a year.”

Source: At Least Five a Week: Evidence on the Impact of Physical Activity, DoH, 2004.

- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage employees, residents and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

- 2.5.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the future employees and visitors of the proposed development. They must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

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

2.6 Travel Plan Objectives

- 2.6.1 Considering the above benefits, this TP aims to achieve the following objectives:

- **Objective 1** – To increase the level of cycling to and from the site;
- **Objective 2** – To increase the level of walking to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site;
- **Objective 4** – To increase the number of people car sharing to and from the site; and in turn
- **Objective 5** – To reduce single occupancy car travel to and from the site.

3.0 Site Location and Highway Layout

3.1 Site Location

- 3.1.1 The proposed development site is located off Cheetham Hill Road in the Green Quarter to the northern edge of Manchester city centre.
- 3.1.2 The site is bounded by Fernie Street to the east, Lord Street to the north and Cheetham Hill Road to the west. The site is designated as Plot 10 within the Green Quarter masterplan. The Green Quarter predominantly provides high quality residential apartments.
- 3.1.3 **Drawing TPMA1422_001** illustrates the location of the site in relation to the surrounding areas, and **Drawing TPMA1422_002** shows the site in a more local context relating to the local highway network.

3.2 Key Facilities

- 3.2.1 Due to the close proximity of the site to the City Centre and surrounding areas it benefits from many complementary key facilities including employment, retail, healthcare and leisure all within easy walking distance. In addition to the above there are also transport hubs and car parking facilities located within walking distance.
- 3.2.2 The site is located within 450m of Victoria Station and Manchester Arena to the south. Victoria Station provides access to trains and trams. The Manchester Arena hosts many live shows predominantly in the evenings and weekends. The multi-storey car park at Manchester Arena provides 958 car parking spaces and operates 24 hours a day from Monday-Sunday.
- 3.2.3 The Co-operative foodstore in Green Quarter is approximately 80m from the site. This provides food shopping opportunities for future residents.
- 3.2.4 The site is located within 300-350m of NOMA and Angel Meadow. At NOMA access can be gained to expanding employment opportunities. Angel Meadow is a green space which provides a public open area for recreation and can be utilised by future residents.
- 3.2.5 Shudehill Interchange is located within 700m walk of the site. At this interchange access can be gained to many bus services providing connections to the local area and within the wider Greater Manchester. Access to the tram can also be gained from this interchange. The tram provides access to the other tram stops within the City Centre as well as further afield to destinations including Rochdale, Bury and Ashton-under-Lyne. The National Football Museum is also located within 500m of the site.

- 3.2.6 In the vicinity of the Shudehill Interchange there is an NCP MSCP located on Hannover Street. This car park provides 770 spaces including for 40 disabled spaces. This car park operates 24 hours a day Monday to Sunday allowing overnight parking if required.
- 3.2.7 The Printworks and the Arndale Centre are located approximately 700m to the southwest of the site. The Arndale Centre provides access to many high street retail outlets including Marks and Spencer, Next, Argos etc. The Printworks provides access to a variety of leisure facilities including multiple bars and restaurants, nightclubs and Odeon Cinema.
- 3.2.8 Aldi operates a store in the Arndale Centre and future residents could utilise this for their food shopping. Tesco Market Street is also located within 900m of the site and can also be utilised by future tenants for food shopping.
- 3.2.9 There is also a MSCP at the Arndale Centre which provides 1383 spaces and operates 24 hours a day Monday to Sunday.
- 3.2.10 The site is located within 1000m of the Northern Quarter. Within the Northern Quarter access can be gained to many employment opportunities, multiple bars and restaurants as well as retail outlets. The application site is located approximately 700m of Manchester Fort Shopping Centre, where access can be gained to employment and retail opportunities.
- 3.2.11 Facilities such as high street banks and convenience stores are accessible along Market Street which is approximately 1000m from the site.
- 3.2.12 Piccadilly Gardens is located approximately 1000m to the south of the site. There are numerous facilities including public transport, banking, retail and employment within this location. Piccadilly Station is also located approximately 1300m to the south east of the site.

3.3 Existing Use and Access

- 3.3.1 The application site currently comprises of 7 units which are currently occupied by commercial uses. There are approximately 20 car parking spaces associated with the existing uses.
- 3.3.2 Access to the existing car park is currently provided off Fernie Street to the east of the site. Pedestrian access to the existing uses is provided by the footways on Cheetham Hill Road.

3.4 Surrounding Highway Network

Fernie Street

- 3.4.1 The proposed development would be accessed via Fernie Street, which runs along a north east/south west alignment linking with Lord Street to the north. It provides access to the residential apartments along its length as well as the Park Inn Hotel.

3.4.2 Fernie Street is a single lane two way road with footways provided along both sides of the carriageway. Street lighting is provided along the western edge of the carriageway.

3.4.3 The road forms a priority junction with Lord Street to the north. Lord Street links the site to Cheetham Hill Road.

Lord Street

3.4.4 Lord Street is a two-way single carriageway road which links the site to Cheetham Hill Road. It extends between Red Bank to the east and Southall Street to the west.

3.4.5 Lord Street forms a signalised junction with Cheetham Hill Road to the north western corner of the site. Pedestrian crossings facilities have been incorporated into this junction and advanced stop lines have also been provided on all arms of the junction.

3.4.6 There are well lit footways on both sides of the carriageway. In the vicinity of the site there are traffic regulation orders in the form of double yellow lines. It is worth noting that the double yellow lines are intermittent and that on-street parking also occurs to the northern edge of the carriageway in the vicinity of the site.

Cheetham Hill Road

3.4.7 Cheetham Hill Road runs west of the site on a north/south alignment. In the vicinity of the site the road forms part of the IRR and extends between Bury Old Road to the north and New Bridge Street.

3.4.8 It is approximately 2.8km in length and runs from Manchester's Green Quarter to Cheetham Hill and becomes Bury Old Road in the Crumpsall area, north of the site.

3.4.9 It connects the site to Middleton and Prestwich to the north and Manchester City Centre to the south of the proposed development.

3.4.10 The road has a 30mph speed limit with speed cameras located within close proximity of the site for enforcement. There are footways on each side of the carriageway with street lighting also provided. There are bus stops located on this road which are within desirable walking distance of the site. There are many complementary existing uses along both sides of this road. There are crossing facilities at vantage points on the road to enable safe crossing of the road.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

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

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

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

4.2 TRACC Analysis

4.2.1 Accessibility of the proposed site has been undertaken through the use of TRACC Software. TRACC is one of the leading multi-modal transport accessibility tools which was developed in conjunction with the Department for Transport (DfT), local authorities and transport planners.

4.2.2 It is designed to quickly and accurately calculate travel time using a range of public transport and road travel modes to give accurate journey times from many origins to many destinations in one calculation. The software covers a full range of transport modes including walking, cycling, driving and public transport.

4.2.3 TRACC analysis has been undertaken to establish the pedestrian, cycle, and public transport accessibility of the site and demonstrate the connectivity of the site to adjacent areas through the use of these modes of transport.

4.3 Pedestrian Accessibility

4.3.1 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 for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

- 4.3.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Drawing TPMA1422_003** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips.
- 4.3.3 Within the 'desirable' 500 metres walking distance, there are multiple food retail outlets located along Cheetham Hill Road as well as public houses and restaurants.
- 4.3.4 There is the Manchester Arena and food outlets located south of the site which provides leisure facilities for users of the development. There are excellent pedestrian facilities in the vicinity of the site which would link future residents by foot to these uses.
- 4.3.5 Within 1,000m 'acceptable' walking catchment there are multiple opportunities for employment such as NOMA and other office buildings within close proximity to the site. In addition there are retail, leisure and food outlets located within the Printworks and Arndale Centre to the south and south east of the site, which could also provide employment opportunities for future residents.
- 4.3.6 Within 1000m of the site, access can be gained to parts of the City Centre which provides more opportunities for employment and leisure.
- 4.3.7 There is also Manchester Fort shopping arcade located approximately 700m north of the site off Cheetham Hill Road.
- 4.3.8 Within 2,000m 'maximum' walking catchment all of Manchester city centre is accessible. In addition to the City Centre other local areas including parts of Lower Broughton to the east, Cheetham Hill To the north and Ancoats to the east are all accessible by foot.
- 4.3.9 It is clear from the above that the site is highly accessible on foot and that there are an abundance of complementary uses within walking distance of the site, with good pedestrian facilities linking them to the site.

4.4 Accessibility by Cycle

- 4.4.1 In order to assist in assessing the accessibility of the site by cycle, **Drawing TPMA1422_004** presents an 8km cycle catchment for the site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).

- 4.4.2 The catchment extends as far as Middleton and Whitefield in the north, Failsworth and Audenshaw to the east, Chorlton-cum-Hardy in the south and Swinton and Eccles to the west. It is worth noting that the whole of Manchester city centre and surrounding areas are also contained within the 8km catchment.
- 4.4.3 Local Routes are located within close proximity to the site along the A56 Bury New Road, Corporation Street and along the River Irwell. There are cycle lanes on Cheetham Hill Road to the north of the site as well as advanced cycle stop lines on all the signal junctions along this road.
- 4.4.4 There are many cycle routes surrounding the site which provides connection to the routes within the centre of Manchester, such as along Fountain Street. These routes link the site to the National Cycle Routes network.
- 4.4.5 National Cycle Route 66 runs from Manchester to Spurn Head and runs through Ancoats and Failsworth. In addition, there is National Route 6 which links to Bury and Prestwich as well as Radcliff.

4.5 Accessibility by Public Transport

- 4.5.1 **Drawing TPMA1422_005** demonstrates those areas accessible via public transport within 10, 20 and 30 minutes journey from the site. As shown within 10 minutes users can reach Manchester City Centre and Moston, within 20 minutes users can reach Salford, Manchester City Centre and Levenshulme and within 30 minutes Rusholme, Eccles, Swinton and Middleton can be reached via public transport.
- 4.5.2 Accessibility by bus, rail and Metrolink are considered in further detail within the subsections below.

Bus Accessibility

- 4.5.3 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.5.4 The nearest bus stop to the site is located approximately 200m along A665 Cheetham Hill Road **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
42	East Didsbury - Didsbury - Withington - Fallowfield - Rusholme - University of Manchester - Manchester	10 mins	10 mins	10 mins
88	Cheetham Hill - North Manchester General Hospital - Crumpsall - Bank House - Higher Blackley - White Moss - Moston - Central Park - Monsall - Miles Platting - Manchester	15 mins	15 mins	-
135	Bury - Whitefield - Besses o' th' Barn - Heaton Park - Cheetham Hill - Cheetham - Manchester	10 mins	10 mins	10 mins
88A	Cheetham Hill - North Manchester General Hospital - Crumpsall - Bank House - Higher Blackley - White Moss - Moston - Central Park - Monsall - Miles Platting - Manchester	Evening only	Evening only	Hourly

Table 4.2 – Summary of Bus Service Frequencies from Cheetham Hill Road

4.5.5 It can be seen from Table 4.2 that the site is accessible by high frequency bus services to a variety of areas in the local areas around Manchester including Bury and East Didsbury. The site is also within walking distance of the Shudehill interchange and Victoria station where access can be gained to more bus services which provide frequent bus services to local areas around Manchester and the wider Greater Manchester area.

4.5.6 Mega bus which provides low-cost services to other cities in the UK is also accessible from the Shudehill Interchange.

Rail Accessibility

4.5.7 The nearest train station is Victoria located approximately 700m to the south west of the site. There are a number of trains that run through the station. Table 4.3 presents the train services and their frequency from the station.

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Burnley	1 per hour	1 per hour	1 per hour
Huddersfield	1 per hour	1 per hour	1 per hour
Blackpool North	1 per hour	1 per hour	1 per hour
Liverpool Lime Street	2 per hour	2 per hour	2 per hour
Clitheroe	2 per hour	2 per hour	2 per hour
Newcastle	1 per hour	1 per hour	1 per hour
Wigan Wallgate via Bolton	2 per hour	2 per hour	2 per hour
Stalybridge	1 per hour	1 per hour	1 per hour
Kirkby (via Walkden)	1 per hour	1 per hour	1 per hour
Leeds	4 per hour	4 per hour	3 per hour

Table 4.3 – Summary of Train Services from Victoria Station

Metrolink Accessibility

- 4.5.8 The nearest Metrolink stop to the site is located within Victoria Train Station approximately 700m south west of the site. This stop provides frequent services to areas along the route to Bury, Rochdale, East Didsbury and Ashton directly.
- 4.5.9 Transfers can be undertaken to reach further locations such as; Manchester Airport, Eccles and Altrincham at the Market Street Metrolink stop.

4.6 Summary

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

5.0 Residential Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage sustainable travel to and from the residential site.
- 5.1.2 This section of the ITP sets out the initiatives that could be implemented in a full residential Travel Plan in order to reduce residents' dependency on the private car, and encourage sustainable modes of travel. The initiatives below are in line with the aims and benefits set out in **Section 2** of this document.

5.2 Production of Residential Welcome Packs

- 5.2.1 Welcome packs can be critical in influencing travel patterns and therefore it is envisaged that welcome packs will be supplied to all residents upon moving in. The contents of the welcome packs could include:
- Introduction to the TP concept detailing objectives and aspirations;
 - Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Maps showing local walking/cycling routes and places of interest;
 - Details of public transport services, including timetables and routes; and
 - Details of the Travel Plan Co-ordinator (TPC).
- 5.2.2 As well as providing such information throughout the welcome packs, community notice boards in communal areas could also be provided to detail relevant information as set out above.

5.3 Measures to Encourage Walking

- 5.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.
- 5.3.2 It has been demonstrated throughout **Section 4** of this FTP that there is an existing high level of pedestrian infrastructure in the surrounding area. The following measures could be considered in order to encourage residents to walk:
- Raise awareness of the health benefits of walking;

- Clear signing of pedestrian routes within and adjacent to the site;
- Information on the local pedestrian routes, including public footpaths; and
- Promote the www.walkit.com website for journey planning on foot.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this ITP that there is an existing high level of cycle infrastructure in the surrounding area. The development will also provide 156 cycle parking spaces to encourage cycling. In addition to the above infrastructure, the following measures could also be considered to encourage residents to cycle. The proposed development layout is provided in **Appendix A** at the rear of this report.

- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website and TfGM's Cycling website: [www.sustrans.org.uk /](http://www.sustrans.org.uk/) cycling.tfgm.com
- Local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Promotion of events such as “National Bike Week”; and
- The setting up of a residential Bicycle User Group (BUG).

5.5 Measures to Encourage Public Transport

5.5.1 It has been demonstrated throughout **Section 4** of this ITP that the site is highly accessible by public transport, and that there are further opportunities throughout Manchester city centre. The following measures will be considered in order to encourage residents to travel by public transport:

- Distribute details of the Traveline Journey Planning tool for the North West. Future residents can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk; and TfGM's website at www.tfgm.com
- Provide up to date bus information including timetables and contact information in the welcome packs;
- Advertise any promotions/discounts offered by public transport operators;
- Liaise with bus companies, TfGM and Manchester City Council on any future improvements and/or extensions to local services; and
- Limited time discount tickets could be provided in the previously discussed welcome packs.

5.6 Car Sharing

- 5.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of residents travel to the same location each day. It is envisaged that the proposed level of parking provision as well the rental of the parking spaces will discourage single occupancy car use by residents and encourage sustainable modes of travel such as walking, cycling, public transport and car sharing.
- 5.6.2 There are organisations which offer a matching service. Residents would be able to use the website; www.carsharegm.com, which has been developed by TfGM, in order to organise car shares. They would have to register themselves with the site, which then searches for appropriate car sharing matches. This scheme could be promoted by the TPC.
- 5.6.3 Alongside promoting such schemes, there could also be advertisement to raise awareness of car ownership costs. There may also be an opportunity for a proportion of spaces on site to be reserved for car sharers, although this would be considered through the monitoring process should there be a considerable take up of car sharing or identified as an incentive to increase car sharing.

5.7 Car Clubs

- 5.7.1 Car clubs are seen to be cost-effective and sustainable tools that could be promoted by the TPC. Vehicles are booked for as long or as little as people need them, giving residents a more sustainable and cheaper alternative to car ownership.
- 5.7.2 Companies such as City Car Club (www.citycarclub.com) offer memberships in Manchester with a variety of cars parked in designated bays at many locations around the city.
- 5.7.3 The nearest location with a designated car and parking space is located on High Street which is 850m metres from the site. More cars are located around the City Centre which can be utilised by residents.

5.8 Car Park Management

- 5.8.1 The car parking associated with the development is deemed to be of low level with a total provision of 68 spaces. The car parking spaces will be allocated and managed as part of the Travel Plan process.
- 5.8.2 It has been demonstrated in the accompanying Transport Statement that there are 3118 publically available car parking spaces within acceptable walking distance of the site. Spaces can be leased from these car parks should the Travel Plan management identify the need for extra car parking spaces.

6.0 Targets

6.1 Introduction

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

6.2 Initial Modal Split Targets

- 6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys and provide a definitive set of targets. Travel Plans rely on the surveys to provide a base level of modal split.
- 6.2.2 However it is possible to provide an indication of potential targets, and an example is provided in **Table 6.1** below:

Example of Potential Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	TBC following surveys	-2%	-4%	-4%	-10%
Car Share		-	+1%	+1%	+2%
Public Transport		+1%	+1%	+1%	+3%
Foot		+1%	+1%	+1%	+3%
Cycle		-	+1%	+1%	+2%

Table 6.1 – Example of Potential Targets

- 6.2.3 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.
- 6.2.4 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. Surveys will be commissioned within three months of achieving 75% occupancy.

6.3 Travel Plan Performance Indicators

- 6.3.1 In addition to the modal split targets, the following Travel Plan performance indicators could be considered:

- Car trips per apartment – targets could be set on the basis of predicted trip rates for the development as generated by the TRICS assessment carried out in the accompanying Transport Statement, validated by traffic counts;
- Uptake of alternative modes – targets could be set for bus patronage, membership and use of car clubs, registration and participation in car share schemes, and cycle/pedestrian counts;
- Car ownership and mode of travel – modal split targets could be supplemented by targets related to car ownership, and travel to work/school by mode targets; and
- Travel Plan awareness targets – a target could be set in relation to residents' appreciation of the Travel Plan process and knowledge of the benefits offered by the plan.

6.4 SMART Targets

- 6.4.1 The above example modal split targets and potential Travel Plan performance indicators are considered to be suitable interim measure before travel surveys are undertaken three months after occupation.
- 6.4.2 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).

7.0 Monitoring and Review

7.1 Introduction

- 7.1.1 This section of the report sets out the proposed management arrangements associated with the ITP. It also sets out the next steps with regards to converting this ITP into a full Travel Plan.

7.2 Responsibility and Management

- 7.2.1 Overall responsibility for the ITP will lie with site owner, Anglesource Limited. Following construction and full occupation, the ITP will need to be updated to a full Travel Plan for each of the proposed elements. This will involve undertaken travel surveys to establish the travel patterns of residents.
- 7.2.2 The travel surveys will be completed by all site users and the survey will be influenced by national travel planning guidance, and approved by Manchester City Council. These will extract key travel characteristics such as:
- Post code;
 - Purpose of trip;
 - Mode of travel;
 - Reason for mode of travel; and
 - Barriers to other mode choices.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets associated with each element of the proposals. It will also provide information on the reasons for that modal split and identify any measures that may encourage a modal shift.

7.3 Travel Plan Coordinator (TPC)

- 7.3.1 When the full Travel Plan is produced, the day to day responsibility will shift from Anglesource Limited to the appropriately appointed TPC (Building Management Company) for each element of the proposals. The TPCs 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;
 - Promoting individual measures/initiatives in the TP;
 - Liaising with public transport operators;
 - Monitoring the TP; and
 - Taking a key role in reviewing the TP.

7.3.2 A TPC will be nominated for the development in due course.

7.4 Monitoring and Evaluation

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

7.4.2 Annual monitoring reports will be provided to officers at Manchester City Council following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Indicator	Target Date	Responsibility
Appoint TPCs	Development build nearing completion	One month before occupation	Building Management Company
Produce Welcome Pack	TPCs appointed	First occupation of each element of the development	TPCs
Undertake Initial Travel Surveys	75% occupancy of residential	Within three months	TPCs
Decide Modal Split Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPCs/Manchester City Council
Update FTP to a full Travel Plan	Once Modal Split Targets are agreed with Manchester City Council	Within two months of agreeing modal splits with Manchester City Council	TPCs
Present Annual Monitoring Report	Once full Travel Plan is approved by Manchester City Council	Annual for at least three years following the agreement of targets with Manchester City Council	TPCs

Table 8.1 – Action Plan

Drawing

Structures • Civils • Environmental • Infrastructure • Transport Planning • Sustainability • Expert Advisory Services
Birmingham • Bristol • Cardiff • Douglas • Edinburgh • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Rev:

/

Scale: NTS



Drg No:

TPMA1422_002

Rev:

/

Project: GREEN_QUARTER

Drg Title: LOCAL_SITE_LOCATION_PLAN

Drawn: CR

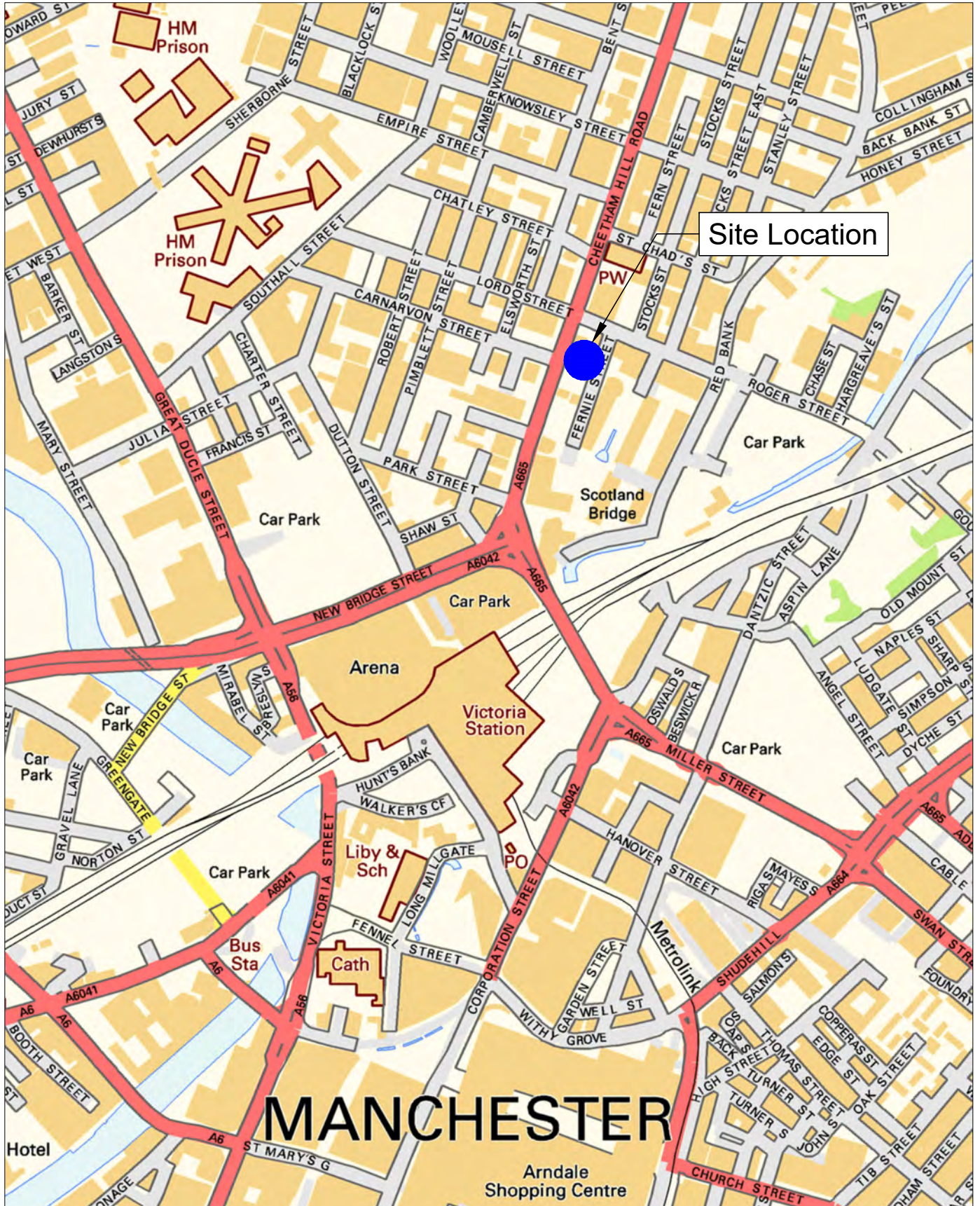
Checked: FF

Scale: NTS



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Drg No:

TPMA1422_003

Rev:

/

Project: GREEN_QUARTER

Drg Title: INDICATIVE_PEDESTRIAN_CATCHMENT_PLAN

Drawn: CR

Checked: FF

Scale: NTS



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KEY

- = Site Location
- = 500m Pedestrian Catchment Area
- = 1,000m Pedestrian Catchment Area
- = 2,000m Pedestrian Catchment Area

Drg No:

TPMA1422_004

Rev:

/



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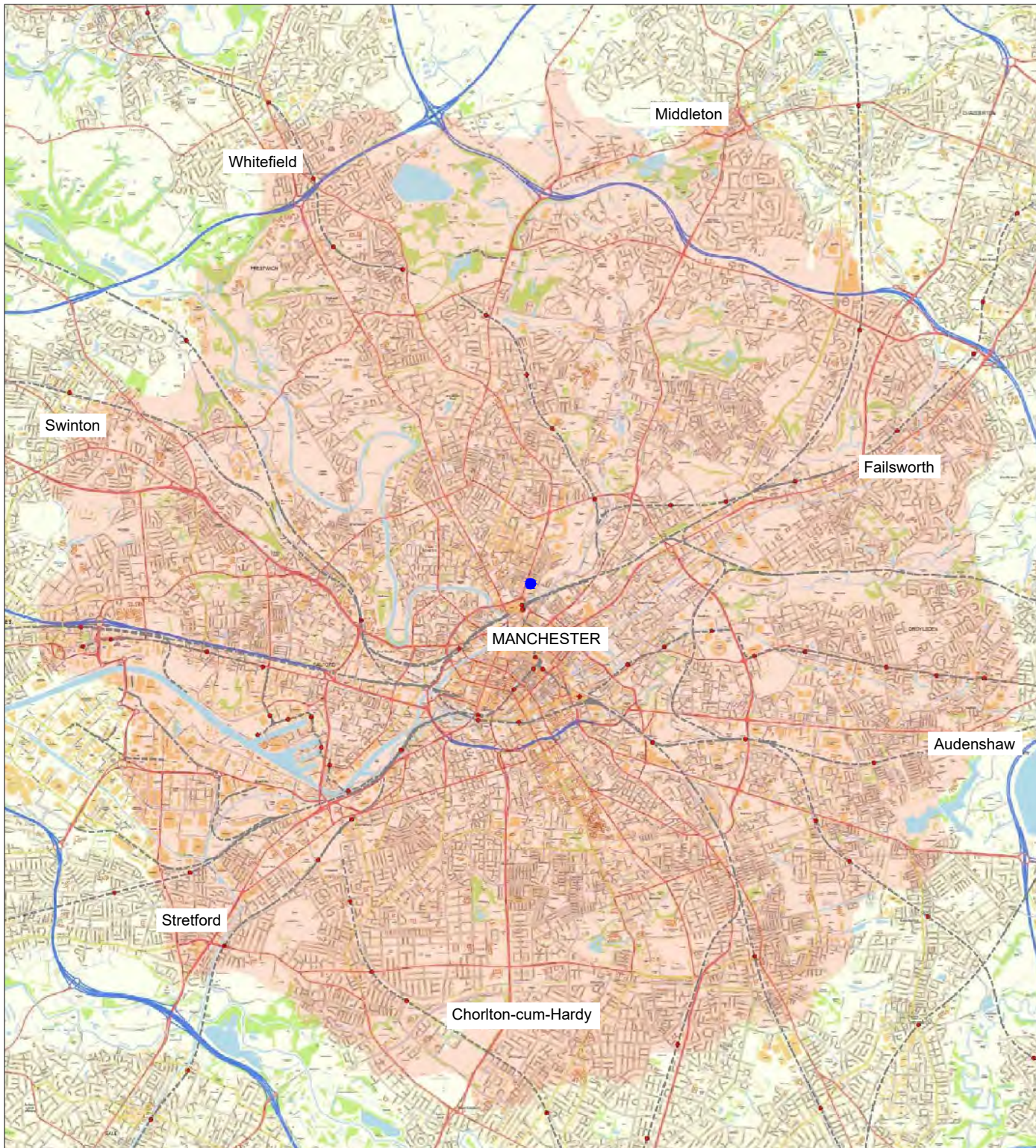
Project: GREEN_QUARTER

Drg Title: 8KM_CYCLE_CATCHMENT_PLAN

Drawn: CR

Checked: FF

Scale: NTS



KEY



= Site Location



= 8km Cycle Catchment Area

Drg No:

TPMA1422_005

Rev:

/

Project: GREEN_QUARTER

Drg Title: PUBLIC_TRANSPORT_CATCHMENT_PLAN

Drawn: CR

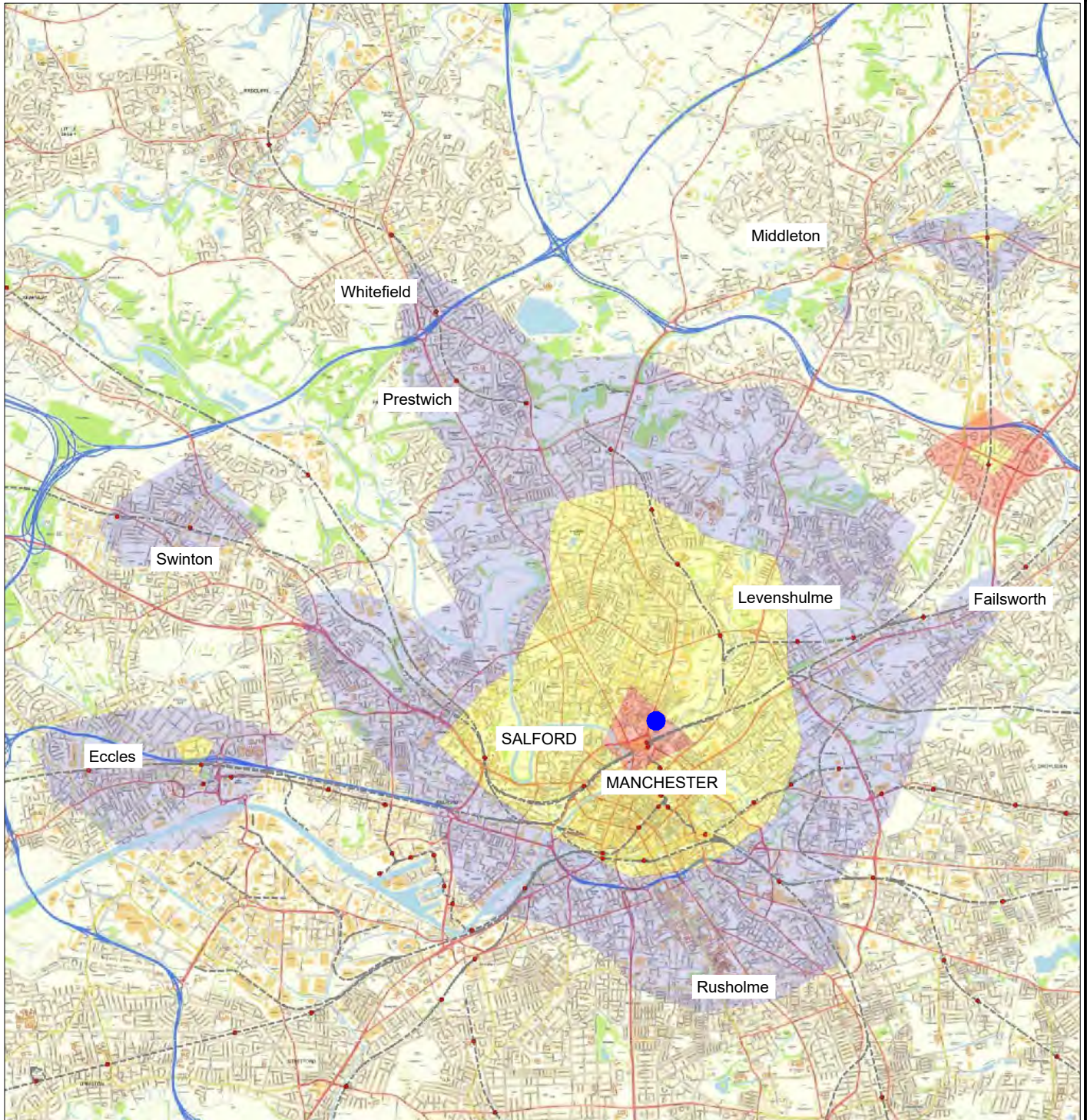
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KEY



= Site Location



= 10 minute Public Transport Catchment Area

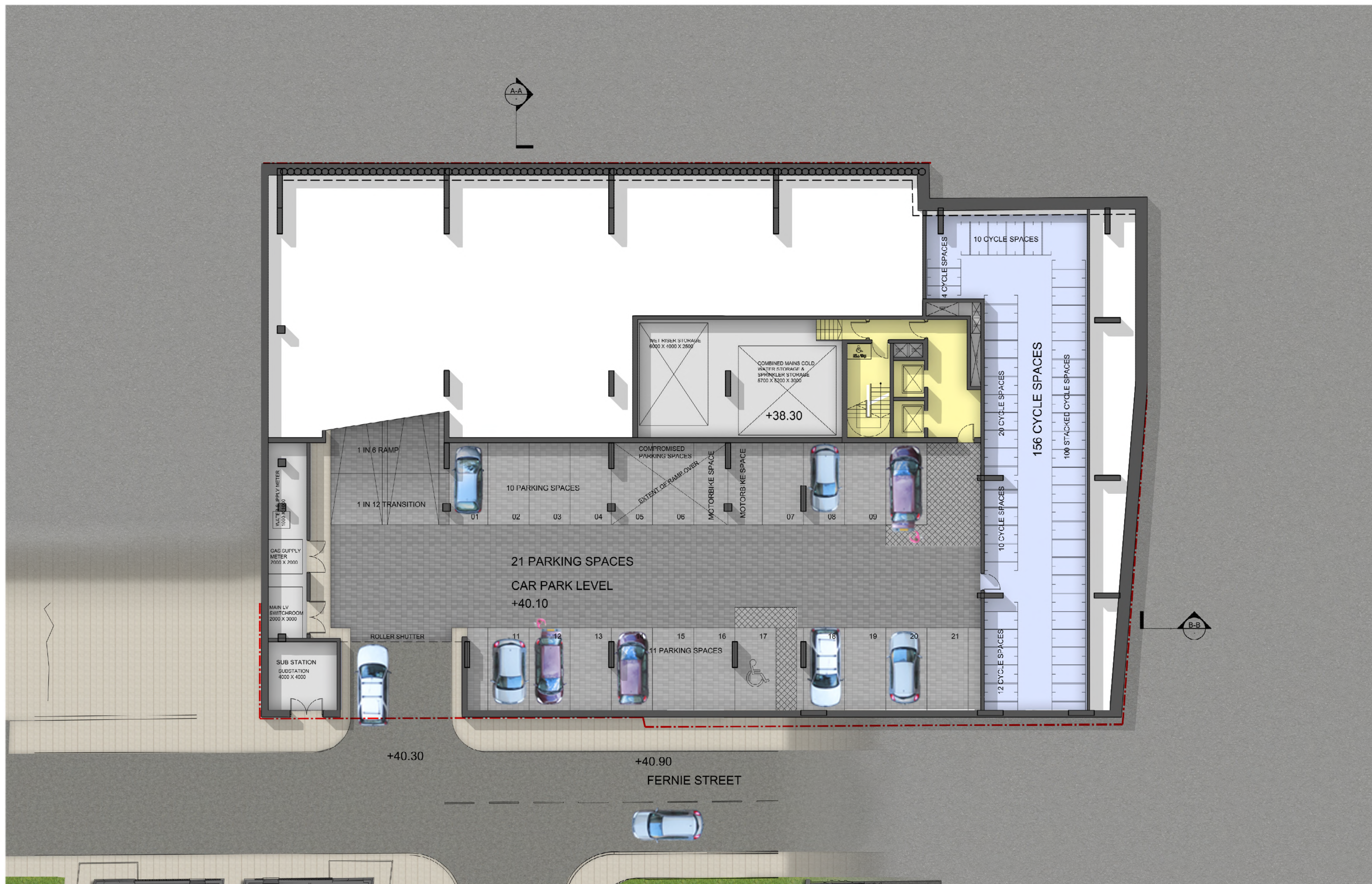


= 20 minute Public Transport Catchment Area



= 30 minute Public Transport Catchment Area

Appendix A – Proposed Site Layout





Our Locations

Birmingham

2 The Wharf
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