

Glassworks, Back Turner Street

Travel Plan

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Client Name: Salboy Limited

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Birchwood One Business Park

Dewhurst Road

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Control Sheet

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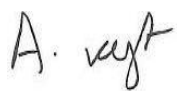
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Salboy Limited to provide traffic and transportation advice in relation to an office development (hereafter referred to as 'Glassworks') located off Back Turner Street in Manchester City Centre.
- 1.1.2 Glassworks is located within Manchester's Northern Quarter and is bound by Back Turner Street, High Street, Soap Street and Shudehill, and extends to approximately 0.39 acres (0.16 hectares) in size.
- 1.1.3 Glassworks is a 17-storey office block, comprising up to 4,368m² Net Internal Area (NIA) of office uses and 125m² NIA of retail uses at the ground floor. There are no car parking spaces, however 30 cycle parking along with accompanying facilities are available.
- 1.1.4 The consented site layout is included 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 Document Purpose

- 1.3.1 Curtins previously prepared an Interim Travel Plan and Transport Statement in 2020 to support the planning application for Glassworks (Manchester City Council (MCC) planning reference: 126638/FO/2020)
- 1.3.2 The application was granted consent in June 2022, subject to conditions. Condition 25 stated:

"25) The development hereby approved shall be carried out in accordance with the Back Turner Street, Office Development, Interim Travel Plan Curtins Ref: 74771-CUR-00-XX-RP-TP-002 Revision: V03, Issue Date: 27 March 2020 by Curtins. In this condition a travel plan means a document that includes the following:

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/full-publication-update-history>

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development*
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time*
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car*
- iv) measures for the delivery of specified travel plan services*
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car*

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use."

- 1.3.3 Construction was completed in late 2022, with Curtins being informed in June 2022 that there was one floor occupied with around 14 desk spaces. It was decided to wait for more occupiers to move in before undertaking the travel survey to ensure a larger sample size.
- 1.3.4 At the time of writing, no further floors have been occupied. This update to the Travel Plan has been prepared to satisfy Condition 25, although it has not been possible to undertake a travel survey on the basis of the low building occupancy.
- 1.3.5 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."*

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

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

- National Planning Policy Framework, DLUHC, 2023;
- Greater Manchester Transport Strategy 2040, TfGM, 2021; and
- Planning Practice Guidance, DLUHC, 2014.

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.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking, and cycling.
- 1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.
- 1.4.4 **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). **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 Travel Plan can be categorised under three main headings:

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

2.1.2 This section explores just some of the improvements that can be made during a successful Travel Planning process.

2.1.3 Most car journeys are within cycling distance, and many could be walked³. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km⁴:

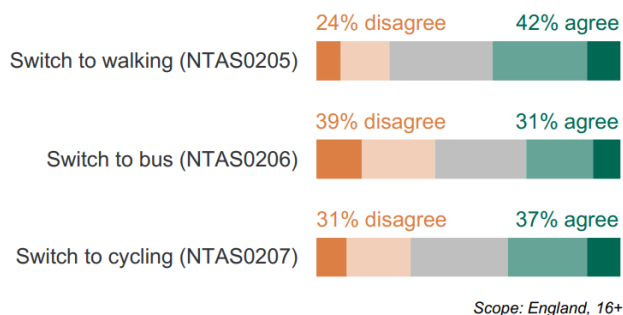


Figure 2.1 – Willingness to Switch Mode of Travel

2.2 Environmental Benefits

2.2.1 The climate emergency is a global issue that affects all nations.

2.2.2 Transport has been the UK's largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions⁵. The main source

³ Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: <https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis>

⁴ Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: <https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1>

⁵ 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

of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019. This is due to the increased length of journeys, a shift towards larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively⁶.

- 2.2.3 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government⁷ 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 100% lower than the 1990 baseline."

- 2.2.4 A coordinated Clean Air Plan (CAP) is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses, and the economy.
- 2.2.5 The Greater Manchester Combined Authority and TfGM are currently preparing further evidence to support their proposal for a non-charging zone with financial incentives which will then be considered by the UK Government.
- 2.2.6 The Greater Manchester Transport Strategy 2040 seeks to deliver a system where sustainable transport is a viable and attractive alternative to the car, enabling people to travel to a wide range of destinations and opportunities.
- 2.2.7 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.
- 2.2.8 By 2040, the evidence-based ambition is that 50% of trips within Greater Manchester are undertaken by active travel and public transport with a slight reduction in the number of car trips since 2017, enabling the delivery of a healthier, greener, and more productive city-region. TfGM calls this the 'Right Mix' target, which is illustrated in **Figure 2.2** below:

⁶ Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: <https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf>

⁷ Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

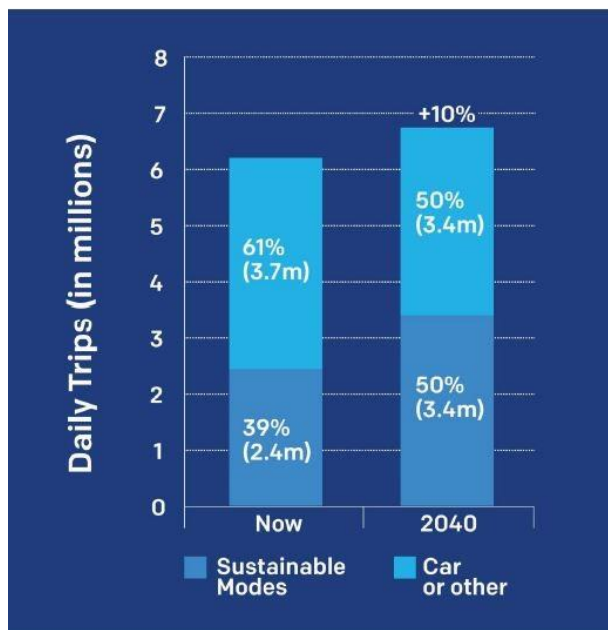


Figure 2.2 – Right Mix for Greater Manchester (2017 to 2040)
(Source: Greater Manchester Transport Strategy 2040, 2021)

- 2.2.9 The Right Mix target is partly based on a series of transport interventions to improve active travel and public transport infrastructure so that more people can use these modes of travel.
- 2.2.10 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

- 2.3.1 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, and activity levels across the UK could still be improved.
- 2.3.2 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries⁸. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.
- 2.3.3 The adverse health impacts are not limited to vulnerable people, adults in good general health can also develop health conditions from continued exposure to dirty air¹⁴. Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters do not always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.

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

2.3.4 People in Greater Manchester can sign up to receive free air pollution alerts for when air quality is forecast to be 'moderate' or above at <https://cleanairgm.com/data-hub/forecast-and-alerts/>.

2.3.5 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*⁹.

Figure 2.3 below demonstrates that although most adults (63%) meet this guidance¹⁰, a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

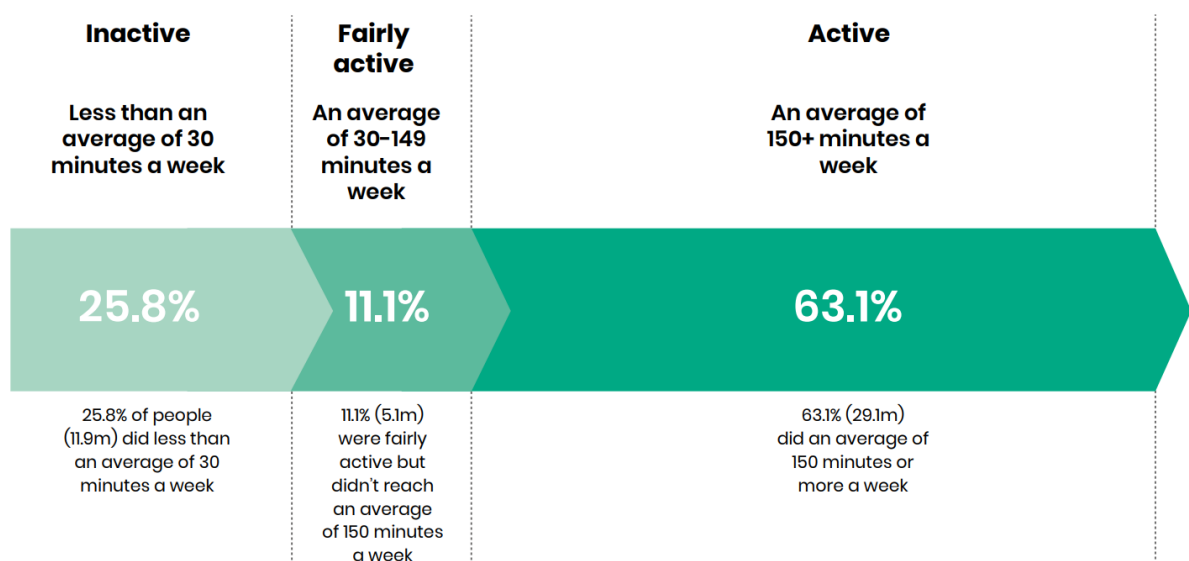


Figure 2.3 – Activity Levels for Adults

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

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

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

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

⁹ Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: <https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report>

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

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

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

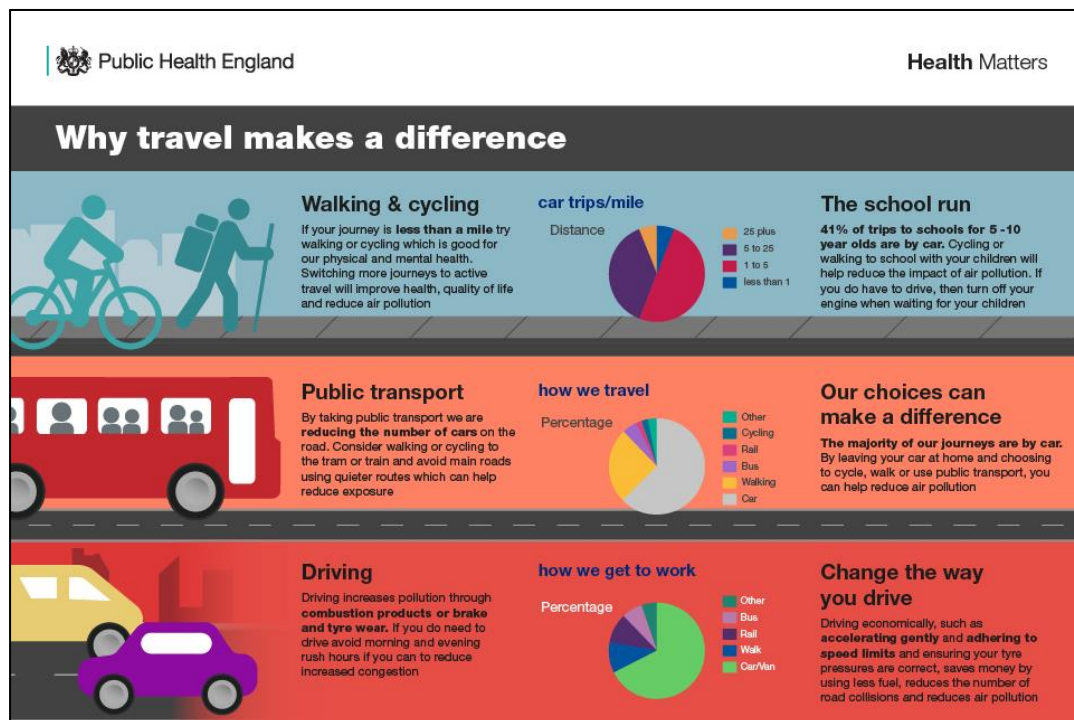


Figure 2.4 – The Impact of Travel Behaviour on Public Health

- 2.3.8 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being “staggering”¹².

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

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

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

¹² 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>

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 as physical inactivity has been conservatively calculated to directly cost the NHS up to £1 billion per annum (in 2006-07 prices)¹³, with further indirect costs estimated at £8.2 billion (in 2002 prices)¹⁴.

2.4.2 As illustrated by **Figure 2.5** below, the health and social care cost of air pollution in England was £43m - £157m in 2017 which could rise to £1.6bn - £5.6bn in 2025 and £5.3bn – £18.6bn in 2035 if action is not taken¹⁵.

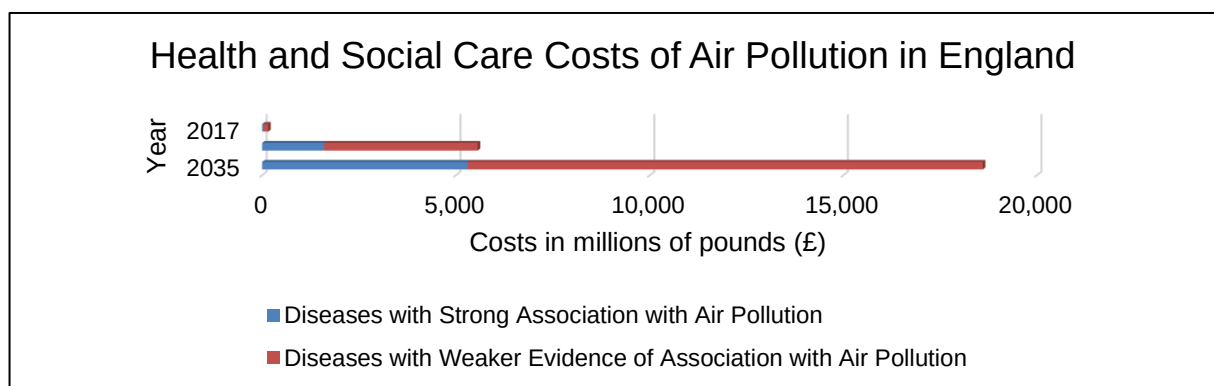


Figure 2.5 – Health and Social Care Costs of Air Pollution in England

2.4.3 Conversely, increased active travel in urban areas would lead to savings of roughly £17 billion within 20 years for the NHS (in 2010 prices)¹⁶.

2.4.4 Every £1 spent on cycling brings £5.50 of social benefits¹⁷ – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – which is higher than the benefits of investment in road and rail projects¹⁸.

2.4.5 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions¹⁹. Cycle parking delivers five times higher retail spend than the same area of car

¹³ 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.

¹⁴ Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.

¹⁵ Public Health England (2018). Estimation of costs to the NHS and social care due to the health impacts of air pollution [Online]. Available at: <https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution> and

<https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs>

¹⁶ 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

¹⁷ Department for Transport (2014). Value for Money Assessment for Cycling Grants [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf

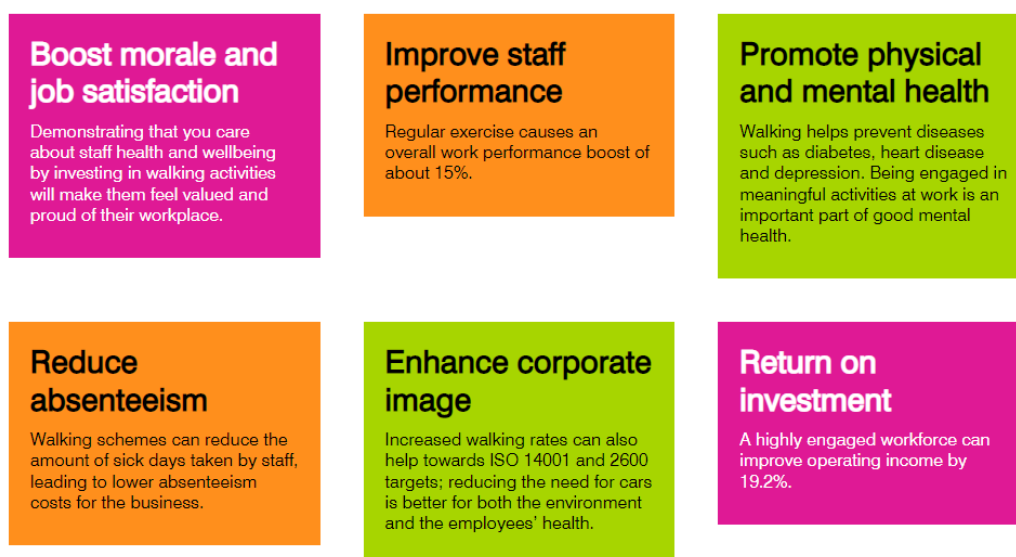
¹⁸ Eddington Transport Study (2006)

¹⁹ Department for Transport (2020). Cycle Infrastructure Design – Local Transport Note 1/20 [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

parking²⁰. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter²¹.

2.4.6 Individuals can also benefit financially from travelling to and from a site with a Travel Plan 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, Travel Plan 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.

2.4.7 Living Streets claims the benefits of walking and exercise for business include²²:



2.4.8 An effective Travel Plan can help encourage staff 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 Social Benefits

2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

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

²⁰ Rajé F and Saffrey A (2016). The Value of Cycling [Online]. Phil Jones Associates, Department for Transport, and University of Birmingham. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf

²¹ Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf

²² Living Streets (undated). Walking Works [Online]. Available at: <https://www.livingstreets.org.uk/products-and-services/projects/walking-works>

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Travel Plan will have a positive effect on staff and visitors of the 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, DfT, 2009.

- 2.6.2 For example, in Greater Manchester, TfGM have recently introduced plans to make journeys by bus quicker, cheaper, greener, more reliable, more accessible, and more attractive. This brings mutual benefits to bus users (more attractive bus journeys) and also to TfGM by bringing buses under local control (easier to run and manage).
- 2.6.3 The outcome of this is a Bus Service Improvement Plan, published in October 2021 on behalf of the GMCA. Buses are now part of an integrated public transport network, known as the 'Bee Network', which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA coordinate the bus network and contract bus companies to run the services. The first Bee Network buses started running in September 2023 in Bolton, Wigan, and parts of Bury, Salford and Manchester. The scheme is expected to be expanded in March 2024, for bus services in Oldham, Rochdale. By January 2025. All Greater Manchester buses will be under local control.
- 2.6.4 New low bus fares have now been extended to September 2024, meaning that people in Greater Manchester will pay no more than:
- £2 for an adult single fare, £1 for a child.
 - £5 to travel all-day by any bus, £2.50 for a child.
 - £21 to travel by any bus for seven days, £10.50 for a child.
- 2.6.5 Bus franchising is envisaged to boost Greater Manchester's economy and is the first step in improving transport across Greater Manchester. A new range of bus and Metrolink tram tickets (Bee AnyBus + Tram) is also being introduced from 24 September and will be up to 20% cheaper compared to paying separately for bus and tram journeys.
- 2.6.6 In March 2023, Greater Manchester signed a new Trailblazer Deeper Devolution Deal with the government. This sets out a roadmap to fully integrate local rail services into the Bee Network by 2030. So far, this has included:

- Contactless touch-in/touch-out travel on local train services.
- A stations charter looking at land value and regeneration opportunities across central Manchester.
- Looking at wider opportunities for the integration of rail services, stations, co-branding and making fares simpler.

2.6.7 The Bee Network will also include the UK's largest cycling and walking network, connecting every area and community in Greater Manchester with 1,800 miles of safe routes and 2,400 new crossings. Hire bikes and e-bikes are available in areas of Manchester, Salford, and Trafford.

2.7 Travel Plan Aims & Objectives

2.7.1 Considering the above benefits and the end users, this Travel Plan aims to minimise the number of car trips generated by the development and encourage staff and visitors to use sustainable modes of transport.

2.7.2 The aims of this Travel Plan will be supported with the following objectives:

- **Objective 1** – To provide a forum by which users can voice travel related opinions and concerns;
- **Objective 2** – To increase the level of cycling to and from the site;
- **Objective 3** – To increase the level of walking to and from the site;
- **Objective 4** – To increase the level of public transport use to and from the site;
- **Objective 5** – To increase the number of people car sharing to and from the site; and in turn,
- **Objective 6** – To reduce single occupancy car travel to and from the site.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is located in Manchester City Centre, within the north-western extents of the Northern Quarter. The site is located within the north-west corner of the Smithfield Conservation Area and is adjacent to the Shudehill Conservation Area.
- 3.1.2 More locally, the site is bound to the north by Shudehill, to the east by Soap Street, to the south by High Street, and to the west by Back Turner Street. **Figure 3.1** below illustrates the site location:



Figure 3.1 – Site Location

(Source: OS VectorMap District)

3.2 Existing Use

- 3.2.1 Glassworks is a 17-storey office block, comprising up to 4,368m² Net Internal Area (NIA) of office uses and 125m² NIA of retail uses at the ground floor.
- 3.2.2 Pedestrians can enter the building from various points along the site boundary, for example the main reception and entrance lobby of the building is located towards the north of the site, fronting Shudehill. This would lead pedestrians to the lounge, stairs, and lifts. Level access is provided for pedestrians and cyclists (all types of users regardless of the level of mobility or visual impairment) across all areas within the site in the form of ramps and lifts where necessary.
- 3.2.3 There are also two retail / café units which can be accessed from Back Turner Street and High Street. The café unit fronting Back Turner Street is connected to the entrance lobby and lifts via a series of steps, however the retail unit fronting High Street is not connected to the rest of the building. These units are currently unoccupied at the time of writing.
- 3.2.4 Cyclists can push their bicycles in and out of the cycle store, which is situated between the café and retail unit. The cycle store is accessed off Back Turner Street and comprises lockers, shower facilities, changing rooms and a drying room.
- 3.2.5 As a reflection of the highly accessible nature of the site, there is no on-site car parking.
- 3.2.6 The cycle facilities include:
- Secure bicycle storage for 30 bikes and cycle repair station;
 - 4 x self-contained gender-neutral shower and changing rooms plus 1 x fully accessible shower / WC / changing room; and
 - 35 lockers and dedicated men's and women's drying rooms.

3.3 Surrounding Highway Network

Back Turner Street

- 3.3.1 Back Turner Street forms a single-lane road with a typical carriageway width of approximately 3.9m. The road is subject to a 20mph speed limit, with narrow footways of c. 1m-wide provided along both sides of the carriageway. There are no street lights along the road.
- 3.3.2 Back Turner Street is a one-way road, extending along a north west alignment from a priority-controlled junction with High Street. At this junction, it can be observed that there are dropped kerbs with tactile paving for pedestrians. After approximately 50m, the road terminates at the Metrolink lines between Shudehill and Market Street along Nicholas Croft.
- 3.3.3 Here, painted road markings allow for vehicular egress via the tram lines. Traffic is then directed to the south for approximately 60m until it joins with other vehicles along High Street.

- 3.3.4 Parking restrictions in the form of double yellow lines (no waiting at any time) are present along the carriageway.

Soap Street

- 3.3.5 Soap Street forms a single-lane road with a typical carriageway width of approximately 3m. The road is subject to a 20mph speed limit, with narrow footways of c. 1m-wide provided along both sides of the carriageway.
- 3.3.6 Soap Street extends along a north west alignment from a priority-controlled junction with High Street, forming the eastern boundary of the site. After approximately 40m, the road turns to the north-east and extends an additional 25m to a priority-controlled junction with Thomas Street.
- 3.3.7 Parking restrictions in the form of yellow lines are present along the carriageway.

High Street

- 3.3.8 High Street extends along the south of the site at a north-east / south-west alignment. The road forms a single-lane road with a typical carriageway width of approximately 9.5m. The road is subject to a 20mph speed limit, with wide footways of c. 2m provided along both sides of the carriageway. The provision of such features ensures safe, convenient, and aided access for those staff or visitors who are disabled and / or visually impaired.
- 3.3.9 Although sections of High Street are two-way, in the immediate vicinity of the site, High Street is one-way in a westerly direction. There are five existing dedicated disabled parking bays, two loading bays and one bus stop present. This bus stop hosts several services across Greater Manchester and is also one of the calling points of Routes 2 of the Manchester City Centre free bus (detailed in **Section 4.4** below).
- 3.3.10 Parking restrictions in the form of double yellows line are present along any remaining sections of carriageway within the immediate vicinity of the site. As it meets the tramlines, High Street turns in a southerly direction to Market Street. Vehicular traffic is directed alongside the tramlines.

Shudehill

- 3.3.11 Forming the northern boundary of the site, Shudehill commences in the north-east from a signalised junction at Miller Street, Rochdale Road and Swan Street, then extends south for approximately 350m to a junction with Dantzic Street, where the carriageway continues as Withy Grove.
- 3.3.12 For the most part, the highway comprises a two-lane, two-way dual carriageway approximately 11.5m in width. However, as the highway crosses the Metrolink lines running to and from Victoria station, the carriageway reverts to a single lane in each direction to the junction with Dantzic Street with a typical overall width of 8m.

- 3.3.13 At the signalised junction where the carriageway crosses the Metrolink lines, there are pedestrian crossing facilities complete with dropped kerbs and tactile paving. There are well-maintained footways on both sides of the carriageway which range between approximately 2.5m and 5m in width. The road is subject to a 30mph speed limit and is lit with street lighting.

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. 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 development is considered in this context for the following modes of travel:

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

4.2 Pedestrian Accessibility

4.2.1 The National Model Design Code – Part 2 (DLUHC, 2021) expresses *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*

4.2.2 The Department for Transport’s National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the Chartered Institution of Highways and Transportation (CIHT) ‘Preferred Maximum’ walking distance of 2.0km in ‘Providing for Journeys on Foot’ (2000). Almost all walking trips (96%) were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.

4.2.3 In addition, 20-minute neighbourhoods have risen in prominence in recent years and are places where residents can walk or cycle from their home to many key facilities and destinations within 20 minutes (i.e. 10 minutes, or 800m if walking, each way). The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as *“local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)”*.

4.2.4 The 800m and 2km walking catchments are considered further below.

4.2.5 The number and type of existing accessible amenities within 800m of the site include:

- Northern Quarter (comprising shops, restaurants, bars, hotels, gyms, post office);
- Printworks (comprising restaurants, bars, cinema, supermarket);
- NOMA (comprising restaurants, bars, concert venue, open space); and
- Manchester Arndale and Market Street (comprising shops, restaurants, bars, pharmacies, GP, banks, gyms, post office).

- 4.2.6 The site is well located in relation to local services and facilities within Manchester City Centre. In addition to those above, the Manchester Victoria rail / Metrolink station and Shudehill bus / Metrolink station are located 450m north-west and 200m north respectively. These locations allow for easy access for staff of the site who commute to work from Greater Manchester and beyond.
- 4.2.7 Within the wider 2,000m catchment, there are a great number of residential properties in all directions. The National Football Museum, Corn Exchange, and Manchester Arena also lie within this catchment. There are also hotels, gyms, and fitness centres around the north and north-west of the site.
- 4.2.8 Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along Market Street, St Ann's Square, and Piccadilly Gardens. The vast majority of Manchester City Centre is within a 2,000m walk of the site.
- 4.2.9 In addition to the above, the development would include ancillary retail and food / drink uses at ground floor level, which are within immediate reach of staff and visitors.
- 4.2.10 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist in the vicinity of the site. The footway provision is wide, lit with street lighting and tactile paving and dropped kerbs are provided at crossing points. 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 Accessibility by Cycle

- 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 National Travel Survey statistics demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively. This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC, 2021) and LTN1/20.
- 4.3.3 The 8km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Heaton Park to the north, Droylsden to the east, Withington to the south, and Salford Quays and Old Trafford to the west.
- 4.3.4 All major train and bus stations within Manchester City Centre are within 8km of the site and are accessible following Sustrans cycle routes.
- 4.3.5 The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** overleaf:

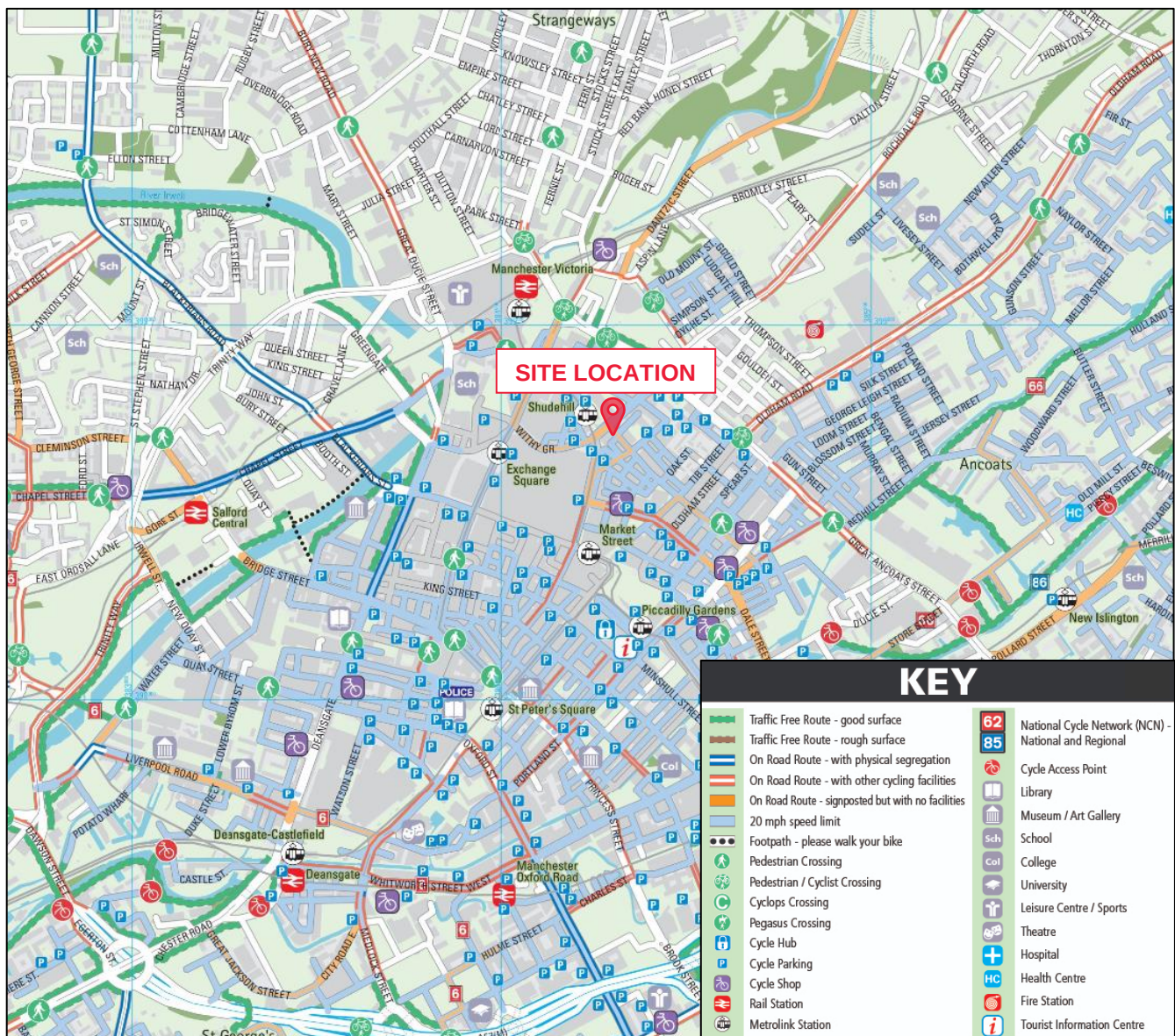


Figure 4.1 – Local Cycle Network

(Source: TfGM, 2022)

4.3.6 There are two routes on the National Cycle Network (NCN) within proximity of the site. Route 6 to the south can be accessed from the development area by series of on-road cycle routes along High Street then Fountain Street and onto the A6143. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria.

4.3.7 Route 66 to the east can be accessed by on road local cycle routes running through the Northern Quarter. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull.

- 4.3.8 Based on the above, it is considered that there is a real opportunity for cycling as a sustainable mode of travel to and from the site.

4.4 Accessibility by Public Transport

- 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 and level 1 a low level of accessibility. The site is located in an area with a GMAL rating of 8.
- 4.4.3 Accessibility by bus, rail, and Metrolink are considered further below, with a local public transport network map included in **Figure 4.2** below:

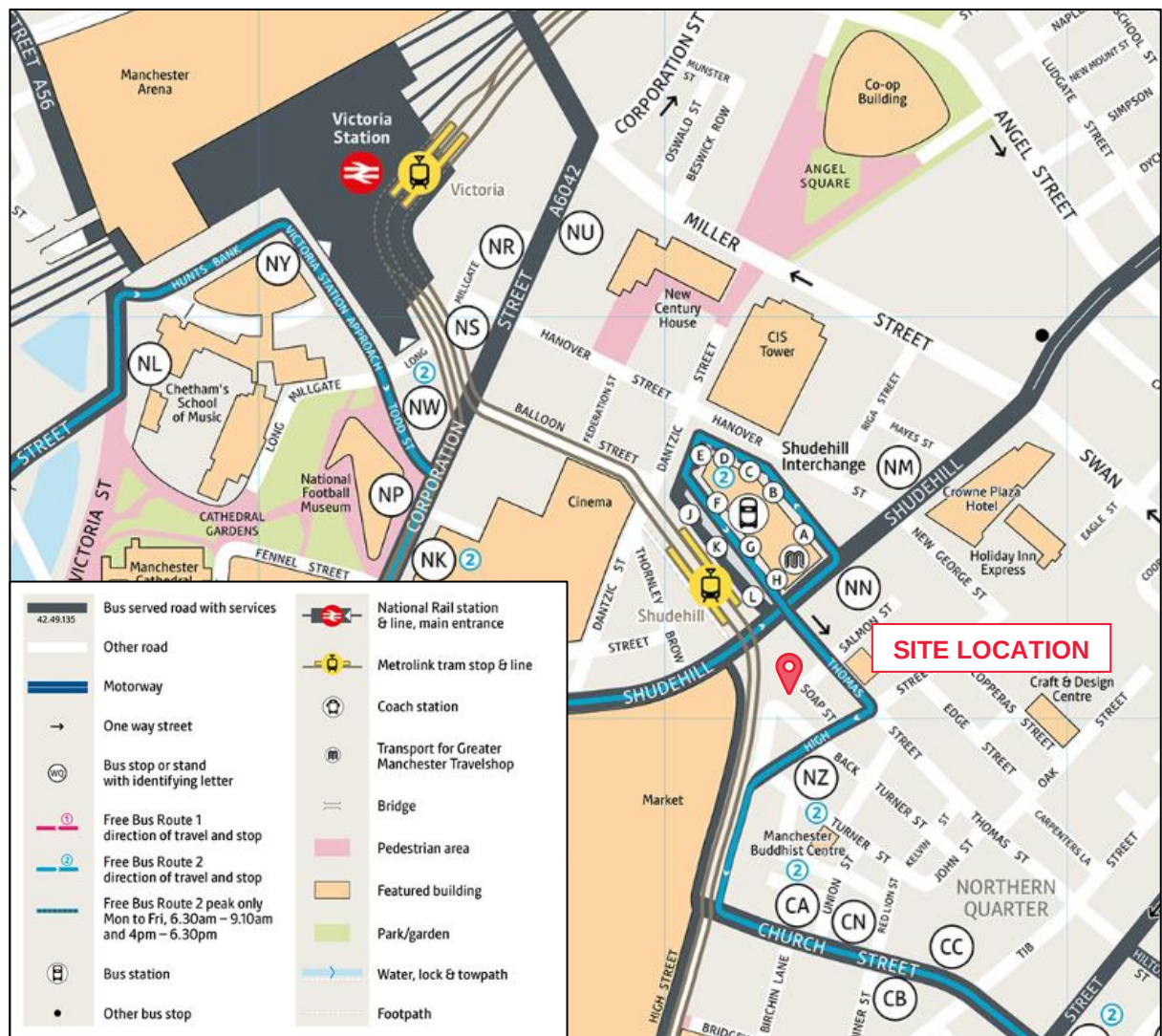


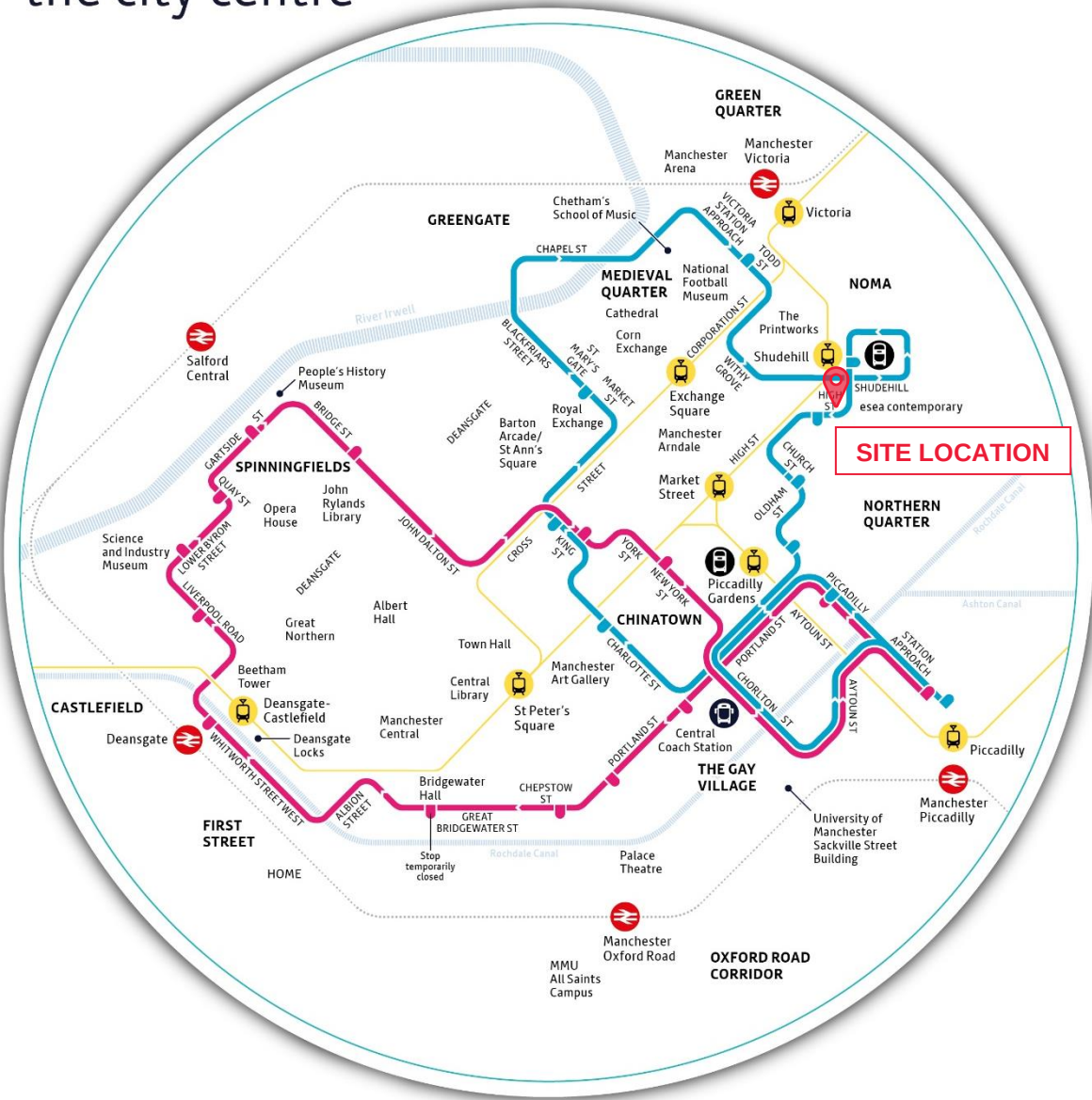
Figure 4.2 – Public Transport Network in the Vicinity of the Site

(Source: TfGM, 2019)

Bus Accessibility

- 4.4.4 The nearest pair of bus stops are located c. 70m to the south of the site along High Street and c. 200m to the north at Shudehill Interchange.
- 4.4.5 These stops are served by around two dozen bus routes, most of which run multiple times per hour, offering easy access every day of the week to areas across Greater Manchester and beyond. Beyond Greater Manchester, Shudehill Interchange has bus and coach services that run to areas including Accrington, Birmingham, Burnley, Coventry, Glasgow, Liverpool, Preston, Prestwich, and Skipton.
- 4.4.6 Furthermore, Route 2 of Manchester's free bus network stops at Shudehill, as outlined overleaf:

free bus
routes around
the city centre



Route 1
Route 2

Metrolink line and stop
Bus interchange
Rail line and station
Central Coach Station

1

Monday – Friday
Every 10 minutes
7am – 7pm
Every 30 minutes
7pm – 11.30pm

Saturday
Every 15–30 minutes
7am – 8.30am
Every 10 minutes
8.30am – 7pm
Every 30 minutes
7pm – 11.30pm

Sunday and public holidays
Every 10 minutes
10am – 6pm

2

Monday – Friday
Every 10 minutes
7am – 7pm
Every 30 minutes
7.15pm – 11.15pm

Saturday
Every 15–30 minutes
7am – 8.30am
Every 10 minutes
8.30am – 7pm
Every 30 minutes
7.15pm – 11.15pm

Sunday and public holidays
Every 10 minutes
10am – 6pm

Figure 4.3 – Free Bus Route and Timetable
(Source: TfGM, 2023)

4.4.7 It is noted that the provision of bus services will change over time in response to current circumstances. Up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus>.

4.4.8 Overall, the site is well served by bus.

Rail Accessibility

4.4.9 The closest rail station to the development is Manchester Victoria, located c. 450m to the west of the site. Manchester Victoria rail station has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 38 bicycles on the platform and approach.

4.4.10 The trains that service Manchester Victoria regularly run 7 days a week from a number of different locations within the North West such as Southport, Wigan, Chester, Liverpool, Leeds, Hull, and Newcastle; this provides frequent access for staff and visitors of the site. A detailed map of the train network within Greater Manchester served by Manchester Victoria is shown in **Figure 4.4** overleaf.

4.4.11 More locally the above services provide access to residential areas such as Ashton-under-Lyne, Salford, Eccles, and Rochdale. Up-to-date rail times can be found on the respective train operators' websites:

- Northern Rail: <https://www.northernrailway.co.uk/travel/timetables>;
- Transpennine Express: <https://www.tpexpress.co.uk/travel-updates/timetables>.

4.4.12 Overall, the site is highly accessible via rail, and it is a viable alternative to private car use.

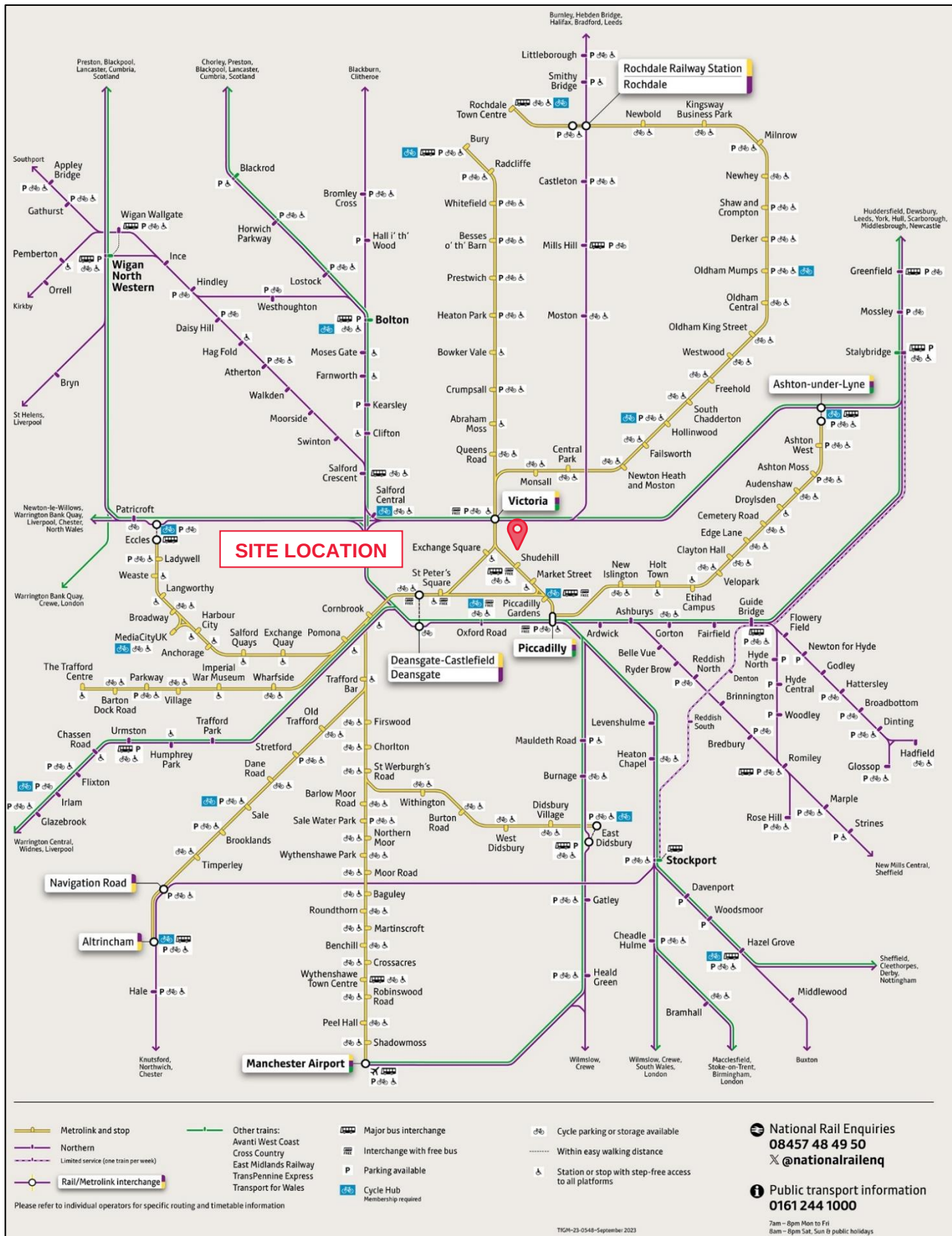


Figure 4.4 – Rail and Metrolink Network in the Vicinity of the Site
(Source: TfGM, 2023)

Metrolink (Light Rail)

- 4.4.13 Staff can also board the Metrolink at Shudehill or Manchester Victoria, which are c. 200m north and 450m north-west of the site respectively.
- 4.4.14 Most routes stop at Victoria, while the rest of the Metrolink network, including trams to the Trafford Centre, Didsbury, and Rochdale can be accessed by changing at St Peter's Square or Deansgate-Castlefield, as illustrated below.
- 4.4.15 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays.

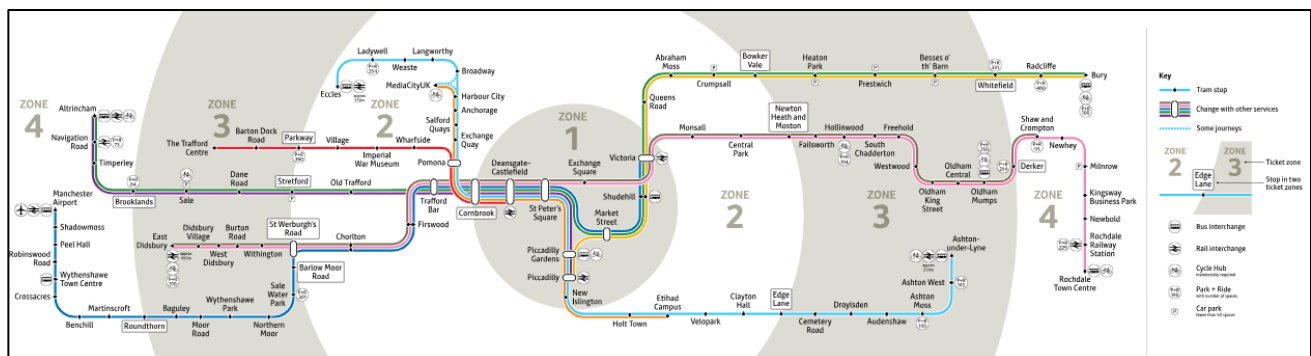


Figure 4.5 – TfGM Metrolink Network Map
(Source: TfGM, 2023)

- 4.4.16 The start and end times for the specific stops that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-times>.

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

4.5 Summary

- 4.5.1 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 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Taking into account the location of the 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.
- 5.1.2 The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document. These initiatives have been refined with consideration of the travel survey, the results of which are displayed in **Section 6**.

5.2 Provision of Welcome Packs

- 5.2.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all staff at the development upon occupation and be made available in a communal area for visitors to view, for example on a noticeboard. Due to the low number of occupants, the Welcome Packs have not yet been produced.
- 5.2.2 The Welcome Packs will introduce the Travel Plan concept detailing the aims, objectives, and aspirations, provide contact details for the Travel Plan Coordinator (TPC), and include the following information:

Objectives	Contents
1 – To provide a forum by which users can voice travel related opinions and concerns.	• Contact details of the TPC.
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 staff and visitors 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;

Objectives	Contents
	• 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 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".
4 – 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 stops, Metrolink stops, 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. • Advertise any promotions / discounts offered by public transport operators
5 – To encourage car sharing and shared transport to and from the site; and in turn, 6 – To reduce single occupancy car travel to and from the site.	• Details of internal car sharing scheme; and • Links to Liftshare registration: https://liftshare.com/uk.

Table 5.1 – Sustainable Travel Information

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

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 within **Section 4** of this TP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot.

5.3.3 The following measure has been provided in order to encourage staff and visitors to walk:

- Providing and maintaining in good condition any signage (i.e., of pedestrian routes within and adjacent to the site to main destinations and bus stops) and lighting installed within the site boundary to ensure that a safe, secure, and welcoming environment is maintained; and
- A marketing campaign in line with “Walk to Work Week” and/or the implementation of a “walking buddy” scheme will be implemented by the TPC.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this TP that the site is conducive to cycling. High-quality cycle facilities have also been provided as part of the development, these are outlined in **Section 3.2**.

5.4.2 To encourage staff and visitors to cycle, the following measures have been provided:

- Cycle repair facilities provided within the cycle store;
- Promoting the Cycle2Work scheme to staff;
- Providing and maintaining in good condition any signage (i.e., of cycle routes within and adjacent to the site to main destinations) and lighting installed within the site boundary to ensure that a safe, secure, and welcoming environment is maintained;
- The TPC will, where appropriate, encourage local cycle clubs / forums to take part in Travel Plan promotional events to raise awareness;
- A “cycle buddy” scheme via a development-wide Bicycle User Group (BUG) will, where appropriate, be implemented by the TPC. This will include 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);
- The TPC will, where appropriate, seek to negotiate discounts with local cycle retailers for the benefit of staff.

5.5 Measures to Encourage Public Transport Use

5.5.1 It has been demonstrated throughout **Section 4** of this TP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester City Centre.

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

- Implement a policy of using public transport for travel in the course of work wherever feasible; and
- Liaising with bus companies and Transport for Greater Manchester (TfGM) on any future improvements and / or extensions to local services and offering limited time discount tickets.

5.6 Measures to Encourage Car Sharing and Shared Transport

Car Sharing

- 5.6.1 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.
- 5.6.2 To aid the coordination of car sharing, staff who are willing to car share should submit their name to the TPC. People will then be matched with those undertaking similar journeys. 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. It is envisaged that this would need to be regularly maintained / revised.
- 5.6.3 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 who do not own a car but require occasional use.

Car Clubs

- 5.6.4 Enterprise Car Club has a vehicle location at 104 High Street, M4 1BD (150m east of the site, within a 2-minute walk); with a number of alternative locations within the city centre. Staff and visitors would need to register and book the car appropriately through the website: www.enterprisecarclub.co.uk. Again, this scheme could be promoted by the TPC.

5.7 Summary

- 5.7.1 In summary, the Travel Plan initiatives contained in this section will be implemented by the TPC to encourage staff and visitors to travel by sustainable modes of transport and contribute to the achievement of objectives set out earlier within this Travel Plan.
- 5.7.2 The list of measures above is by no means exhaustive but form the basis of those to be explored by the TPC and to be agreed with Travel Plan officers from Manchester City Council.

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 the target strategy and provides an overview of the data that should be collected as part of travel surveys.

6.2 Data Collection

- 6.2.1 Staff will be encouraged to participate in the travel survey, and the surveys would extract the following key information:
- Place(s) of residence;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage staff and visitors to travel more sustainably.
- 6.2.2 A copy of the survey is provided in **Appendix B**. When the building is more fully occupied, the TPC will distribute the surveys.
- 6.2.3 The information obtained will be used to undertake modal split analysis. Staff would then be surveyed biennially 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.
- 6.2.4 In the absence of survey data, this TP considers Journey to Work data from the 2011 Census to establish a baseline for each mode.
- 6.2.5 It is noted that initial data from the 2021 Census has been published at the time of writing, although the Journey to Work breakdown is contained within a Topic Summary (TS061 – Method used to travel to work) rather than detailed origin – destination data (WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level), which has been used in the 2011 Census).
- 6.2.6 Data from the 2021 Census has not been included as it is only a high-level overview without the option to filter by location of usual residence of staff, and it has not been confirmed whether the geography filter relates to the place of residence or if it is the place of work.
- 6.2.7 On this basis, the estimated existing staff travel patterns are as follows:

Mode of Travel	Manchester 054	Total Percentage (%)
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	3,045	6%
Train	7,857	15%
Bus, minibus or coach	12,876	25%
Taxi	164	0%
Motorcycle, scooter or moped	213	0%
Driving a car or van	17,234	34%
Passenger in a car or van	1,914	4%
Bicycle	1,250	2%
On foot	6,131	12%
Other method of travel to work	100	0%
Total	50,784	100%

Table 6.1 – Estimated Modal Split for Staff

6.3 Data Analysis

- 6.3.1 Once 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.
- 6.3.2 All modal split targets will be set through consultation with MCC and TfGM. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed). 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.
- 6.3.3 The following **Table 6.2** summarises the modal split and associated targets based on existing estimates from the 2011 Census data:

Targets					
Travel Mode	2011 Census Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Modal Shift Change
Car Driver	34%	- 2%	- 2%	- 4%	- 8%
Car Share (inc. taxi)	4%	+ 0.5%	+ 0.5%	+ 1%	+ 2%
Public Transport	46%	+ 0.5%	+ 0.5%	+ 1%	+ 2%
Cycle	2%	+ 0.5%	+ 0.5%	+ 1%	+ 2%
Foot	12%	+ 0.5%	+ 0.5%	+ 1%	+ 2%

Table 6.2 – Travel Plan Targets

- 6.3.4 As can be seen from the targets, there will be an overall aim to reduce the number of those travelling to the site by car as a single occupant, whilst increasing the proportion who travel by more sustainable modes, notably by public transport and active travel. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.
- 6.3.5 The above aspirational targets are considered suitable when considering the existing travel patterns outlined above.
- 6.3.6 Future updated Travel Plan reports will include a comparative table containing updated survey findings to best understand travel habits, and shape effective initiatives.

7.0 Monitoring and Review

7.1 Introduction

- 7.1.1 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.

- 7.1.2 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.

7.2 Responsibility and Management

- 7.2.1 Overall responsibility for the TP will lie with Knight Frank who is the appointed building management company, whereas each of the elements will be split between the building management and any other parties leasing the office units.
- 7.2.2 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.
- 7.2.3 The day-to-day responsibility of implementing the TP will lie with a member of Knight Frank's staff, alongside other individual contact points of the other parties leasing the office units.
- 7.2.4 Notwithstanding, adequate consultation and support from the building management is required to ensure the smooth implementation of the TP. A number of measures to be undertaken by the building management comprise:

- A commitment to actively pursue any future partnerships with bus operators and the identification of opportunities to future stages of the development;
- Maintenance of cycling and walking facilities, lighting and CCTV installations, particularly off-site in collaboration with the Highways and Planning Authorities; and
- Support for a Travel Plan Coordinator in ways including but not limited to funding to enable them to fulfil their duties and deliver the TP as intended.

7.3 Travel Plan Coordinator (TPC)

7.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Assist Travel Plan representatives in 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 detect trends in change against targets and report to the relevant parties (i.e. MCC); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.3.2 Knight Frank (the appointed building management company), has been appointed as the TPC for the site.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is central to measuring progress towards the targets and will be the responsibility of the TPC. Surveys will be undertaken biennially, for a total monitoring period of five years. The five-year monitoring schedule includes 3 surveys (one baseline, and two follow-up surveys).

7.4.2 The updated survey results obtained will be analysed within one month from collection.

7.4.3 The results of each additional survey will 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.

7.4.4 In order to record and communicate the progression of the Travel Plan, the TPC will produce biennial 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).

7.4.5 Monitoring reports will be provided to officers at MCC every two years following the receipt of the surveys. Monitoring will be carried out for a period of five years from the date of the baseline travel surveys.

7.4.6 In addition, a summary of the survey results will be circulated to occupiers by the TPC.

8.0 Action Plan

8.1 Action Plan Update

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the TP process and the progress made since the Interim Travel Plan:

Action	Indicator	Target Date	Responsibility	Status
Appoint TPC	Development build nearing completion	Six months before first occupation	Salboy Limited	TPC has been appointed (Knight Frank)
Produce Welcome Pack	TPC appointed	First occupation of each element of the development	TPC	Pending TPC action
Provide Travel Information Boards	TPC appointed	First occupation of each element of the development	TPC	Pending TPC action
Undertake Initial Travel Surveys	50% occupation of development	Within three months	TPC	Pending more occupants
Decide Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with MCC	Pending completion of travel surveys
Update TP to a full Travel Plan	Receipt of the initial Travel Surveys	Within six months of the first use of the development	TPC	Partially complete (this document), pending completion of travel surveys
Present Monitoring Report (every 2 years)	Once Travel Plan is approved by MCC	For at least three years following the agreement of targets with MCC	TPC	Pending completion of travel surveys

Table 8.1 – Action Plan

Appendix A – Site Layout

Planning Application Boundary

R 18/11/22 Issued as part of NMA Application.
Q 22/10/21 Issued as part of NMA Application.
P 09/12/20 Issued as part of NMA Application.

Rev.	Date	Details
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Jon Matthews Architects
Unifon, 2-10 Albert Square, Manchester, M2 6LW

Project:
Back Turner Street
Manchester

Title:
Ground Floor Level
General Arrangement Plan

Scale: 1:100 @ A1
Origin Date: 09/12/20
Drawn: RM
Checked: RS

Status:
Planning

Project: 05593
Drawing No: _MP_02_2200
Rev: R

082483 Glassworks, Back Turner Street

Travel Plan

Curtins

Appendix B – Travel Survey

GLASSWORKS

BACK TURNER STREET

Glassworks Back Turner Street, Manchester - Staff Travel Survey Questionnaire

Curtins on behalf of Salboy has prepared a site-wide travel plan for Glassworks Back Turner Street, Manchester. A travel plan is a commitment to encourage staff and visitors to choose alternative transport modes (such as public transport, walking, cycling and car share schemes) over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan will include a range of measures and initiatives designed to achieve this goal.

On this basis, Curtins is conducting a travel survey to better understand how staff and visitors are currently travelling to and from Glassworks. The survey results will support the development of an action plan which will help to improve and encourage active, and more sustainable, travel options.

The survey should take no longer than 5 minutes, and all results remain anonymous.

*** 1. What is your postcode of your home address? (i.e., M1 5WG)**

*** 2. What is the length of your typical journey to Glassworks?**

☐ Less than 2 miles

☐ 11 – 15 miles

☐ 2 – 5 miles

☐ 16 – 20 miles

☐ 6 – 10 miles

☐ More than 20 miles

☐ Other (please specify)

*** 3. How do you typically travel to work most days of the week?**

For example, if you work from home ≥ 3 days a week, please select 'At home / remote worker'.

If you work at Glassworks ≥ 3 days a week, please specify how you travel to work.

- | | |
|---|---|
| ☐ Car - as driver, on your own | ☐ Bus |
| ☐ Car - as, or with (a) passenger/s | ☐ Motorbike / Scooter |
| ☐ Taxi | ☐ Train |
| ☐ Walk / Jog / Run | ☐ Metrolink |
| ☐ Bicycle | ☐ At home / remote worker |
| ☐ Other (please specify) | |

*** 4. If you drove to work, why did you travel this way? (Please tick all that apply)**

- | | |
|--|---|
| ☐ N/A, I did not drive to work | ☐ It is the cheapest mode of transport |
| ☐ It is the most convenient mode of transport | ☐ Safety |
| ☐ There was no viable alternative mode of transport | ☐ I have other commitments outside of work |
| ☐ Distance from my home address to work | ☐ I don't know the safest route to cycle to work |
| ☐ Limited cycle storage / facilities available | |
| ☐ Other (please specify) | |

*** 5. If you drive to work on a regular basis, would you be willing to try more sustainable transport options such as walking, cycling, or public transport some of the time?**

- ☐ N/A, I do not drive to work
- ☐ Yes
- ☐ No (please specify why)

If you selected no, please specify why:

*** 6. Which of the following changes would most encourage you to walk, cycle, or use public transport to travel to work? (Please tick all that apply)**

- ☐ More secure cycle parking provision
- ☐ More showers and changing rooms
- ☐ Interest free loans for bicycles (cycle to work scheme)
- ☐ Improved footways and crossings
- ☐ Improved cycle paths
- ☐ Other (please specify)

- ☐ Up-to-date bus timetables
- ☐ More frequent bus services
- ☐ Discounted bus fares
- ☐ Interest free loans for public transport season tickets
- ☐ Nothing

7. Do you have any other comments about your journey to work?

Thank you for completing this Travel Survey.

Done



OUR LOCATIONS

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