

Proposed Residential Development
Laystall Street, Manchester

January 2024

FRAMEWORK TRAVEL PLAN

eddisons.com

Eddisons

REPORT

DOCUMENT:	Framework Travel Plan
PROJECT:	Proposed Residential Development, Laystall Street, Manchester
CLIENT:	McCauls Ltd
JOB NUMBER:	3123
FILE ORIGIN:	Z:\projects\3123 Laystall Street, Manchester\Docs\Reports\3123 TP.03.docx

DOCUMENT CHECKING:

Primary Author:	LW	Initialled:
Contributor		Initialled:
Review By:	PW	Initialled:

Issue	Date	Status	Checked for Issue
1	12-08-2020	First Draft	
2	10-01-2024	Revised Draft	
3			
4			

CONTENTS

1	INTRODUCTION	3
1.1	Introduction.....	3
1.2	Structure of the Travel Plan.....	3
1.3	Existing Site	4
1.4	Development Proposals.....	4
1.5	The Travel Plan	4
1.6	Residents Travel Pack	4
2	TRAVEL PLANNING POLICY AND GUIDANCE.....	5
2.1	Travel Planning Policy	5
2.2	Travel Planning Guidance	5
3	PLAN ADMINISTRATION.....	7
4	ACCESSIBILITY BY NON-CAR MODES.....	9
4.1	Introduction.....	9
4.2	Access on Foot.....	9
4.3	Access by Cycle	14
4.4	Access by Bus	16
4.5	Accessibility by Rail.....	18
4.6	Metrolink Services	20
4.7	Accessibility Summary	21
5	MANAGEMENT MEASURES.....	22
5.1	Introduction.....	22
5.2	Travel Plan Co-ordinator.....	22
5.3	Travel Pack.....	23
5.4	Travel Awareness	24
5.5	Travel Information	24
5.6	Promotion of Lift Share Scheme.....	24
5.7	Encouraging Walking/Cycling.....	25
6	TRAVEL PLAN MONITORING.....	26
6.2	Frequency of Monitoring	26
6.3	Monitoring Reporting and Review	26
7	TRAVEL PLAN TARGETS	29

PLANS

Plan 1	Site Location
Plan 2	Application Area
Plan 3	2km Pedestrian Catchment

APPENDICES

Appendix 1	Bus Service Times and Frequencies
-------------------	--

1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by McCauls to prepare a revised Travel Plan for a proposed residential development at Laystall Street in Manchester. Manchester City Council (MCC) have requested that the previously submitted Travel Plan associated with application 128911/FO/2020, be updated to reflect the currently proposed residential units in place of the previously proposed office use, located in an extension to the consented adjacent 89-unit residential development.

1.1.2 This document will set out the principal strategies that will be put in place once residents are occupying the dwellings to encourage sustainable travel.

1.1.3 The Department for Transport has guidance on the preparation of travel plans which are of relevance to this proposed development in 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009'.

1.1.4 An initial resident Travel Survey will be undertaken within 3-months of the development reaching 75% occupancy to establish travel modes of residents and visitors and following this, specific targets will be set and agreed with the Travel Plan team at MCC.

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.

1.2.2 Section 3 sets out a series of management measures that will be implemented as part of the Travel Plan. Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.2.3 Section 5 discusses the initial targets for reducing trips by the private car while Section 6 details the monitoring and assessment of the Travel Plan.

1.3 Existing Site

1.3.1 The Site is located to the southeast of the Northern Quarter, in Manchester city centre. It is approximately 219-metres to the west of the A665 Great Ancoats/Store Street junction and 610-metres to the east of Piccadilly Gardens.

1.3.2 The site is located within a formerly industrial area to the west of the A665 Great Ancoats Street and adjacent to a recently completed residential development fronting onto Laystall Street. The location of the site is shown on **Plan 1**.

1.4 Development Proposals

1.4.1 The proposed development would provide an additional 4no. apartments in the building extension adjacent to the 89-unit residential development previously consented under application ref: 128911/FO/2020, in place of the previously proposed 487sqm of office use. The application area is shown in **Plan 2**.

1.5 The Travel Plan

1.5.1 The aim of the Travel Plan is as follows:

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

1.6 Residents Travel Pack

1.6.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in **Section 3**.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The DfT's 'Making Residential Travel Plans Work' which although has been superseded by the National Planning Practice Guidance still provides relevant guidance on the preparation of Travel Plan. This document introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1**.

2.2.3 The hierarchy of 5-tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

2.2.4 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.

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

2.2.6 The pyramid is presented in **Figure 2.1** below;



Figure 2.1 – The Travel Plan Pyramid

2.2.7 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.

2.2.8 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 PLAN ADMINISTRATION

- 3.1.1** The administration of the Travel Plan (once implemented) will be the responsibility of the developer.
- 3.1.2** The developer will be required to designate a Travel Plan Co-ordinator for the residential development and initially it is likely that this will be an employee of McCauls Ltd. Essentially this co-ordinator will provide liaison in implementing the plan with the residents and the local authority.
- 3.1.3** Details of the appointed Travel Plan Co-ordinator will be submitted to the Planning and Highway Authority 1-month prior to the first occupation on the site. Similarly, the Co-ordinator will be advised of appropriate contact personnel at the development.
- 3.1.4** The Travel Plan Co-ordinator will be the first point of contact for residents, the Local Authority and other outside organisations in all matters regarding travel. The post of the Travel Plan Co-ordinator will be overseen by the developer.
- 3.1.5** Prospective residents will be made aware of the Travel Plan and its aims when viewing properties. For example, a Residents Travel Pack will form part of a Prospective Buyers Information Pack.
- 3.1.6** The TPC will be responsible for all aspects of the Travel Plan. Their primary functions will be as follows;
- Liaison with the local planning and highways authority,
 - Provision of a Residents Travel Pack containing information for residents,
 - Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes; and
 - Maintenance of all necessary systems, data and paperwork.

- 3.1.7 The role of the TPC will also be to develop and manage the Travel Plan for the site.
- 3.1.8 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to the Council.
- 3.1.9 Details of the nominated TPC will be submitted to the Planning and Highway Authority and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

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

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

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

- Accessibility on Foot,
- Accessibility by Cycle,
- Accessibility by Bus, and
- Accessibility by Rail.

4.2 Access on Foot

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

4.2.2 As previously discussed, it is proposed to provide footways within the site to connect with the existing pedestrian footways of around 2-metres in width, located along Laystall Street, Pigeon Street, Brock Street and Lomax Street adjacent to the site.

4.2.3 The DfT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

- 4.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable, and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

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

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.5 Manual for Streets (2007) (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

- 4.2.6 **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

- 4.2.7 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a White Young Green Report entitled 'Accessibility – How Far Do People Walk and Cycle' (July 2015). This report refers to National Travel Survey (NTS) data for the UK, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930-metres.
- Commuting – 2,400-metres.
- Shopping – 1,600-metres.
- Education – 3,200 or 4,800-metres.
- Personal business – 1,600-metres.

4.2.8 Overall, in Table 5.1, the document states that 1,950-metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

4.2.9 In summary, the distance of 1,950-metres, or around 2-kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.10 The Chartered Institute of Highways and Transportation guidance ‘Planning for Walking’ document from 2015 provides a useful reminder of the health benefits of walking. This states that:

‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’

4.2.11 A 20-minute walk equates to a walking distance of around 1,600-metres.

- 4.2.12** Considering the above, pedestrian catchments of 800-metres and 2-kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**, providing an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.13** In light of the above review, a pedestrian catchment of 2-kilometres from the centre of the site, using all usable pedestrian routes, has been assumed for the purposes of reviewing the proximity of local facilities such as local shops/retail outlets, Post Office and leisure facilities.
- 4.2.14** In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 4.1**.
- 4.2.15** **Figure 4.1** shows that the majority of respondents, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.
- 4.2.16** **Plan 3** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the recent YouGov poll.
- 4.2.17** **Table 4.4** below, shows the approximate average walking distances (via the road network) from the centre of the sites to several of the local key amenities in the vicinity of the site. The starting points for each of the sites are identified in **Plan 3**.
- 4.2.18** The table also confirms whether-or-not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Jolly Angler	120m	1,600m	YES
Aldi	200m	1,600m	YES
PureGym	140m	1,600m	YES
Urban Exchange Shopping Centre	220m	1,600m	YES
A665 (Rochdale Canal) Bus stop	250m	1,600m	YES
Sainsbury's Local	290m	1,600m	YES
Port Street Beer House	350m	1,600m	YES
K's Chemist	450m	1,600m	YES
Urban Village Medical Practice	450m	1,600m	YES
Anytime Fitness	650m	1,600m	YES
Wetherspoons	700m	1,600m	YES
SPAR Piccadilly	550m	1,600m	YES
Tesco Express	550m	1,600m	YES
Piccadilly Railway Station	600m	1,600m	YES
New Islington Metrolink Stop	700m	1,600m	YES
Morrisons	700m	1,600m	YES
Piccadilly Gardens Bus/Metrolink Interchange	750m	1,600m	YES
Boots	750m	1,600m	YES
Halifax	800m	1,600m	YES
Piccadilly Plaza Post Office	900m	1,600m	YES
Shudehill Bus/Metrolink Interchange	950m	1,600m	YES

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Barclays Bank	1,000m	1,600m	YES
St. Anne's RC Primary School	1,000m	3,200m	YES
Manchester Spring Gardens Post Office	1,100m	1,600m	YES
Victoria Dental Clinic	1,200m	1,600m	YES
Victoria Station Rail/Metrolink Interchange	1,300m	1,600m	YES
Tiddlywinks Day Nursery, Ancoats	1,300m	1,600m	YES
Manchester Central Library	1,400m	1,600m	YES
City Health Walk in Centre	1,400m	1,600m	YES
Manchester Metropolitan University	1,500m	3,320m	YES

Table 4.4 - Distance from Site to Local Facilities

4.2.19 As can be seen in the above tables, key amenities are well within the 'preferred maximum' walk distances described earlier in this section including the nearest food stores, pharmacies and health and leisure facilities.

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

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle. The importance of cycling as an alternative mode of travel both now and in the future, is demonstrated by the new rules relating to cyclists contained within the revised Highway Code, which came into force in January 2022.

- 4.3.2 These new rules, which include the 'Hierarchy of Users' or 'Hierarchy of Responsibility', recognise that drivers of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others. This together with the simplification of the rules, to make junctions safer and new rules to tackle dangerous overtaking will provide a road environment where cyclists and pedestrians are given priority, feel safer using the road network and further encouraging travel by cycle.
- 4.3.3 The Cycling England document 'Integrating Cycling into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2-miles, but many cyclists are willing to cycle much further. For work, a distance of 5-miles should be assumed.'*
- 4.3.4 This 8-kilometre distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kilometres per hour and would encompass the whole of Manchester City Centre, Harpurhey district centre, Monsall, Clayton, Ashbury's, West Gorton, Longsight, Greenheys, Moss Side, Pendleton district centre, and Cheetham Hill.
- 4.3.5 An on-road route with other cycling facilities is provided along Great Ancoats Street in close proximity to the site. Additionally, a suggested/advised on-road route is provided along Ducie Street to the southwest of the site, with on-road signposted routes provided along Dale Street to the southwest and Pollard Street to the northeast of the site. Traffic-free routes are provided along the Rochdale Canal towpath and canal basin to the northeast of Cottonfield Park as shown in **Figure 4.1** below.

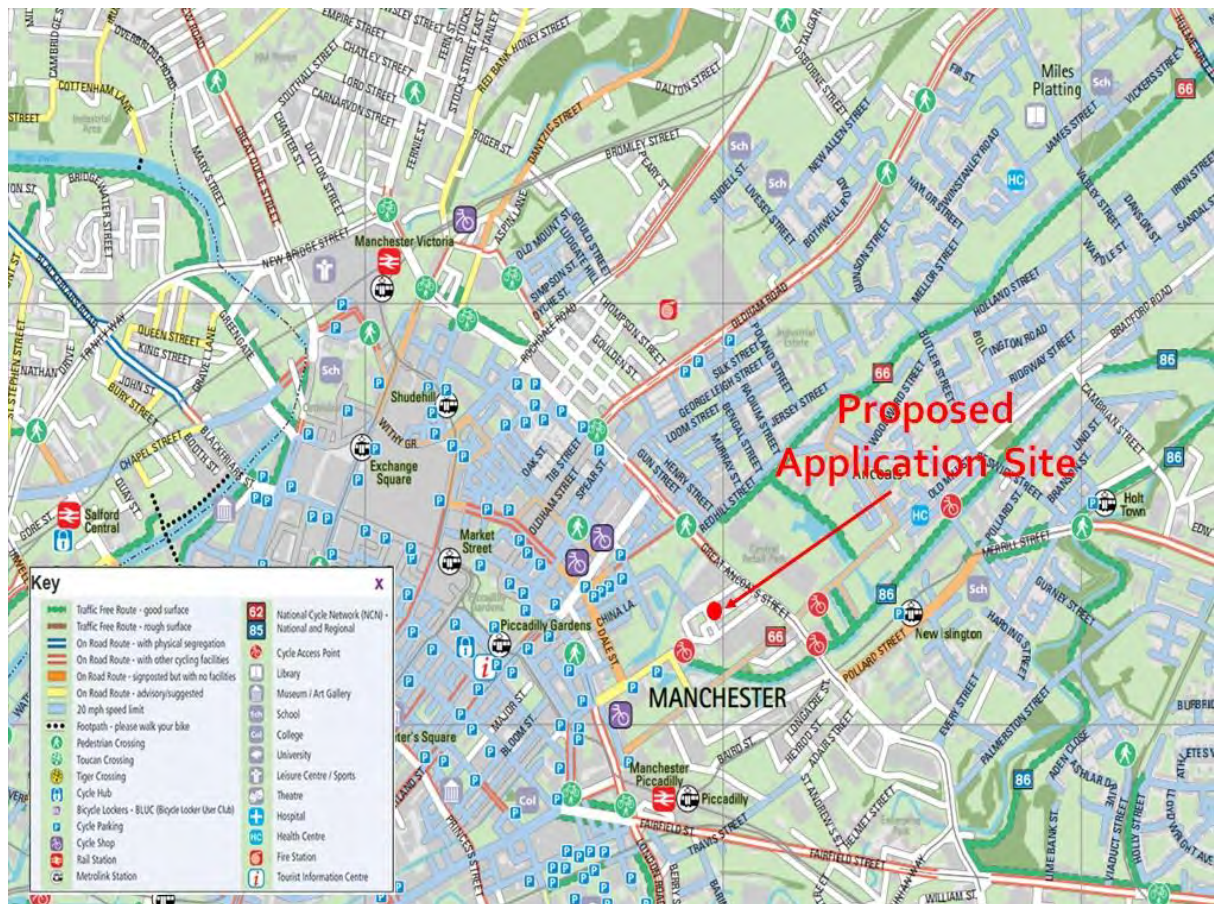


Figure 4.1 Cycle Network (Taken from TfGM Cycle Map)

4.3.6 Furthermore, National Cycle route 66 connecting Manchester city centre to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull, passes to the southeast of the site along Store Street as shown below in **Figure 4.1**.

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

4.4 Access by Bus

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

- 4.4.2** The nearest bus stops to the site are located along the A665 Great Ancoats (Rochdale Canal) (around 3-minutes walking time east of the centre of the application site). The eastbound stop is provided with a flag, steel and glass shelter, passing service and timetable information. The westbound stop is provided with a flag and passing service information.
- 4.4.3** Additional bus stops are located throughout the city centre area including the Piccadilly Gardens Bus/Tram Interchange located approximately 750-metres to the southwest of the site (approximately 9-minutes walking time) and Shudehill bus/tram interchange, located approximately 1,100m (approximately 12-minutes walking time) to the west of the site. All the nearest bus stops to the site are shown on **Plan 3**, a summary of service frequencies and operating hours is included in **Appendix 1**.
- 4.4.4** The nearest bus stops to the site currently provide access to up to twenty bus services per hour throughout the day to destinations including Piccadilly Gardens, Ashton-under-Lyne and Tameside General Hospital. Furthermore, additional bus services can be accessed at Piccadilly Gardens, Piccadilly station, and Shudehill Interchange, within a 700 to 1,100-metre walking distance (approximately 8 to 14-minute walking time) of the site.

Destination	Duration
New Islington Metrolink Stop	3 Minutes
Piccadilly Gardens	4 Minutes
Sport City Velo Park Metrolink Stop	9 Minutes
Clayton	10 Minutes
Droylesden	16 Minutes
Ashton-under-Lyne Interchange	32 Minutes
Tameside General Hospital	43 Minutes

Table 4.5 Example Bus Journey Times from Nearby Bus Stops

4.4.5 The above table demonstrates that Piccadilly Gardens is a 4-minute journey by bus from the site, Droylsden a 16-minute journey, and Ashton-under-Lyne a 32-minute bus journey from the site.

4.4.6 Furthermore, it is possible to travel by direct bus service to the Tameside general Hospital (43-minutes) from the site.

4.4.7 It is noted that the available bus services provide a choice of how people travel with the services currently operating from around 05:32 to around midnight, making travel by public transport a real alternative to travelling by car for commuting trips.

4.5 Accessibility by Rail

4.5.1 The nearest railway station to the site is Manchester Piccadilly, located approximately 600-metres from the site and accessible by an 8-minute walk from the site.

4.5.2 The station is managed by Network Rail and has 14 platforms, offering the following services:

4.5.3 Local train services to stations in the Manchester area, primarily to destinations south and east of the city in Cheshire or Derbyshire and beyond. These include Hadfield, Glossop, Marple, Rose Hill Marple, New Mills Central, Sheffield via New Mills Central, Hazel Grove, Buxton, Crewe via Stockport or Manchester Airport, Stoke-on-Trent via Macclesfield, and Chester via Altrincham and Northwich.

4.5.4 Services operate to the north and west to Liverpool Lime Street via St Helens Junction or Warrington Central, Preston via Bolton and Southport via Wigan Wallgate. along with a number of through trains to Barrow-in-Furness and Windermere via Lancaster.

- 4.5.5** Hourly services via Chester and the North Wales Coast Line to Llandudno, calling at Manchester Oxford Road, Newton-le-Willows, Earlestown, Warrington Bank Quay, Runcorn East, Frodsham, Helsby, Chester, Shotton, Flint, Prestatyn, Rhyl, Abergele & Pensarn, Colwyn Bay, Llandudno Junction and Deganwy. Two trains per day run to Holyhead on weekdays only.
- 4.5.6** Hourly services operate via Crewe, Shrewsbury and the Welsh Marches Line to Cardiff Central, with services continuing to Carmarthen or Milford Haven. There are once daily services to Tenby & Pembroke Dock and to Fishguard Harbour.
- 4.5.7** Hourly services to Bournemouth calling at Stockport, Macclesfield, Stoke-on-Trent, Stafford, Wolverhampton, Birmingham New Street, Birmingham International, Coventry, Leamington Spa, Banbury, Oxford, Reading, Basingstoke, Winchester, Southampton Airport Parkway, Southampton Central, and Brockenhurst.
- 4.5.8** Hourly services to Bristol Temple Meads call at Stockport, Macclesfield, Stoke-on-Trent, Wolverhampton, Birmingham New Street, Cheltenham Spa and Bristol Parkway. Some services continue to Exeter St David's, Plymouth or Paignton.
- 4.5.9** An hourly service from Liverpool Lime Street via Piccadilly to Sheffield and Nottingham, with most trains continuing to Norwich.
- 4.5.10** A half-hourly service to York via Manchester Victoria, Huddersfield and Leeds, with trains running through to either Newcastle or Redcar Central. There is also an hourly train to Hull via Huddersfield and Leeds, with an hourly stopping service to Huddersfield. There are two trains to Manchester Airport on the North route.
- 4.5.11** The South Trans Pennine route runs from Manchester Airport via Piccadilly to Sheffield and Cleethorpes, operating hourly.
- 4.5.12** The Trans Pennine North West route has an hourly service to Edinburgh Waverley or Glasgow Central via Preston. In the opposite direction, this continues to Manchester Airport.

4.5.13 Three trains per hour to London Euston, two via Stoke-on-Trent and one via Crewe as part of the InterCity West Coast franchise.

4.5.14 Manchester Victoria is located approximately 1,300-metres (around 18-minutes walking time) from the site. Manchester Victoria has six platforms managed by Northern providing the following services:

- Hourly services to Southport (via Bolton), Preston (not evenings; extended to Blackpool North on Sundays), Chester via Warrington Bank Quay, Blackburn via Rochdale & Todmorden, Scarborough via Leeds, Newcastle via Leeds and Edinburgh via Leeds and Newcastle.
- Two services per hour to Blackburn via Bolton, 1tph continues to Clitheroe, Liverpool Lime Street, Manchester Airport, Rochdale and Stalybridge.
- Three service per hour to Wigan Wallgate via Atherton; one continues to Kirkby and Leeds via Rochdale, then 2 via Bradford Interchange & 1 via Brighouse.
- Two trains per day to Ellesmere Port (except Saturdays) and
- One train per day to Edinburgh Waverley (Sundays only).

4.6 Metrolink Services

4.6.1 The nearest Metrolink stops are at Piccadilly and New Islington (600 and 700-metres respectively), served by trams running between Ashton-under-Lyne, media City and Eccles, Piccadilly and Bury and Piccadilly and Altrincham. Additional stops are located at Piccadilly Gardens (750-metres), Market Street (850-metres) and at Shudehill (950-metres), served by Bury to Piccadilly services and Victoria to Manchester Airport tram services.

4.6.2 All services operate on a 10-minute frequency between 06:00 and 19:00 and a 20-minute frequency between 19:00 and 23:00 on weekdays. On Saturdays, trams operate on a 20-minute frequency between 06:00 and 08:00 then a 10-minute frequency between 08:00 and 20:00 before reverting to a 20-minute frequency between 20:00 and 23:00. On Sundays, trams operate on a 20-minute frequency between 07:00 and 22:00.

4.6.3 It can therefore be concluded that the site is highly accessible by rail.

4.7 Accessibility Summary

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

4.7.2 The above section has demonstrated that the proposed development can be accessed by a variety of travel modes, and as such would accord with local and national planning policy guidance.

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

- The site is accessible on foot by cycle and as the area is relatively flat it is highly conducive to walking and cycling.
- The services from the bus stops on Great Ancoats Street, travelling to Piccadilly Gardens, and Aston-under-Lyne, with additional services available from Piccadilly gardens and Shudehill, demonstrates that the proposed development is highly accessible by bus.
- The site is highly accessible via rail with Piccadilly and Victoria railway stations located within 1,300-metres from the centre of the site and Metrolink services from Piccadilly, Piccadilly Gardens, Shudehill, Market Street and New Islington.

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

5 MANAGEMENT MEASURES

5.1 Introduction

5.1.1 The following Travel Plan measures will be considered:

- Travel Plan Co-ordinators
- Travel Pack
- Travel Awareness
- Travel Information
- Promotion of Lift Share Scheme
- Encouraging Walking/Cycling
- Cycle User Group
- Management Measures

5.2 Travel Plan Co-ordinator

5.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed prior to the site being occupied, although until all of the units are occupied this role is likely to be undertaken by a person employed by the developer, as this will show a commitment to the Travel Plan from an early stage.

5.2.2 The name and contact details of the appointed Travel Plan Co-ordinator will be provided to MCC's Travel Plan team at least 1 month prior to the site being occupied.

5.3 Travel Pack

- 5.3.1** It is an important principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.
- 5.3.2** The proposed development is well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the availability of bus, tram and rail services will encourage choice of public transport as a primary means of travel for the development.
- 5.3.3** However, in order to further encourage sustainable travel, it is recommended that a Residents Travel Pack is provided for the occupants of each new residential unit, prior to the occupation of the first unit.
- 5.3.4** The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up-to-date bus, tram and rail timetable information in addition to an identification of the location of nearby amenity facilities as part of the information supplied to purchasers.
- 5.3.5** The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.
- 5.3.6** It is also proposed that the Travel Plan Co-ordinator will investigate the potential to provide discounted season tickets for new residents. The appointment of the TPC will be the responsibility of the developer.
- 5.3.7** Within the Travel Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Residents Travel Pack will be the responsibility of the developer.

5.4 Travel Awareness

- 5.4.1 Marketing staff for the development need to be aware of the requirements of the Travel Plan so that prospective residents are aware of the choices for sustainable travel, such as bus, tram and rail services, walking and cycling routes.
- 5.4.2 Targets for achieving a lower modal share by car and reducing the level of car usage by a given extent over a certain period will be established.

5.5 Travel Information

- 5.5.1 Travel Information for residents will be provided for in numerous ways, such as websites, cycle and walking maps for the surrounding areas.
- 5.5.2 As part of the Travel Information, residents will also be provided with details to access the Bee Network journey planner, which is a free internet service provided by Transport for Greater Manchester.
- 5.5.3 Many residents will of course be able to do this for themselves providing they have access to a computer.

5.6 Promotion of Lift Share Scheme

- 5.6.1 The Travel Plan Coordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.
- 5.6.2 The website can be found at the following location www.liftshare.com

5.7 Encouraging Walking/Cycling

5.7.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes via the Residents Welcome Pack and additional information is provided on the following websites;

- <https://beeactive.tfgm.com/walking/>
- <https://beeactive.tfgm.com/cycling/>
- <https://tfgm.com/maps>

Cycle User Group

5.7.2 The Travel Co-ordinators will establish contact with the cycling officers of the Local Authority to ensure input to the further development of their cycling strategy.

6 TRAVEL PLAN MONITORING

6.1.1 It is important that monitoring data gathered through the travel plans is collected in such a way as to provide a clear indication of how successful the respective travel plans have been in minimising single occupancy car journeys and encouraging sustainable travel patterns. Therefore, the following monitoring will be provided as part of the Travel Plan for the site which is in line with DfT best practice.

6.1.2 A full Residents' travel survey: A travel survey will be distributed to all residents. This will ask questions about how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering, and their attitudes towards sustainable travel. A copy of the draft Travel Survey form is contained in **Appendix 4**.

6.1.3 Snapshot Residents travel survey: The snap-shot survey will solely provide modal split data for the development site and will enable the TPC to gauge whether the objectives of the Travel Plan are being achieved.

6.2 Frequency of Monitoring

6.2.1 The full travel surveys would be conducted once every two years for at least 5-years and the snap-shot survey will be undertaken annually, with the results reported to MCC in the form of a monitoring statement. The initial survey would be undertaken within 3-months of the residential development reaching 75% occupancy.

6.2.2 The TPC's would endeavour to undertake the surveys at the same time every year to allow for comparison without seasonal influences on travel patterns.

6.3 Monitoring Reporting and Review

6.3.1 Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of on-going modal split.

6.3.2 Future strategies for further delivering plan objectives can be considered in partnership with MCC.

6.3.3 The monitoring and assessment of the plans will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

6.3.4 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at MCC.

6.3.5 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the development.

6.3.6 Actions could include:

- Seek regular feedback from bus operators to establish the perceived level of demand for local bus services;
- Monitor the take-up of the lift share scheme; and
- Record comments received from residents and visitors relating to the operation and implications of the travel plan.

6.3.7 Information gathered through the monitoring process will be recorded for the input to the Annual Reviews, outlined below. The information will be sent to the planning authority at regular intervals.

6.3.8 Action Plan

6.3.9 **Table 6.1** below provides a Draft Action Plan to timescales for the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Residents Travel Pack	Upon Occupation	Distribution of Residents Travel Pack	Developer
Undertake initial travel surveys	Within 1 month of reaching 50% occupation of development	Receipt of survey results	TPC
Annual Report	No later than 1 month following the anniversary of the first occupation	Submission of the annual Report	TPC

Table 6.1 – Travel Plan Action Plan and Timescales

6.3.10 The table above sets out the key tasks that will be undertaken by the TPC as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

7 TRAVEL PLAN TARGETS

7.1.1 Introduction

7.1.2 This section of the Travel Plan Framework will provide details of the targets against which the success of the Travel Plan in achieving their objectives will be measured.

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

7.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with MCC and included in the final Travel Plan.

7.1.5 Potential Targets

7.1.6 Targets which according to the DfT may potentially be included in the Travel Plan include the following:

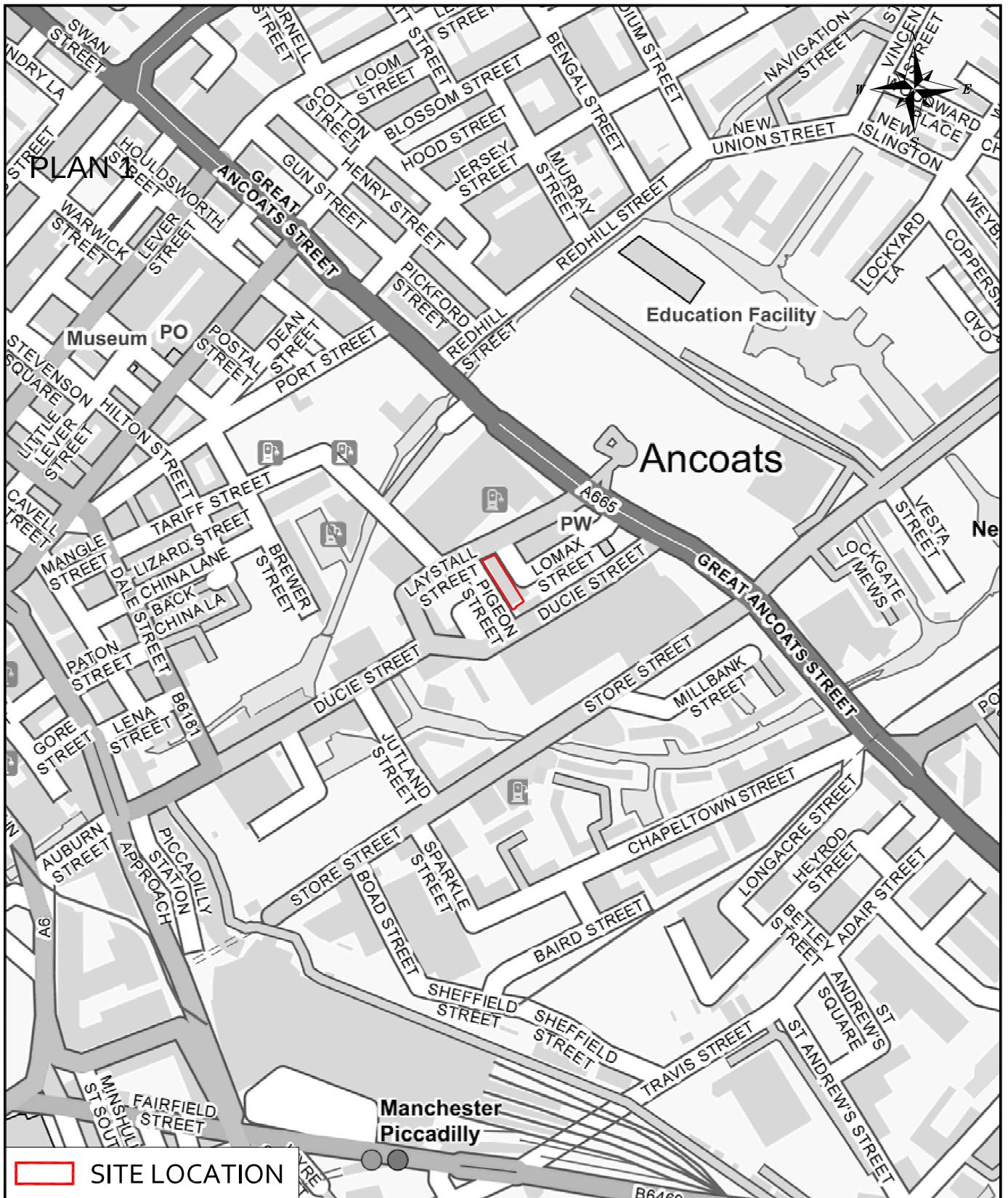
7.1.7 Car trips per household - targets set on the basis of predicted trip rates for the development.

7.1.8 Uptake of alternatives - Targets for bus patronage, membership and use of car clubs, registration and participation in car share scheme, cycle counts and pedestrian counts.

7.1.9 Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.

7.1.10 Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the travel plan and its purpose.

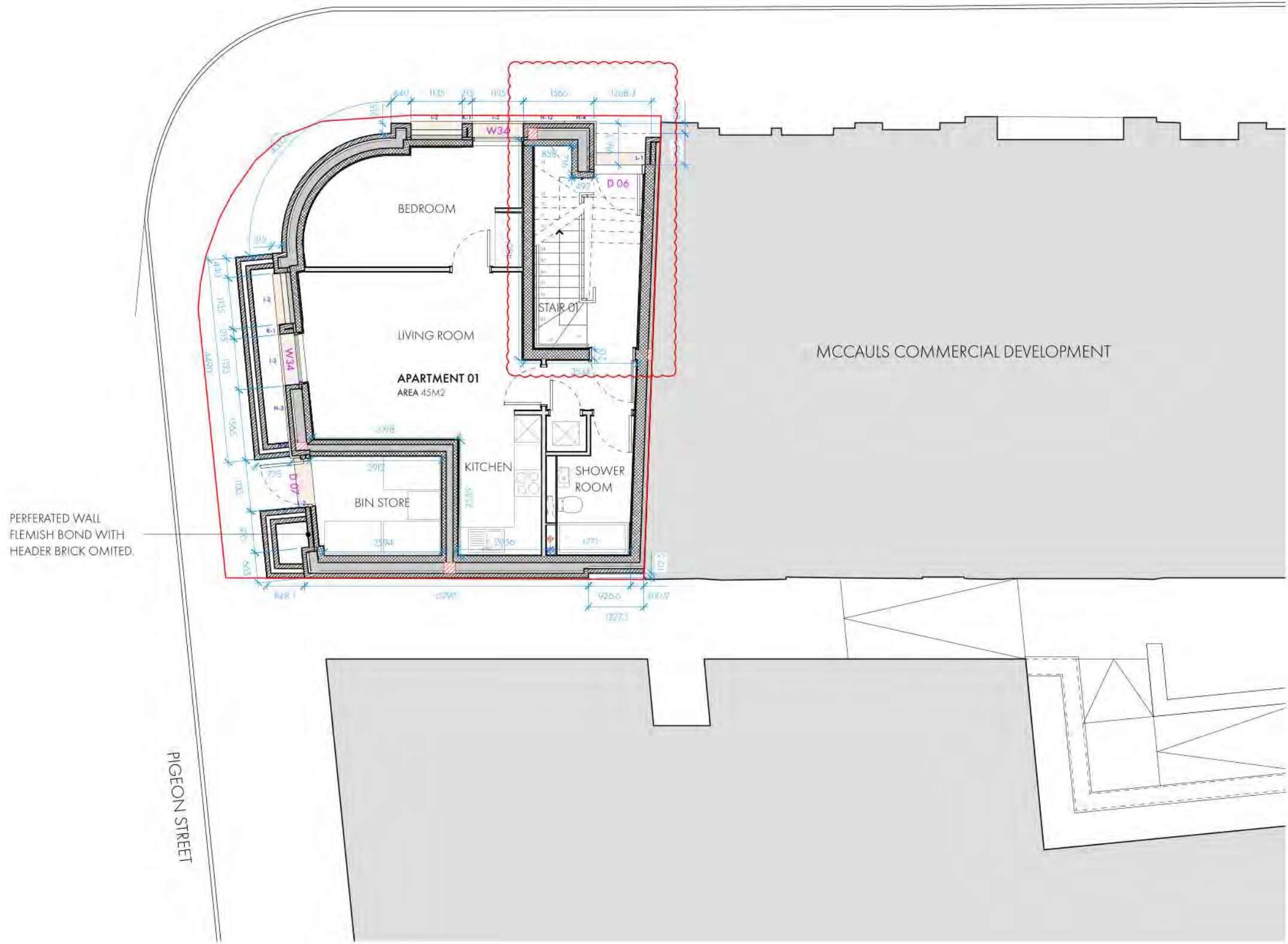
PLANS



CLIENT: MCCAULS					Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning	
DRAWING TITLE: LAYSTALL STREET, MANCHESTER SITE LOCATION					DRAWING NUMBER: 3123-03	REVISION: -
DRAWN: LG	DATE: 12.08.20	CHECKED: MR	DATE: 12.08.20	SCALES: NTS @ A4	Eddisons Incorporating Croft	

PLAN 2

LAYSTALL STREET



PERFERATED WALL
FLEMISH BOND WITH
HEADER BRICK OMITED.

PIGEON STREET

LEVEL 00 GA FLOOR PLAN
1:100 @ A3

REVISION	DATE	DESCRIPTION
A	29/09/23	PRELIMINARY ISSUE
B	08/11/23	UPDATED IN LINE WITH DETAIL DRAWINGS

PLAN KEY

- RWO
- SVP/ FOUL
- COMPARTMENT CAVITY BARRIER
E160

NOTES

Do not scale from this drawing. All dimensions to be checked on site prior to fabrication of any elements.

Drawings show envelope and masonry setting out only. All internal partitions shown indicatively.

All dimension are to masonry (Brick/ Block) and exclude finish zones.

KEY

- EXISTING WINDOW REFERENCE NUMBER
- PROPOSED WINDOW REFERENCE NUMBER
- CURTAIN WALLING REFERENCE NUMBER
- DOOR REFERENCE NUMBER
- PRECAST COPING TYPE REFERENCE

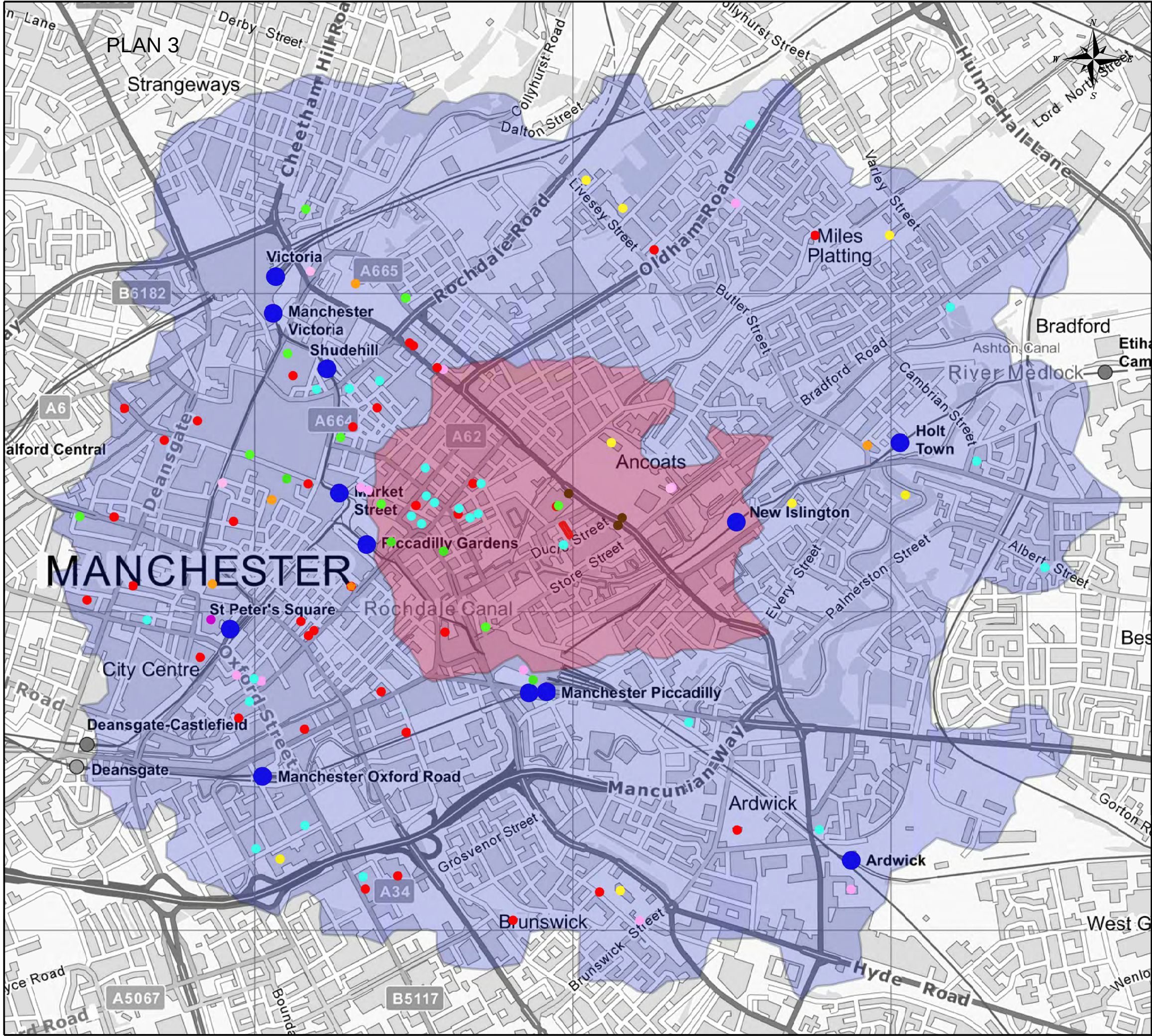
INFORMATION



OMIArchitects

31 Blackfriars Road, Salford, Manchester, M3 7AQ
+44(0)161 832 3242 / info@omiarchitects.com / www.omiarchitects.com

PROJECT	LAYSTALL STREET – LISTED BUILDING					
DRAWING	GA PLAN GROUND FLOOR					
DATE	SEP' 23	DRAWN BY	DS	SCALE	1:100	@ A3
JOB NO.	1383	DWG NO.	1383-OMI-00-00-DR -A-L1050-B			



NOTES

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

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MCCAULS

PROJECT:

LAYSTALL STREET, MANCHESTER

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN:	LG	CHECKED:	MR	DATE:	AUG 20
--------	----	----------	----	-------	--------

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3123-03	REVISION:	-
-----------------	---------	-----------	---

Eddisons

Incorporating
Croft

APPENDICES

APPENDIX 1

Bus Service Times and Frequencies

Serv. No.	Route	Monday - Friday			Saturday			Sunday	Weekday		Saturday		Sunday	
		<08:00	08:00-17:00	17:00>	<08:00	08:00-17:00	17:00>		Start	Stop	Start	Stop	Start	Stop
216	Piccadilly Gardens - Ashton Bus Station	14 services	10 mins	31 services	6 services	12 mins	29 services	15 mins	05:32	00:12	06:02	03:02	06:12	23:22
	Ashton Bus Station - Piccadilly Gardens	15 services	10 mins	31 services	7 services	12 mins	22 services	15 mins	04:56	00:01	05:51	02:53	06:01	23:11
230	Piccadilly Gardens - Ashton Bus Station	2 services	30 mins	6 services	-	30 mins	8 services	60 mins	06:34	23:29	08:55	23:32	10:27	22:27
	Ashton Bus Station - Piccadilly Gardens	1 service	30 mins	8 services	-	30 mins	8 services	60 mins	07:28	23:14	09:07	23:14	10:30	22:13
231	Piccadilly Gardens - Ashton Bus Station	5 services	30 mins	9 services	2 services	30 mins	4 services	60 mins	06:14	19:32	07:07	19:07	09:42	18:57
	Ashton Bus Station - Piccadilly Gardens	1 service	30 mins	6 services	-	30 mins	5 services	60 mins	07:52	20:09	09:17	19:47	09:32	19:13

eddisons.com

Eddisons

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350

www.eddisons.com