



Islington Wharf Phase 4 Framework Travel Plan

For Waterside Places

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1. INTRODUCTION

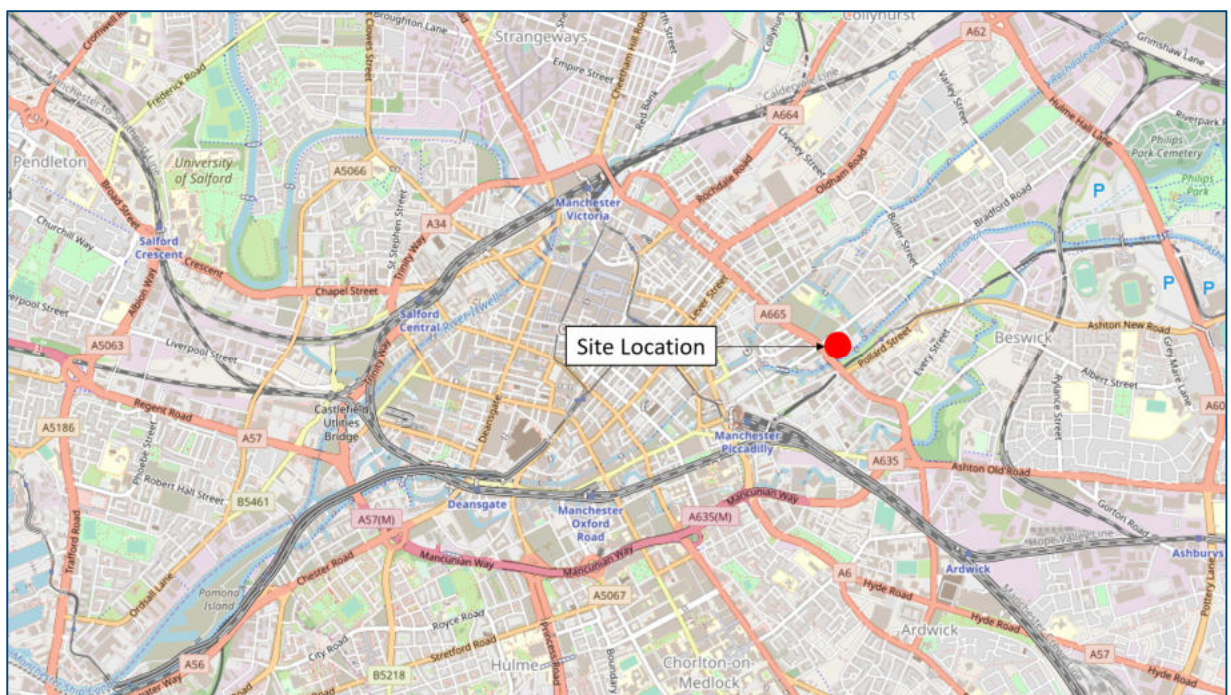
1.1 Background

- 1.1.1 Hydrock has been instructed by Waterside Places to prepare a Framework Travel Plan [FTP] in support of a planning application for a new 106 dwelling residential development on the edge of Manchester city centre.
- 1.1.2 The proposals form the final phase of the four phased Islington Wharf master development providing a new residential neighbourhood within walking distance of Manchester City Centre and presents an opportunity for the promotion of sustainable urban living, in line with Manchester City Council's aspirations for the continuing regeneration in the area.
- 1.1.3 The application concerns the allocated land on the corner of Great Ancoats Street and Old Mill Street adjacent to Phases 1 and 3 to the south and east respectively, with access taken off Old Mill Street.
- 1.1.4 The development proposals comprise 106 one and two bedroom apartments within a 11-16 storey building, along with on-site car parking facilities, secure bicycle storage, bin storage and servicing arrangements, ancillary ground floor commercial units and associated landscaping within the approximately 1,740m² site. A detailed breakdown of accommodation mix, floor space and parking provision is outlined in Section 4.

1.2 Site Location

- 1.2.1 The development site is situated in New Islington on the northern edge of Manchester city centre, south of Ancoats and east of the Northern Quarter. It is bounded by Old Mill Street to the north, Islington Wharf Phase 3 to the east, Phase 1 to the south, and Great Ancoats Street to the west.
- 1.2.2 The strategic location of the site is illustrated in **Figure 1.1** below.

Figure 1.1: Site Location



Source: OpenStreetMap

1.3 Travel Plan Status

- 1.3.1 This Travel Plan has been provided as a Framework Travel Plan [FTP]. A full Travel Plan will be prepared at a later stage. Although the scale and purpose of the proposed development is known, the travel behaviour of residents cannot be identified at this stage.
- 1.3.2 A full Travel Plan will be developed for the site following 40% occupation once an initial travel survey has been undertaken and the travel behaviour of residents has been established. This FTP will form the basis of the full Travel Plan for the site. A copy of the full Travel Plan will be provided to Manchester City Council [MCC] following completion.

1.4 Travel Plan Objectives

- 1.4.1 The Travel Plan is a long-term strategy for a site to reduce the dependence of residents on travel by private car. The Travel Plan reflects the following objectives which are intended to achieve current Government and local policies in respect to transport:
 - Reduce reliance on single occupancy car journeys;
 - Promote alternative modes of travel to the car;
 - Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health, etc.); and
 - Contain car parking demand.

1.5 Developer Commitment

- 1.5.1 Waterside Places recognise the importance of reducing the potential negative transport-related impacts of the proposed development and the need to provide for, and encourage, a range of sustainable travel options as alternatives to single occupancy car use.
- 1.5.2 To this end, the developer, in partnership with the Council, local public transport operators and other relevant stakeholders, are committed to implementing the measures contained within this Travel Plan to provide residents of the development with the facilities and information they require in order for them to make sustainable travel choices.

1.6 Scope

- 1.6.1 The scope of assessment has been agreed following discussions with Manchester City Council, with a copy of the correspondence provided in **Appendix A**. Following this introductory section:
 - **Section 2** considers the transport policy and accessibility context;
 - **Section 3** assesses the sustainability of the site;
 - **Section 4** outlines the development proposals
 - **Section 5** describes the package of measures designed to reduce reliance on the private car and encourage the use of alternatives;
 - **Section 6** outlines how the Travel Plan will be managed;
 - **Section 7** outlines the aim, objectives and targets of the travel plan; and
 - **Section 8** provides an action plan and marketing strategy for the travel plan.

2. TRANSPORT POLICY CONTEXT

2.1 Preamble

- 2.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 2.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

2.2 National Planning Policy Framework

- 2.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 2.2.2 The most recent NPPF report was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 2.2.3 Paragraph 102 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 103 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 2.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 110).
- 2.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 2.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TP considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

2.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making

- 2.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.
- 2.3.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

2.4 Manual for Streets [MfS]

- 2.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.
- 2.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principle functions, namely:
- Place;
 - Movement;
 - Access;
 - Parking; and
 - Drainage and utilities.
- 2.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.
- 2.4.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.
- 2.4.5 In section 3 of the document, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1**:

Table 2.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

2.5 Guidelines for Providing Journeys on Foot

- 2.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 2.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 2.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

2.6 Greater Manchester Local Transport Plan

- 2.6.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:
- Reducing the need to travel by car, and the distance travelled.
 - Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
 - Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
 - Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.
- 2.6.2 One of the priority interventions for the Manchester Regional Centre includes improvements to the Manchester and Salford Inner Relief Route Improvements at Great Ancoats Street. The scheme aims to unlock the potential regeneration and growth to the north and east of Great Ancoats Street (A665) by reducing severance and improving the public realm.

2.7 Manchester Core Strategy

- 2.7.1 Manchester's Core Strategy was adopted in July 2012 is the key Development Plan Document in the Local Development Framework (LDF). It sets out the long term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.
- 2.7.2 Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to 'Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation'.
- 2.7.3 Within the Core Strategy there are three policies that set out how this objective will be achieved. These are now discussed in greater detail below.

Policy T1 - Sustainable Transport

- 2.7.4 The policy states the council's aim to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:
- *"Improve choice by developing alternatives to the car.*
 - *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
 - *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*

- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 1. *Pedestrians and disabled people*
 2. *Cyclists, public transport*
 3. *Commercial access*
 4. *General off peak traffic*
 5. *General peak time traffic"*

Policy T2 - Accessible Areas of Opportunity and Need

2.7.5 The Council will actively manage the pattern of development to ensure that new development:

- *"Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*
- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic employment sites including:*
 - » *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
 - » *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
 - » *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
 - » *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
 - » *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
- *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new*

development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with Appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

- » *District Centres*
- » *Areas not within the City Centre or District Centres*
- *The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*
- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."*

Policy T3 - Strategic Integration

2.7.6 The Council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:

- *"Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.*
- *The Council also supports future aspirations to extend the network to Trafford Park and Stockport.*
- *A second Metrolink crossing in the City Centre.*
- *A Metrolink extension to Marple on the current heavy rail network. Improvements to the heavy rail infrastructure.*
- *The Cross City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.*

2.7.7 *Any proposals which would prejudice the implementation of the strategic integration of projects will be refused."*

2.8 Ancoats and New Islington Neighbourhood Development Framework

2.8.1 The Neighbourhood Development Framework (NDF) was adopted in October 2014 and updated in 2016. The NDF has been prepared to guide future development in Ancoats and New Islington in a form that creates attractive and successful neighbourhoods where increasing numbers of people will choose to live. The document details some of the principles that are required to facilitate and accommodate the predicted increase in the Ancoats and New Islington areas. A summary of the key principles relating to pedestrian, cycling and sustainable modes of transport are provided below:

- *"More generally, new development should contribute towards a walkable, pedestrian and cycle - friendly environment.*
- *New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines.*
- *New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport.*
- *A sustainable development, both by maximising its locational advantages and proximity to public transport nodes and through building design."*

2.9 Manchester Residential Quality Guidance

- 2.9.1 Manchester's Residential Quality Guidance outlines the considerations, qualities and opportunities that will help deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The Manchester Residential Quality Guidance provides clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.
- 2.9.2 The document highlights nine 'key ingredients' for developments in Manchester. The ingredients incorporate a number of key actions relating to walking, cycling and sustainable modes which have particular relevance to the application site. A list of these key actions is presented below:
- *"Facilitate and encourage walking and cycling;*
 - *Create clear, safe and obvious connections to the public transport network; and*
 - *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building."*

2.10 Manchester City Council Parking Standards

- 2.10.1 Appropriate parking standards are also recommended for all new developments to reflect demand and simultaneously encourage alternative travel choices.
- 2.10.2 The council recognises the need to promote sustainable travel and as such the parking standards aims to reflect current demand whilst striving to limit overprovision and discourage out of town developments.
- 2.10.3 Although maximum car parking standards and minimum cycle parking standards are given for different land uses, these do not apply to the city centre where each development will be considered on a case by case basis.
- 2.10.4 Consistent with Policy T2 of the Core Strategy, the proposed parking provision should be sufficient to satisfy demand, while simultaneously acting as a mechanism for demand management and encouraging sustainable travel behaviour.

2.11 Summary

- 2.11.1 The above policy review summaries the transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.
- 2.11.2 Throughout this TS it will be demonstrated that the proposed development scheme will be designed to satisfy the key objectives within NPPF, GMLTP4, Manchester's Core Strategy, NDF and Manchester's Residential Quality Guidance documents by being able to promote more sustainable transport choices and reduce reliance on travel by private car.
- 2.11.3 Access on foot, cycle and public transport is discussed in the following section of this report.

3. SUSTAINABLE ACCESSIBILITY

3.1 Choice of Transport modes

- 3.1.1 The accessibility of the proposed development by a range of transport modes has been considered in line with the Local Transport Plan and NPPF. The purpose of this section is to outline the accessibility of the site by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the site by sustainable modes of transport, appropriate travel plan measures can be identified to promote these modes.
- 3.1.2 To assist the assessment of accessibility, the 2011 Census: Method of Travel to Work data for the New Islington area of Manchester (E02001057) has been used to ascertain the current percentage of travel by each mode, as shown in **Table 3.1**.

Table 3.1: Manchester O13 (E02001057) 2011 Method of Travel to Work Census Modal Split

Mode	Percentage Split
Driving a car or van	31%
Passenger in a car or van	3%
Bicycle	4%
On foot	31%
Motorcycle, Scooter or moped	0%
Bus, minibus or coach	19%
Underground, metro, light rail	3%
Train	6%
Taxi	1%
Work mainly at or from home	2%
Other methods of travel to work	0%
Total	100%

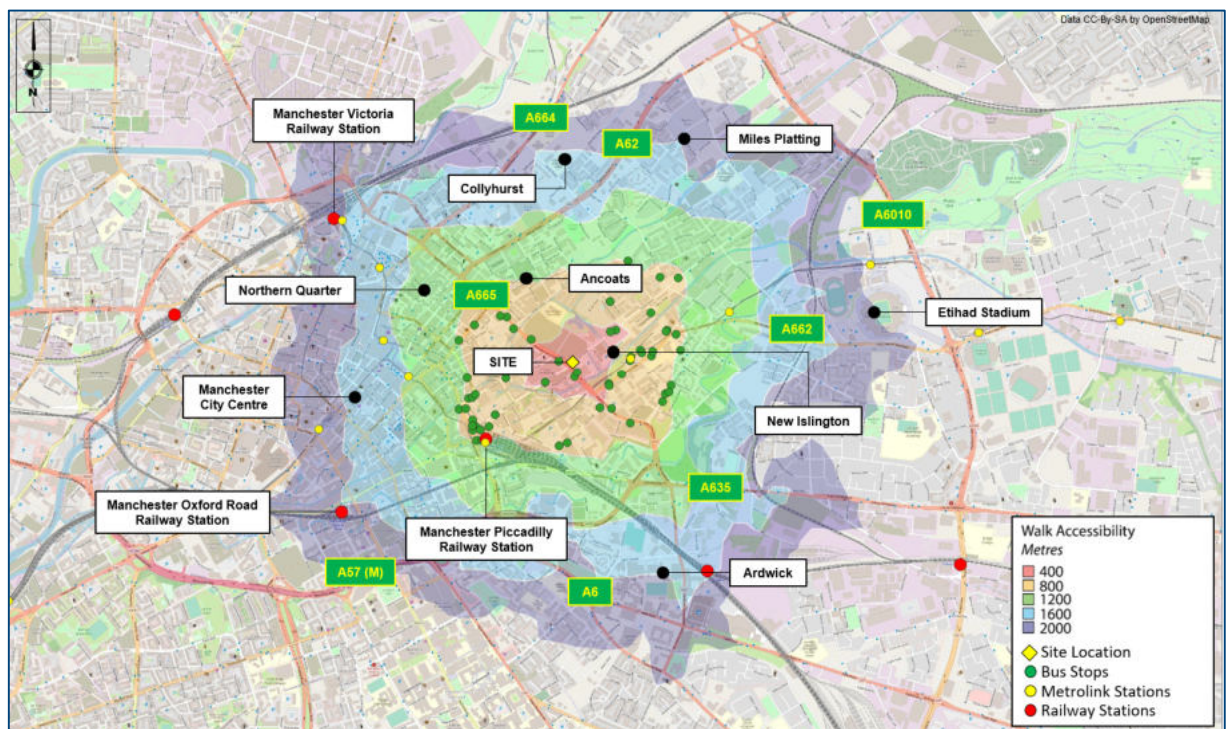
**Note: Results subject to rounding*

3.2 Accessibility on Foot

- 3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document "Providing for Journeys on Foot" (2000).
- 3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 3.2.3 Paragraph 2.3 of TA91/05 Provision for Non-Motorised Users states that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km).
- 3.2.4 Paragraph 2.2 of TA91/05 states that 2 miles is 'a distance that could easily be walked by the majority of people' and (at paragraph 2.3) that 'Walking and rambling can also be undertaken as a leisure activity, often over longer distances'.

- 3.2.5 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile are made wholly on foot'.
- 3.2.6 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.
- 3.2.7 The local highway network provides continuous and well-lit footways on both sides of Lockgate Mews, Old Mill Street, Great Ancoats Street, Store Street and all other sections of the highway network in the vicinity of the site and further afield, which facilitate safe and convenient pedestrian movements and provide a logical progression towards the pedestrian traveller's journey towards numerous local amenities, public transport services and employment opportunities.
- 3.2.8 Dropped kerbs and tactile paving are provided at minor road junctions, while informal pedestrian crossing facilities featuring dropped kerbs are provided along Great Ancoats Street in the vicinity of the site. The closest signalised crossing point is located along Great Ancoats Street approximately 350m north of the site, which enables safe crossing for pedestrians. A number of pedestrian islands can be located at all major junctions which further facilitate the safe movement of pedestrians and cyclists.
- 3.2.9 To the south and east of the site, as well as the wider area, the availability of well-maintained canal paths and foot bridges offer an attractive walking environment that provides excellent connections to public transport services, such as the New Islington tram stop.
- 3.2.10 **Figure 3.1** shows the 2km catchment from the site, which illustrates the areas which lie within a reasonable walking distance. A copy of the walking catchment is provided in **Appendix B**.

Figure 3.1: 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

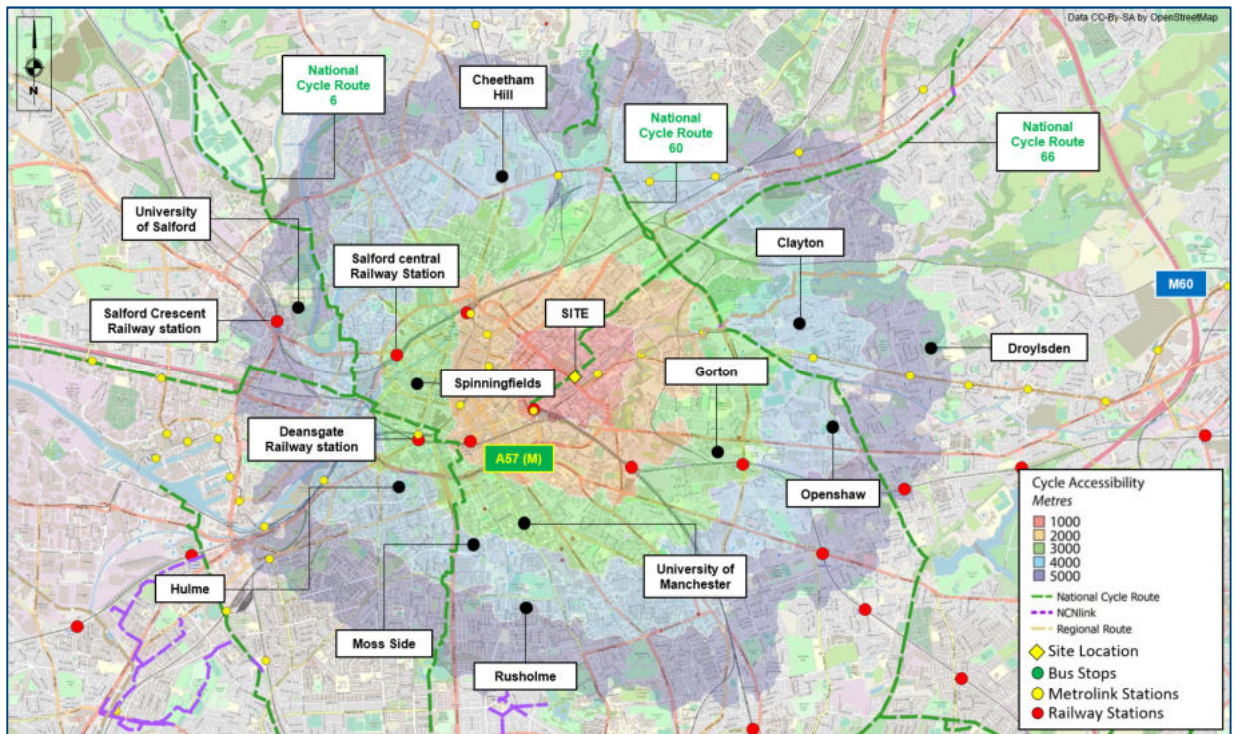
- 3.2.11 The location of development, within reach of the public transport network, is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.
- 3.2.12 As can be seen from **Figure 3.1** the site benefits from a high number of bus stops located within 800m, with the closest pair adjacent to the western boundary of the site, approximately 80m from the building's main entrance. The proximity of the site to the local bus network provides opportunities to travel further afield using linked trips. This enables access to be gained to a variety of local destinations.
- 3.2.13 The site is located within short walking distance of public transport facilities and numerous local amenities, including a, supermarket, doctors' surgery, public houses, several places of worship, numerous primary schools and other educational institutions, cafes, restaurants, shops, leisure centres and places of recreational activity such as Cotton Field Park and the Islington Marina.
- 3.2.14 In summary, the site is highly accessible on foot, which will reduce the requirement for residents to make short car journeys.

3.3 Accessibility by Cycle

- 3.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. With regard to cycling, TA91/05 states (paragraph 2.11) that 'Cycling is used for accessing a variety of different destinations, including educational facilities shops and places of work, up to a range of around 5 miles.
- 3.3.2 Cycling is also undertaken as a leisure activity, often over much longer distances.' At paragraph 2.9, TA91/05 states that 5 miles (8km) is a distance 'that could easily be cycled by the majority of people'. This is consistent with the statement in LTN02/08 Cycle Infrastructure Design (paragraph 1.5.1) that 'for commuter journeys, a trip distance of over five miles is not uncommon' and that 'Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey.
- 3.3.3 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.' In terms of a sustainable mode of transport, it should be noted that 5km is equivalent to a typical cycle time of 15-20 minutes, making it an achievable distance for most people.
- 3.3.4 The general topography of New Islington and wider area is reasonably flat which should assist in encouraging residents of the proposed development to travel by cycle. The local highway network features advisory cycle lanes along Store Street and a shared space traffic calmed route along Old Mill Street which facilitate cycle travel. While there are no dedicated facilities along Great Ancoats Street, given the wide carriageways and footways it is generally conducive to encouraging cycling.
- 3.3.5 There are a number of national, regional and local cycling routes in reasonable proximity to the site. The main national cycle routes are briefly described below:
 - National Cycle Route 6 is a long-distance route extending from London to the Lake District, alongside historic canals and through some of the UK's most interesting towns and cities.
 - National Cycle Route 60 of the National Cycle Network runs between North and East Manchester, with its furthest south stretch forming part of the Fallowfield Loophole.
 - National Cycle Network Route 66 is a National Route that runs from Kingston upon Hull to Manchester via Beverley, York and Leeds. The route extends along the site's northern frontage on Old Mill Street.

3.3.6 Figure 3.2 below presents an extract of the 5km cycling catchment for the site. A copy is provided in Appendix C.

Figure 3.2: 5km cycling Catchment



Source: CC-BY-SA by OpenStreetMap

- 3.3.7 The figure demonstrates that a number of local areas including the whole of Manchester city centre, Hulme, Rusholme, Cheetham Hill and Droylsden are accessible within a 5km cycle.
- 3.3.8 Additionally, the availability of a national cycling route extending to neighbouring boroughs and outside the city's boundaries provides opportunities for travel further afield using linked trips.
- 3.3.9 Cycling would therefore be a viable mode of transport for residents at the site commuting to work from these locations.

3.4 Accessibility by Bus

- 3.4.1 The site benefits from excellent access to the local bus network, with a high number of bus stops located within 800m walking distance.
- 3.4.2 The closest pair of bus stops is located adjacent to the western boundary of the site, approximately 80m from the building's main entrance. The bus stops both comprise purpose-built shelters and timetabling information set back from the carriageway behind the footway as well as a bus layby.
- 3.4.3 Further bus stops are available along Great Ancoats Street to the north and south, and along Old Mill Street and Pollard Street.
- 3.4.4 The local buses run at a high frequency (approximately every 5 minutes) to a variety of destinations and are therefore simply too numerous to list exhaustively in this report. The early start times and the availability of services in the peak hour are conducive to commuters travelling to and from the site.

3.4.5 It is therefore concluded that the site benefits from excellent access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys.

3.5 Accessibility by Metrolink

3.5.1 New Islington benefits from convenient access to the ever expanding Metrolink network. The nearest tram stop to the site is New Islington, approximately 400m away. This equates to a 5-minute walk along an attractive and safe canal side route and is therefore considered an acceptable walking distance for both commuting and leisure purposes.

3.5.2 Metrolink offers significant benefits for long distance travel using a sustainable mode of transport. The pedestrian and cycle friendly conditions in the vicinity of the site should further encourage its use and make it a viable alternative.

3.5.3 The New Islington Stop was opened in 2013 as part of the network's extension to Ashton-under-Lyne, known as Phase 3a.

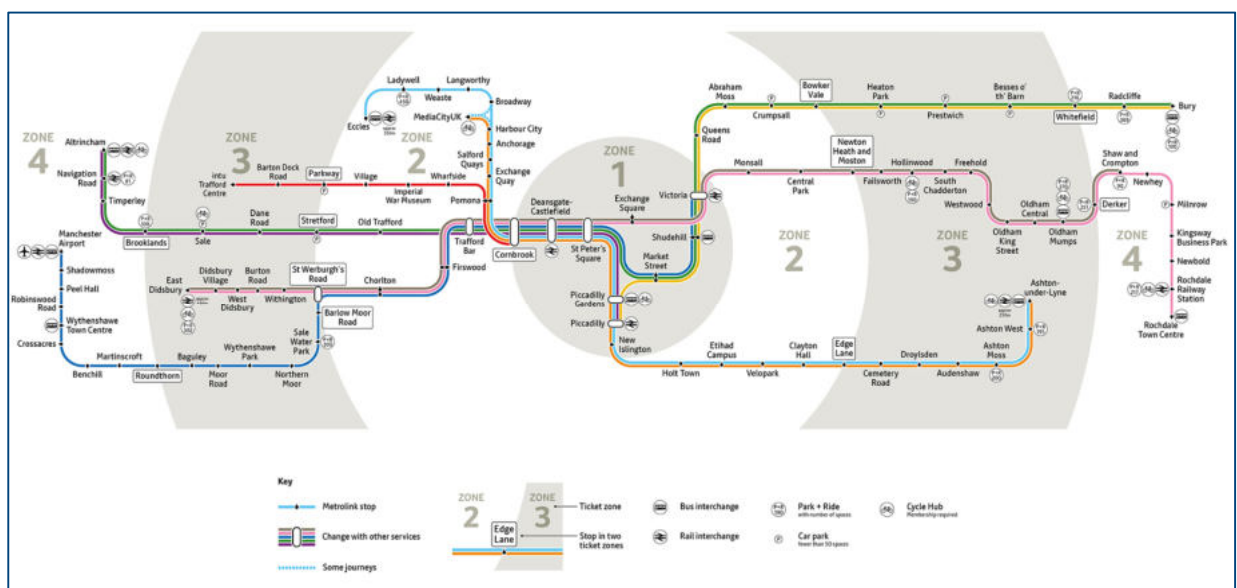
3.5.4 The stop is located within Zone 1 and is on the Ashton-under-Lyne line (Blue Line), offering frequent services (every 6 minutes) to Ashton-under-Lyne, Media City UK and Eccles in the east and westbound directions respectively.

3.5.5 Further interchange opportunities are available from Manchester city centre to a wide range of destinations on all lines of the network as well as other modes of sustainable transport.

3.5.6 **Figure 3.3** illustrates the Metrolink network map including zoning system, while **Figure 3.4** shows the map of the New Islington tram stop and the available facilities, which include shelters and seating, digital timetabling information, ticket machines, customer information and emergency call point, cycle stands and lockers, and ramps which facilitate access and boarding for mobility impaired users.

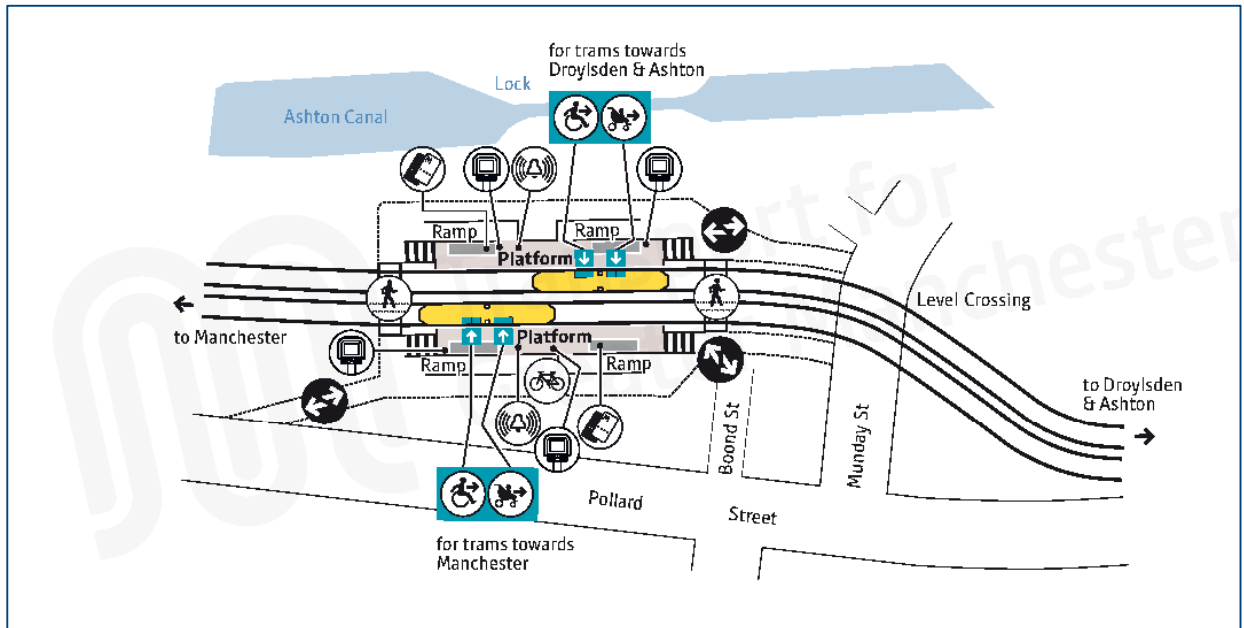
3.5.7 Full copies of the aforementioned figures are provided in **Appendix D** and **Appendix E** of this report for reference.

Figure 3.3: Metrolink Network Map



Source: TFGM

Figure 3.4: New Islington Tram Stop Map



Source: TFGM

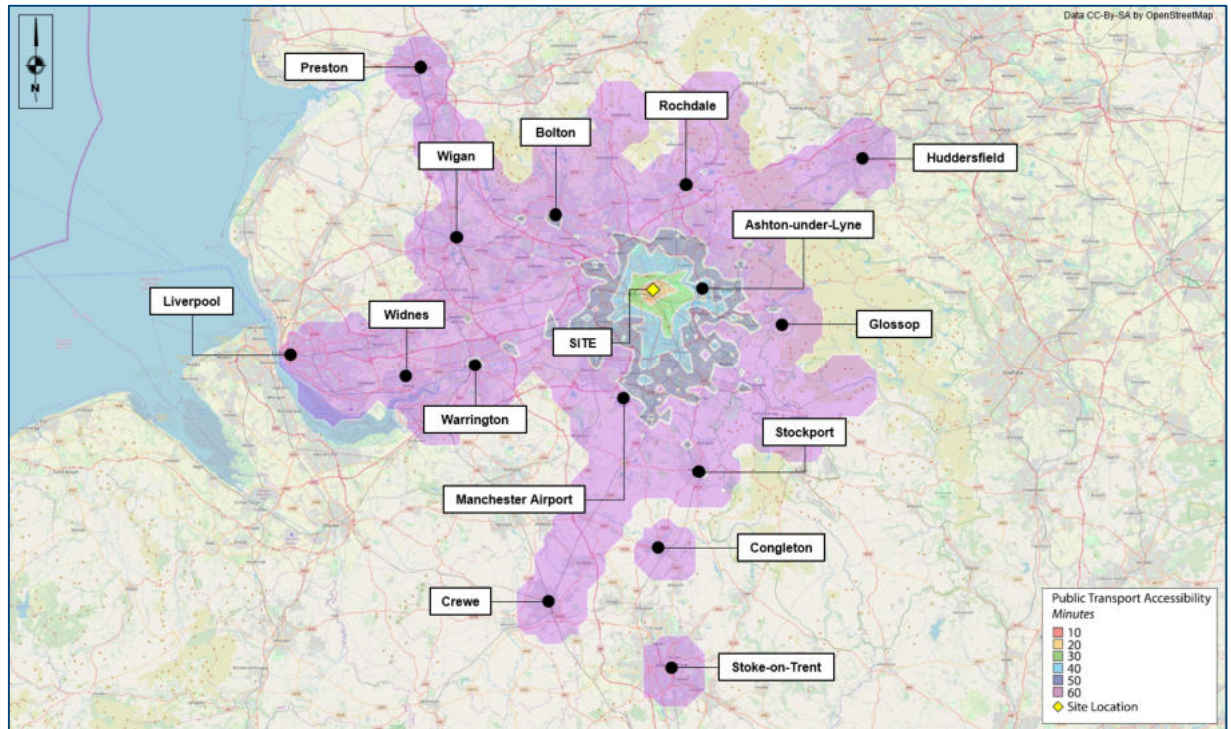
3.6 Accessibility by Rail

- 3.6.1 The site benefits from being excellently located to make use of train travel, with the nearest railway station being Manchester Piccadilly, the city's principal railway station. It is located approximately 800m from the site, which is equivalent to a 10 minute walk.
- 3.6.2 The station is operated by Avanti West Coast, Northern Trains, Transpennine Express, East Midlands Railway [EMR], Transport for Wales and Cross Country and provides regular and convenient services to major national destinations including Manchester Airport, London, Birmingham, Liverpool, Glasgow, Edinburgh, Leeds, Newcastle, Sheffield and Cardiff.
- 3.6.3 The station is also the main terminus for a host of regional commuter services across Greater Manchester and the North West and is an important interchange on the Metrolink network.
- 3.6.4 Further afield the development site is within 2km walking distance of Manchester Victoria and Oxford Road stations, offering greater flexibility and interchange opportunities for short and long distance travel by train. The stations are easily accessible through pedestrian friendly walking and cycling routes in the city centre and free Metroshuttle buses connecting all parts of the city centre.

3.7 Journey Times by Public Transport

- 3.7.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to bus/tram stops and railway stations and demonstrates that key areas such as Liverpool, Stoke-on-Trent, Huddersfield, Crewe, Wigan, Bolton and Preston amongst others, are all within a 60-minute public transport journey.
- 3.7.2 **Figure 3.5** below provides an extract of the 60-minute public transport catchment area. A copy of the full plan is provided within **Appendix F**.

Figure 3.5: 60-minute Public Transport Isochrone



Source: CC-BY-SA by OpenStreetMap

3.8 Great Ancoats Street Improvement Scheme

3.8.1 An improvement scheme for the great Ancoats Street corridor is being progressed by the MCC, offering multiple pedestrian and cycling improvements and transforming this section of the MSIRR into a European style boulevard. The scheme covers the area between Oldham Road and Pollard Street, with the following elements proposed to be delivered upon completion:

- Additional fit-for-purpose crossings will be installed along the route, making travelling by foot or bicycle from the city centre to the surrounding neighbourhoods easier and safer;
- Resurfacing of the road with new, modern materials will reduce the noise from motor traffic by 40 per cent;
- Landscaping of the area to make the route more attractive. This will include planting more than seventy trees, laying new pavements, improving street furniture, and making signage clearer and simpler to understand. The changes will make the area a natural extension of the city centre;
- Increase economic growth in and around the city centre. Employment is predicted to grow in the city centre, and many people will need homes near their place of work. These improvements will mean that the neighbourhoods around Great Ancoats Street are attractive to developers

3.8.2 The proposals will ensure that the area becomes more favourable for pedestrians and cyclists which will encourage further travel by sustainable modes.

3.9 Conclusions

3.9.1 In summary, the proposed development site is located in a highly accessible location in New Islington and is well located to make use of the existing and proposed public transport links and pedestrian / cycle routes.

4. DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The development forms the final phase of the four phased Islington Wharf master development providing a new residential neighbourhood within walking distance of Manchester City Centre and presents an opportunity for the promotion of sustainable urban living, in line with Manchester City Council's aspirations for the continuing regeneration in the area.
- 4.1.2 The proposals comprise 106 one and two bedroom apartments (C3 land use) within a 11-16 storey building, along with on-site car parking facilities, secure bicycle storage, bin storage and servicing arrangements, ancillary ground floor commercial units and associated landscaping within an approximately 1,740m² site.
- 4.1.3 The proposed site layout prepared by Ryder Architecture is illustrated in **Figure 4.1**, with a copy of the full plan provided in **Appendix G**.

Figure 4.1: Proposed Site Layout Plan



Source: Ryder Architecture

4.2 Schedule of Accommodation

4.2.1 The following schedule of accommodation is proposed at the site:

- 33 1-Bedroom Apartments
- 73 2-Bedroom Apartments
- Grand Total = 106 Apartments

4.3 Site Access Arrangement

Vehicular Access

4.3.1 The development site is to be accessed via the existing ghost island priority junction, adopting the same arrangement, which features a 5.0m wide carriageway, 1.5m footways, 10.0m corner radii and dropped kerbs with tactile paving. The entrance to the car park is situated off the access road approximately 7.0m before the Phase 1 car park at the end of the cul-de-sac.

Pedestrian and Cycle Access

4.3.2 Pedestrian and cycle access to the building are to be taken directly off Old Mill Street, along which the building's main entrance and bike storage area are located. All footways along the perimeter of the site, including along Old Mill Street, which provide direct connectivity with the front entrance to the building will be reinstated if redundant. Additional pedestrian access is provided via the proposed car park.

4.4 Parking

4.4.1 Residents parking is to be accessed via the proposed access road as described above. The total car parking provision for the site is 19 spaces comprising 4 accessible parking bays as well as 9 electric charging points which enable all bays to be used by electric vehicles as a mechanism for futureproofing the development. 106 cycle parking spaces (1:1 ratio) are also proposed as part of the parking schedule. The detailed breakdown is summarised below.

Vehicle

4.4.2 A total of 19 car parking spaces will be provided on site and split in the following way:

- Standard Bays = 15; and
- Accessible (DDA) Bays = 4.

4.4.3 It is therefore Hydrock's view that this level of vehicle parking is sufficient for this scale of development, particularly considering its edge of city centre location and excellent sustainable transport accessibility. The car parking area is designed to appropriate standards, featuring 4.8m by 2.4m standard bay sizes, while accessible bays feature a 1.2m safety zone to allow for wheelchair access.

Cycle

4.4.4 Consistent with recommendations from MCC, 106 cycle parking spaces are proposed at the site. These are to be located in a secure and covered cycle storage area on the building's ground floor and accessed directly off Old Mill Street and the building's internal circulation.

4.4.5 Again, it is Hydrock's view that this level of cycle parking is sufficient for this scale of development, and will encourage sustainable travel to and from the site.

5. TRAVEL PLAN MEASURES

5.1 Introduction

- 5.1.1 An important aspect of a successful Travel Plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.
- 5.1.2 The aim of Travel Plan measures is to maximise the accessibility of the proposed development site by alternative modes to the private car, although there is substantial evidence to suggest that the location of the site and the current infrastructure in place is highly conducive to encouraging travel by non-car modes through the adequate provision of attractive walking and cycling routes and the availability of frequent bus, tram and rail services. The initiatives may benefit residents at the development by facilitating sustainable travel choices, resulting in the following:
- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
 - Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site;
 - Improved site accessibility;
 - Reduction in required car parking provision; and
 - A pedestrian / cycle friendly environment.
- 5.1.3 A combination of ‘carrots’ (those initiatives which encourage travel by non-car modes of transport) and ‘sticks’ (initiatives which discourage travel by car) will be implemented at the site to encourage travel by sustainable modes. ‘Carrots’ will be implemented before ‘sticks’ to ensure that support is gained from residents for the Travel Plan; any ‘sticks’ will be implemented later.
- 5.1.4 This section provides a summary of the key initiatives contained in this Travel Plan which the developer is committed to providing. The initiatives reflect previous experience of Residential Travel Plans along with national and local government guidelines.

5.2 Marketing and Promotion

- 5.2.1 From the outset, sustainable travel will be promoted to residents of the development. The Travel Plan will be launched as soon as possible following 40% occupation and will be continually marketed through the provision and updating of travel information, leaflets and communication sessions.
- 5.2.2 The Travel Plan and the reasons for implementing it will be communicated to ensure that residents are provided with information on the alternatives to car travel before they establish car-based travel habits.
- 5.2.3 The following describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices.
- 5.2.4 It is important that there is a central source of information for all queries relating to sustainable travel for residents the development. The Travel Plan Coordinator [TPC] is considered the most appropriate person to communicate the aims and objectives of the Travel Plan to everyone travelling to and from the site.

- 5.2.5 The person responsible for appointing the TPC contact details is as follows:
- Contact: Waterside Places
 - Address: Riverside House, Irwell Street, Salford, M3 5EN
 - Telephone: 0161 877 3400
- 5.2.6 An annual budget will be allocated to assist the TP and will be paid for by the developer. The budget will be used to promote the Travel Plan, complete travel surveys and circulate travel welcome packs, coinciding with national initiatives.
- 5.2.7 Travel information will be provided electronically and via the welcome pack, and will include the following:
- Public transport, pedestrian and cycle route maps and information on car sharing;
 - Information and contact details for local taxi services;
 - List of internet websites on sustainable transport and journey planning; and
 - Contact details for the Travel Plan Coordinator.
- 5.2.8 All residents will also be issued with travel 'Welcome Packs' promoting alternative transport modes. Further details on the contents of the 'Welcome Packs' are provided throughout this section.
- 5.2.9 The Welcome Pack will include details of the public transport, walking and cycling routes between their homes, workplace and surrounding amenities.
- 5.2.10 In order to integrate the Travel Plan with the wider sustainable travel agenda, the Welcome Pack may be used to promote national and international initiatives such as 'Bike Week', 'Catch the Bus Week', 'European Mobility Week' and 'Walk to Work Week'. Details of these events will also be provided electronically and a travel calendar will be developed for inclusion within the welcome packs.
- 5.2.11 The Welcome Pack will be used to promote national and local initiatives with respect to sustainable travel.
- 5.2.12 The Travel Plan Coordinator will also provide residents with information regarding the Travel Plan and specific initiatives contained within it and will be the main points of contact for travel-related queries. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, including schools, off-site retail outlets, health care and leisure facilities.

5.3 Initiatives to Promote Walking

- 5.3.1 The Welcome Pack will include a map, identifying pedestrian friendly routes surrounding the site, in order to ensure that residents are aware of the facilities available to them.
- 5.3.2 Residents will be encouraged to participate in national events, such as Walk to Work Week. These events will be promoted electronically and within the Welcome Packs.
- 5.3.3 Details of local walking shops will also be provided to residents. The Travel Plan Coordinator will enter into discussions with these retailers to investigate the potential to provide discounts for residents at these stores. If secured, these details will be provided to all residents by the Travel Plan Coordinator.
- 5.3.4 It is important to recognise the potential reduction in car traffic by encouraging commuting journeys on foot. Any school and/or workplace Travel Plan initiatives relevant to the site, such as walking buses, will

be promoted and residents encouraged to participate to encourage the integration of Travel Plan measures with those of nearby school and employment sites, to encourage an increase in walking journeys to and from these destinations.

5.4 Initiatives to Promote Cycling

- 5.4.1 Cycle parking will be provided at the site in line with the council's recommendations on a 1 to 1 basis. A total of 106 covered cycle parking spaces will be provided as part of the development proposals. This is considered sufficient to satisfy the current cycling demand and encourage it as a sustainable mode of access to the site.
- 5.4.2 The Welcome Pack will include information on cycle routes available between the development site and common destinations, including surrounding employment areas and local amenities. Copies of local cycling maps will be provided within the Welcome Packs and electronically. Cycle route maps are also available online at www.sustrans.org.uk/ncn/map.
- 5.4.3 Details of local cycling shops and mobile cycle repairs will be provided to residents at the site within the Welcome Packs. The Travel Plan Coordinator will also enter into discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided to residents via the Welcome Pack and electronically.

5.5 Initiatives to Promote Travel by Public Transport

- 5.5.1 Information on the cost, timetables and services available which could be used by residents will be provided within the Welcome Pack and electronically. This will include details and links to online journey planning websites.
- 5.5.2 The availability of any public transport discount cards provided by the various local operators will be investigated and promoted at the site and residents will be encouraged to apply.

5.6 Initiatives to Promote Car Sharing

- 5.6.1 It is likely that a proportion of residents may work at locations in close proximity to one another and, as such, would be making trips to and from a common destination in the morning and evening peaks. As such, there is potential for these individuals to share their car journey with a fellow resident of the development.
- 5.6.2 All residents will be encouraged to sign up and register their journey with national online car sharing services such as BlaBlaCar and Enterprise Car Club. This will enable them to search for individuals making a similar trip to themselves and share their vehicle.

5.7 Initiatives to Reduce the Need to Travel

- 5.7.1 Details of journey planning websites, such as Traveline, will be promoted at the site to make residents aware of alternative travel options and encourage them to use sustainable modes of transport to reduce single occupancy car use. To further reduce the need to travel, visitors to the site must be more closely looked at. In particular, deliveries and supplies associated with the ground floor commercial units can account for a significant proportion of trips to and from the site. As such, a policy of using local suppliers will be promoted from the earliest stages of the development, with the aim of reducing travel times for LGVs and HGVs, resulting in lower emissions.

6. TRAVEL PLAN MANAGEMENT

6.1 Introduction

- 6.1.1 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the site's Travel Plan Coordinator, the Council's Highway Development Management Team and other sustainable travel groups.

6.2 Travel Plan Coordinator

- 6.2.1 The responsibility for managing and implementing the Travel Plan lies with the Travel Plan Coordinator. Following appointment, the contact details for the Travel Plan Coordinator will be provided to the Local Authority.

- 6.2.2 The role and responsibilities of the Travel Plan Coordinator include:

- To implement and promote various Travel Plan initiatives at the site to promote sustainable travel.
- To promote the Travel Plan to residents.
- Monitoring the success of the Travel Plan initiatives, including undertaking and analysing travel surveys.
- Reviewing the Travel Plan's success and preparing action plans.

- 6.2.3 The Travel Plan Coordinator will be in place six months prior to the occupation and will remain in place for a period of 5 years.

- 6.2.4 At this stage, the resource requirements for the Travel Plan Coordinator are unknown. As such, in the first instance, the Travel Plan Coordinator role will be incorporated into the responsibilities of the developer, who will then be responsible for appointing the Travel Plan Coordinator, as described in the previous section. However, this will be reviewed on an annual basis and any changes to the Travel Plan Coordinator's role will be communicated to the Local Authority.

6.3 Stakeholder Engagement

- 6.3.1 Stakeholders including the Council's Highway Development Management Team and local transport operators also play an important role in the successful implementation of the Travel Plan at the site. The Council's Highway Development Management Team will be kept up-to-date with the progress of the Travel Plan through the annual monitoring reports. The Highway Development Management Team will also be approached to gain advice and support on the implementation of specific Travel Plan initiatives at the site.

- 6.3.2 The Travel Plan Coordinator will also engage with local transport operators to secure timetable information and details of any special offers and discounts available.

7. AIM, OBJECTIVES AND TARGETS

7.1 Overview

- 7.1.1 A travel plan is a long-term strategy for a site to reduce the dependence of residents on travel by private car. The aim, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aim, objectives and targets for this travel plan.

7.2 Travel Plan Aim

- 7.2.1 The aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute towards achieving the travel plan's aim.
- 7.2.2 The overall aim of this travel plan is:
- to achieve a reduction in the number of single occupancy vehicle journeys to the site.
- 7.2.3 This will be achieved by maximizing the accessibility of the proposed development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

7.3 Travel Plan Objectives

- 7.3.1 Objectives provide an overview of what the travel plan is trying to achieve. Each of the objectives outlined should contribute towards the travel plan's aim, whilst travel plan targets should help achieve the objectives of the travel plan.
- 7.3.2 As this stage, it is not possible to derive specific objectives for residents of the site which relate to daily travel patterns, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in residential developments:
- Reduce reliance on single occupancy car journeys;
 - Promote alternative modes of transport to the car;
 - Advocate means of travel that are beneficial to the health of residents at the site;
 - Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - Contain car parking demand.
- 7.3.3 Travel plan guidance recognizes that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

7.4 Travel Plan Targets

- 7.4.1 Specific targets will be set for the site using the results of the initial travel survey, which will provide the baseline travel behaviour of residents. These will allow mode share targets to be established for the site. A summary of the findings of the initial travel survey will be available within three months of completion of the survey.

- 7.4.2 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the site. This information is provided earlier within this report, in sections 2 and 4.
- 7.4.3 Travel plan guidance recommends that ‘SMART’ targets are set, which are:
- Specific;
 - Measurable;
 - Achievable;
 - Realistic; and
 - Time-bound.
- 7.4.4 Once the results of the travel survey are known, accurate targets can be set for the travel plan. These targets will be agreed with the council as part of the full travel plan’s development and will be inputted into the Council's database to ensure effective ongoing monitoring.
- 7.4.5 At this stage, indicative targets have been set to ensure that there is a commitment from the developer to achieve a reduction in the number of single occupancy car trips to and from the site. The targets will be revised once the results of the travel surveys are known. For the lifetime of the development, the aim is to achieve a reduction in the number of single occupancy vehicle journeys by implementing a range of initiatives.
- 7.4.6 **Table 7.1** presents the indicative travel mode targets for the site. These targets are consistent with the Travel Plan objectives and the 2011 travel to work census data and are provided below.

Table 7.1: Travel Plan Targets

Mode	Percentage	Target
Driving a car or van	31%	20%
Passenger in a car or van	3%	2%
Bicycle	4%	6%
On foot	31%	35%
Motorcycle, Scooter or moped	0%	0%
Bus, minibus or coach	19%	20%
Underground, metro, light rail	3%	8%
Train	6%	7%
Taxi	1%	0%
Work Mainly at or from home	2%	2%
Other method of travel	0%	0%
Total	100%	100%

- 7.4.7 These targets aim to be achieved within the first five years of occupation of the site. Should the targets be achieved earlier than five years, the level of single occupancy car journeys may be maintained at this level or reduced further by an agreed percentage each year thereafter.
- 7.4.8 A Travel Plan is not a one-off event but it is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the Travel Plan. This monitoring process may include repeat surveys after one year of the initial survey being completed, and then every year during the same week each year for a maximum of five years. The surveys may be carried out by an independent survey company to ensure compatible and accurate data is gathered.
- 7.4.9 Following completion of the initial survey, unrealistic targets will be replaced with ones that are more realistic and encourage (rather than discourage) those responsible for trying to achieve targets.
- 7.4.10 Residents will be invited to participate in the annual snapshot travel survey to be undertaken each year to identify progress made and to determine what actions, if any, are necessary to ensure targets are met.

7.5 Monitoring

- 7.5.1 As previously identified, annual travel surveys of all users of the development will be carried out on an annual basis for a maximum of 5 years. These surveys may include observation surveys to establish the usage of the parking and cycle facilities. These surveys may be carried out by an independent survey company. This may ensure compatible and accurate data is gathered relating to travel to and from the site.
- 7.5.2 All survey data will be submitted to the LPA within 3 months of the survey being completed for comparison against agreed targets. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to the LPA identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify what actions and additional Travel Plan initiatives are to be taken to rectify this situation.
- 7.5.3 The reports may also review the progress that has been achieved in implementing measures against modal shift targets over the preceding twelve-month period. Any progress made will be reported to the Council's Highway Development Management Team and public transport operators where applicable.
- 7.5.4 The Travel Plans will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.

7.6 Travel Surveys

- 7.6.1 An initial travel survey questionnaire will be undertaken with residents, following 40% occupation to allow for a sufficiently large sample size. This survey will be used to ascertain the current travel behaviour of at the site, as well as the reasons for modal choices and opinions towards alternative modes of transport.
- 7.6.2 To maximise the response rate, the travel survey will be made available both in electronic and paper format. Paper copies of the survey will be sent to all residents, with a link provided to the electronic copy of the survey.

- 7.6.3 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.
- 7.6.4 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all residents to encourage participation in the survey.
- 7.6.5 Prior to undertaking the initial survey, a copy of the survey will be sent to the Council's Highway Development Management Team to gain agreement on the format and structure of the survey. Once agreed, this travel survey will provide a standardised approach to travel surveys at the site. The use of a standard travel survey will enable a like-for-like comparison to be made between consecutive years travel surveys.
- 7.6.6 The results of the residential travel survey will be passed to the Council's Highway Development Management Team within 3 months of completion of the survey. This data could also be used to convert the green transport policies into an action plan, with set targets to achieve each year.

8. TRAVEL ACTION PLAN AND MARKETING STRATEGY

8.1 Residential Action Plans

- 8.1.1 The purpose of this document is to develop and deliver a Residential Travel Plan (RTP) for submission to the Local Planning Authority. Thereafter, at every annual anniversary following completion of the initial survey, the Travel Plan will be reviewed in co-operation with the Council's Highway Development Management Team and an Annual Action Plan prepared and agreed.
- 8.1.2 The action plan will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the site. This will ensure that maximum benefits are achieved through the implementation of the most popular initiatives at the site.
- 8.1.3 The Action Plan will contain an annual programme of measures designed to help achieve the Travel Plan targets on travel modal share. It sets out the tasks involved, the people responsible and dates by which the measures may be achieved over the next 12 months.

8.2 Marketing Strategy

- 8.2.1 Council's Travel Plan Teams are typically able to provide posters, leaflets and timetables which can be distributed to all residents electronically. The Travel Plan Coordinator will contact Manchester City Council and their Travel Plan Teams in the first instance to investigate the opportunities to secure this information for use at the site. Should this information not be available, posters and other promotional materials will be developed in-house to promote the travel plan.
- 8.2.2 Residents of the development will be provided with information on how to access the site by public transport. Promotion of all modes of transport will initially be provided through the Welcome Pack and electronically. Where possible, written materials (e.g. timetables and maps) will be gained from the Council.

8.3 Evaluation and Review

- 8.3.1 This Travel Plan has been prepared in accordance with current guidance and transport policy. The objective of the Travel Plan is to identify and introduce a package of measures to promote sustainable travel choices and reduce reliance on the car.
- 8.3.2 The monitoring of the Travel Plan will be used to provide information on people's travel patterns and to identify the measures that would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.
- 8.3.3 The Travel Plan is an active document which may be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances. The review of the Travel Plan will take place annually following completion of the travel survey, in conjunction with the Council's Highway Development Management Team. A copy of the agreed, revised Travel Plan will be submitted to the Council.
- 8.3.4 An outline action plan for the production and ongoing monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales which is shown in **Table 8.1**.

Table 8.1: Travel Plan Action Plan

Action	Timescale
Develop a travel Welcome Pack	Within 3 months of occupation. Updated on a regular basis.
Undertake travel survey	Upon 40% occupation of the site.
Produce baseline travel information	3 months after initial travel survey
Develop full Travel Plan in consultation with the Council	4 months after initial travel survey
Finalise and adopt Travel Plan	6 months after initial travel survey
Implement Travel Plan initiatives	On-going, following adoption of the Travel Plan
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	On-going, following adoption of the Travel Plan
Undertake travel survey to measure the success of Travel Plan and discuss findings with the Council. Review Travel Plan and amend, if necessary	On-going, every 12 months following adoption of the Travel Plan after full occupation (up to a period of 5 years)

Appendix A Scoping Discussions with MCC

Vassil Pavlov

From: Neil Bayliss-Rowe <n.bayliss-rowe@manchester.gov.uk>
Sent: 04 March 2020 11:20
To: Sam Denby
Cc: Vassil Pavlov; Laura Honeybill
Subject: Re: C-10042 Islington Wharf Phase 4 Scope of Assessment

Hi Sam,

Please see comments below:

In principle, the scope of the TS and FTP are considered acceptable.

Accident data should be included for the most recent 5 year period and will not be provided by MCC. This can be taken from a source such as Crashmap, or similar.

It is assumed that vehicle access will be taken from the existing access road off Old Mill Street. Should an additional entrance point be required, this must be set an appropriate clearance from the Great Ancoats Street junction and should be supported by junction protection TROs, dropped kerbs and tactile paving. Visibility splays should also be included.

S106 funding is sought from this development to contribute towards the provision of a new signalised crossing at the Great Ancoats Street / Pollard Street junction.

In principle, the trip methodology is considered acceptable. We typically have a threshold of 30 additional vehicle movements at any particular junction as a guide to whether junction modelling will be required, and therefore the forecasted trip levels do not warrant capacity assessments.

All servicing including refuse collection, deliveries and pick-up/ drop-off activities must be undertaken within the site's curtilage, with no requirement for vehicles to load on Old Mill Street. Swept path analysis should be provided based on a standard 11.5m MCC refuse vehicle, with the ability to maintain a forward gear upon access and egress. It is recommended that a Servicing Strategy forms part of the submission.

We will require secure and sheltered cycle parking for each unit as an absolute minimum, with additional storage provided within the site's public realm where possible.

19 car parking spaces for 106 apartments (18%) is considered acceptable. Of the 19 spaces, an appropriate number of accessible bays should be included and Electric Vehicle Charging points will be required (minimum 7kw).

We require all footways across the site's perimeter to be resurfaced on a like-for-like basis, with all redundant dropped crossings reinstated to improve the pedestrian environment.

Consideration should be made to an additional Car Club bay to promote sustainable travel choices.

A Construction Management Plan will also be required. Contact should be made with MCC's Network Resilience Team and designers for the Great Ancoats Street Environmental Improvement Scheme (should your development begin during these works) to ensure that construction can safely take place.

I am still awaiting comments from TfGM which I will forward in due course.

Thanks,

Neil

Neil Bayliss-Rowe
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External Tel: 0161 234 1171

Mobile: 07971384537

Email: n.bayliss-rowe@manchester.gov.uk

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PO Box 532 Town Hall
Manchester
M60 2LA

Web: <http://www.manchester.gov.uk>

On Mon, 24 Feb 2020 at 16:54, Sam Denby <SamDenby@hydrock.com> wrote:

Afternoon Neil,

I hope you are well.

I am writing to you regarding a proposed residential development in New Islington, Manchester.

This email is looking to scope out a Transport Statement [TS] and Framework Travel Plan [FTP] in support of the proposals, which are for a total of 106 apartments within a 11-16 storey building, with access taken off Old Mill Street. The scheme is the final phase of the four phased Islington Wharf master development providing a new residential neighbourhood within walking distance of Manchester city centre. As part of the proposals, 19 car parking spaces are to be provided at ground level.

Please find the location of the site shown below.



The following sets out our envisaged scope of assessment.

Transport Statement [TS]

- Comment on the background / history of the site;
- Provide a full description of the local highway network and existing conditions including analysis of the most recent five-year accident record.
- **Can you please provide details of the details of the most suitable road safety officer to contact regarding accident data?**
- Consider the national and local transport-related policy documentation;
- Provide a car parking assessment and policy review.
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of the pedestrian, cycling, bus and rail facilities surrounding the site;
- Provide details of the development proposals and undertake a trip generation analysis. Based on the previous site uses and any extant / lawfully permitted and proposed land use(s), we will derive the trip generation levels associated with the site during the weekday morning and evening peak hours;

Due to the location of the development, we propose that multi-modal 'total people' trip rates are derived on a per dwelling basis and applied to the most recent modal split data for the local area. The table below presents the proposed trip rates to be used in the analysis. These have been applied to 31% modal share for car drivers based on the 2011 Method of Travel to Work Census data for Manchester 013 (E02001057) area.

C3 Residential	AM (08:00 – 09:00) Trip Rates			PM (17:00 – 18:00) Trip Rates			AM Trip Generation			PM Trip G	
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way	Arrivals	Dep
Total People	0.090	0.496	0.586	0.470	0.203	0.673	3	16	19	15	

Can you please confirm if the above trip rates are acceptable in principle?

- Due to the nature of the development, it is considered appropriate to derive a trip distribution profile based on the 2011 Journey to Work Census data.
- Consider any committed developments in the area;
- Based on the likely trip generation and the modest levels of parking we do not consider operational assessments are necessary, can you confirm this is acceptable?
- Develop any site access drawings to illustrate the general arrangement design of the access junction(s), including undertaking a swept path analysis of service vehicles and visibility splays; and
- Produce a comprehensive Transport Assessment report detailing the findings of the above and Masterplanning inputs.

Framework Travel Plan [FTP]

- Consider the national and local transport-related policy documentation;
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of bus, cycling and pedestrian facilities surrounding the site;
- Provide details of the development proposals;
- Identify a range of initiatives for inclusion within the travel plan, to encourage travel by more sustainable modes including car sharing, by public transport, bicycle and on foot, and to reduce the need to travel;
- Provide details of how the travel plan will be managed, outlining the role of the Travel Plan Coordinator and stakeholders;
- Outline the aim, objectives and targets for the travel plan;
- Provide an action plan and marketing strategy to support the implementation of the travel plan at the site; and
- Summarise all of the above within a framework travel plan report.

I would be most grateful if you can confirm if the above scope is appropriate for the scale of development and if there are any additional elements you would require us to consider at this stage.

Many thanks for your assistance and please feel free to get in touch if you have any queries.

Kind regards

Sam Denby BA (Hons) MSc CMILT
Technical Director | Transportation

Hydrock

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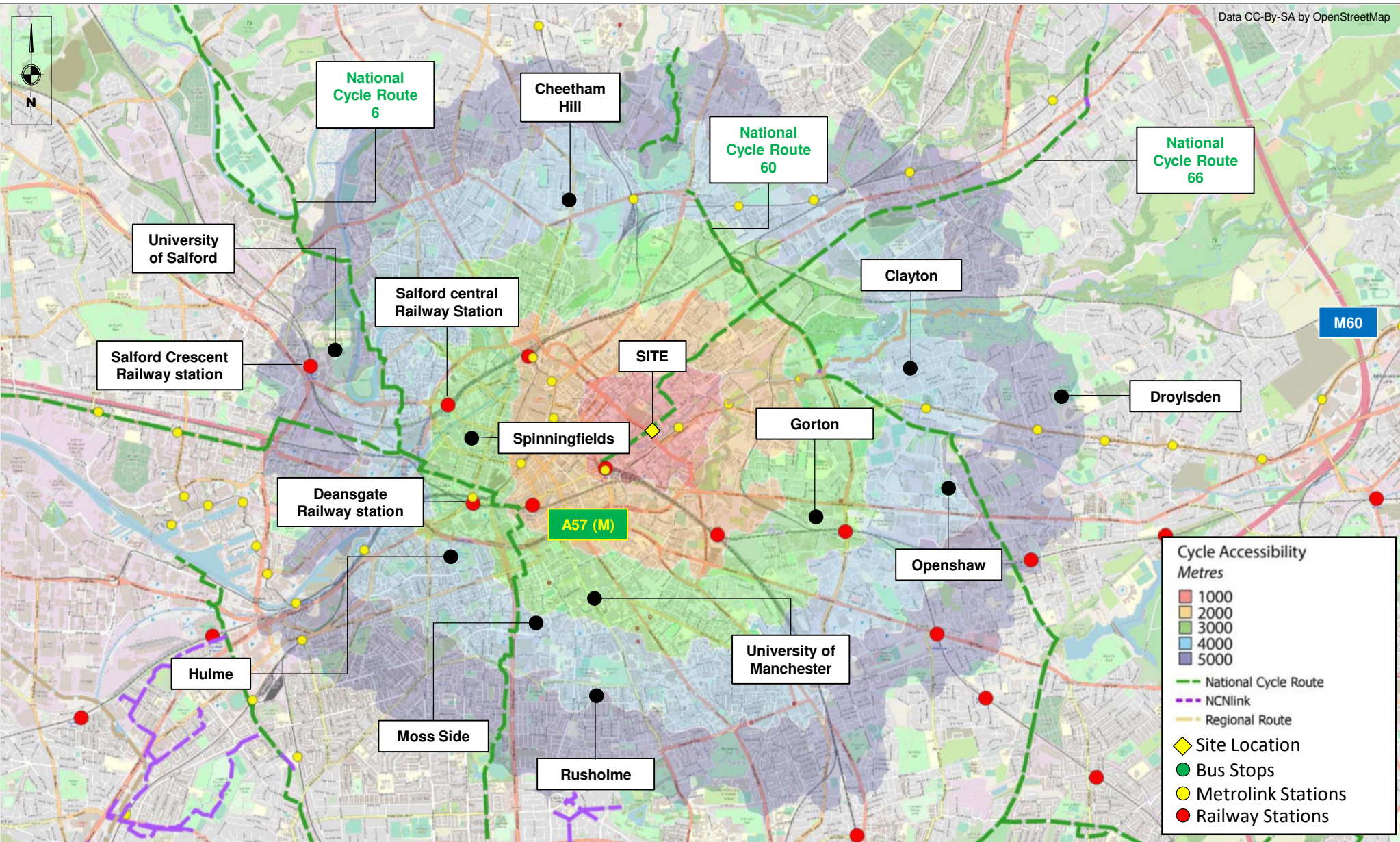
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Appendix B 2km Walking Catchment

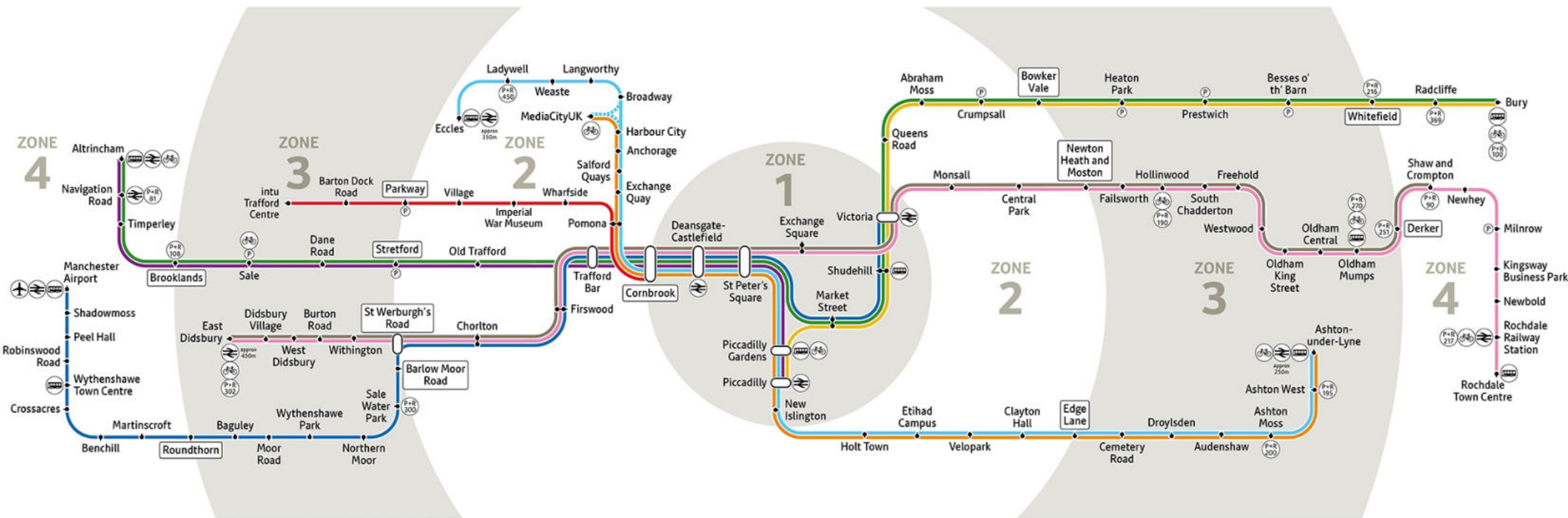


Project Title Islington Wharf Phase 4	Drawing Title Accessibility: 2km Walking Catchment	Project Number C-10042	By VP	Rev	Description	Date	By	Drawing No.
		Date 04.03.20	Checked SD	-	-	-	-	APPENDIX B
		Scale NTS	Status S2	-	-	-	-	
				-	-	-	-	Figure 1

Appendix C 5km Cycling Catchment

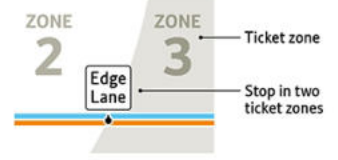


Appendix D Metrolink Network Map



Key

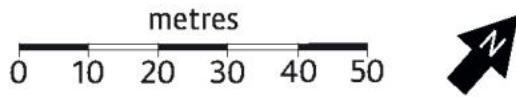
- Metrolink stop
- Change with other services
- Some journeys



- Bus interchange
- Rail interchange
- Park + Ride
with number of spaces
- Car park
fewer than 50 spaces
- Cycle Hub
Membership required

Appendix E New Islington Metrolink Stop Map

New Islington Metrolink stop

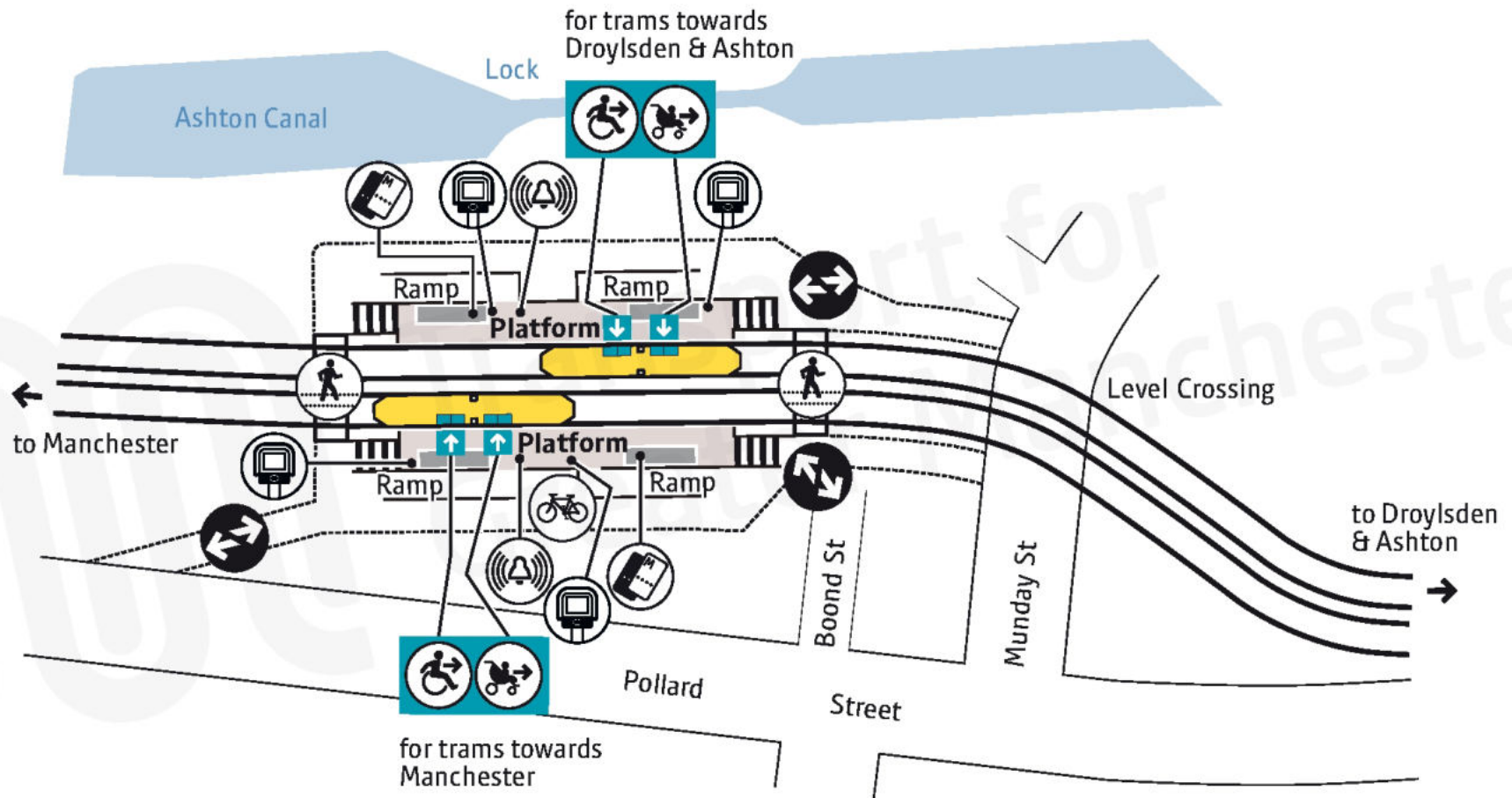


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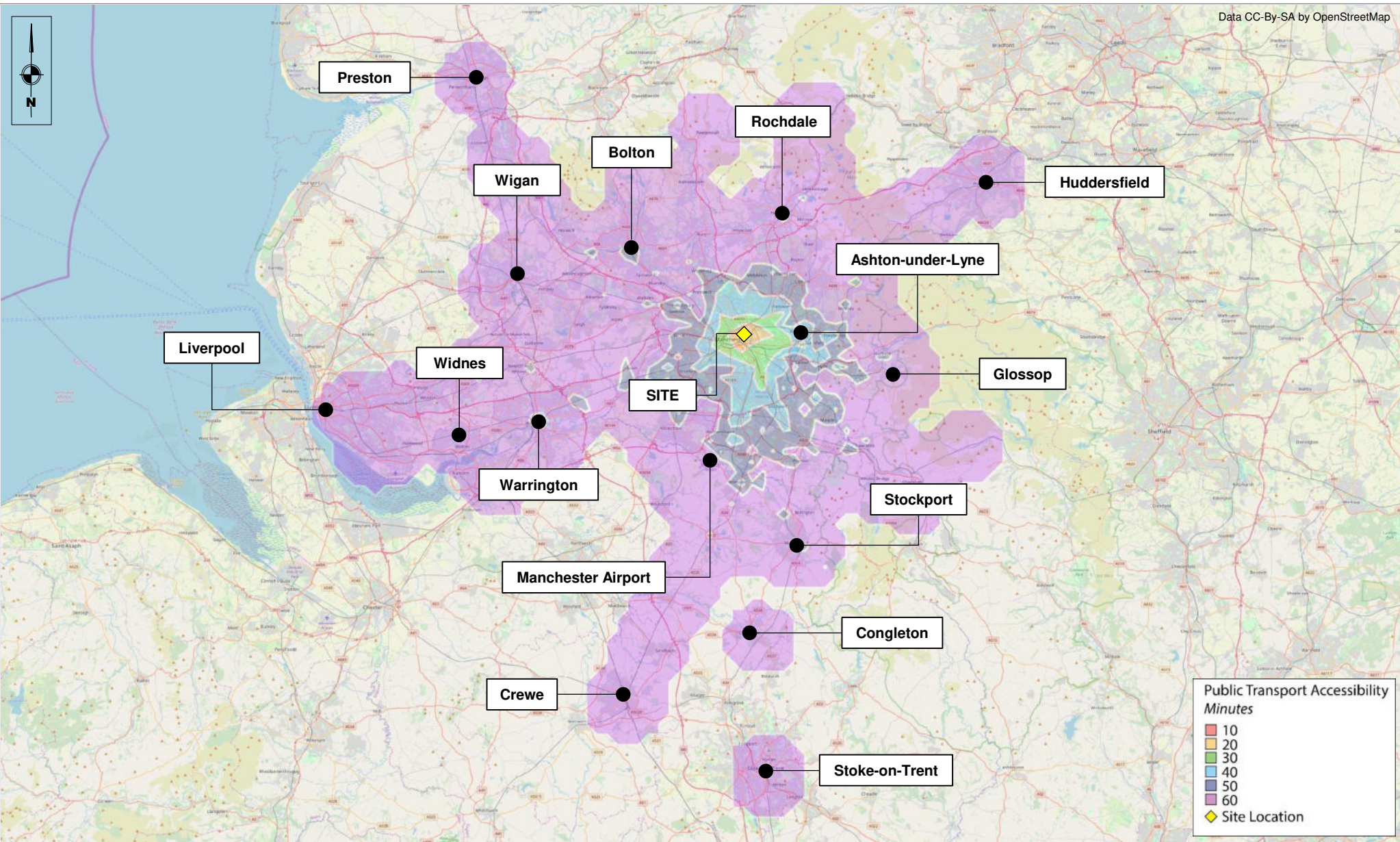
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- Metrolink
- Stop entrance / exit
- Steps
- Ticket machine
- Card reader

- Mobility impaired boarding point
- Customer service help point and emergency call point
- Track level pedestrian crossing
- Cycle stands and lockers

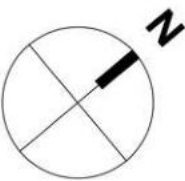


Appendix F 60-minutes Public Transport Isochrone



Appendix G Proposed Site Layout Plan

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- Existing tarmac
- Concrete block paving type1
- Concrete sett paving type2
- Tarmac car park
- Hedges
- Planting
- Trees
- Site boundary

P2	Parking bay layout updated, steps on south east added	ZLI	SBL	25/03/20
P1	First Issue	ZLI	SBL	17/03/20

Rev	Description	Drawn	Checked	Date
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Suitability
Issued for Information

Project
Muse Development
Islington Wharf
Manchester

Drawing
Landscape Masterplan

Drawing Number	Project ID	Originator	Zone	Level	Type	Role	Number
	W4	- RYD	- 00	- ZZ	- DR	- L	- 2101
Project Number	Scale at A1	Status	Revision				
2791-00	1 : 100	S2	P2				