

IMPLEMENTATION TRAVEL PLAN

Renaker Build Ltd

Crown Street Phase II
School Travel Plan

February 2023

LPA Manchester City Council
VN91388

Report control

Document: Travel plan

Project: Crown Street Phase 2 School

Client: Renaker Build Ltd

Job number: VN 91388

File origin: N:\Vectos Job Data\2019\VN91388 Crown Street Phase 2\Docs\Reports\School BREEAM\Crown St School ITP v2.docx

Document checking

Primary Author: G Davis Initialled: GD

Contributor: E Read Initialled: ER

Review by: G Davis Initialled: GD

Issue	Date	Status	Checked for issue
1	03.08.22	V1	GD
2	28.11.22	V2	GD
3	23.02.23	V3	GD

Contents

1	Introduction	1
2	TRAVEL PLANNING POLICY CONTEXT	3
	National Planning Policy Framework	3
	Overarching Principles on Travel Plans (DCLG)	4
	Greater Manchester Transport Strategy 2040	4
	MCC Guide to Development in Manchester SPG (2007)	5
	MCC Core Strategy (2012)	5
	Great Jackson Street Development Framework	6
	Good Practice Guidelines	7
3	Travel Plan Benefits	8
	Introduction	8
	Health Benefits	8
	Environmental Benefits	9
	Financial Benefits	9
	Mutual Benefits	10
	Travel Plan Aims	10
4	DEVELOPMENT PROPOSALS	11
	Parking Provision	11
	Cycle Parking	13
5	ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL	14
	Introduction	14
	Accessibility on Foot	14
	Accessibility by Bicycle	15
	Accessibility by Bus	16
	Metrolink	19

Rail	20
Arriving by Taxi	20
Accessibility Summary	20
6 TRAVEL PLAN MANAGEMENT	21
7 OBJECTIVES AND MEASURES	22
Introduction.....	22
Objectives	22
Targets	22
Measures.....	23
Measure 1 The Provision of Travel Information.....	23
Measure 2 Travel Awareness.....	25
Measure 3 Travel Surveys/Database	26
Pupil Survey.....	26
Staff Survey	27
Measure 4 Set Up Car Share & Bicycle User Group.....	28
Measure 5 Promote Access by Public Transport.....	29
8 TRAVEL PLAN IMPLEMENTATION.....	30
Introduction.....	30
Travel Plan Implementation	30
Monitoring.....	31
Travel Plan Progress Report	32
9 SUMMARY	33

Drawings

Appendices

- | | |
|------------|--|
| Appendix A | – On Street Parking Strategy Meeting Minutes |
| Appendix B | – Travel Survey |

1 Introduction

1.1 This Implementation Travel Plan is prepared by Vectos on behalf of Renaker Build Ltd in support of a development of a single-form entry primary school (Use Class D1) within Crown Street Phase 2 which forms part of the Great Jackson Street Regeneration Area. It builds upon the Framework Travel Plan previously prepared for the site. As well as describing the excellent accessibility of the site by modes other than the car, this Travel Plan aims to discharge a planning condition on the School and provides the BREEAM evidence base for the sustainability of the building including the accessibility of the site by disabled users including the visually impaired.

1.2 The Travel Plan also seeks to discharge the following planning conditions:

Condition 105) No part of Phase C of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the details to be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Condition 110) Use of the education facility hereby approved within Phase C shall not commence unless and until a strategy for the dropping off and picking up of pupils has been submitted to and agreed in writing by the City Council as local planning authority. The strategy shall include full details of any off-site highways works (including any traffic regulation orders or other traffic measures) required in accordance with the principles set out in the approved Design and Access Statement. The approved strategy shall be implemented in full prior to the use of the school first commencing.

1.3 The Crown Street Phase 2 boundary is shown in **Figure 1.1** and is 1.1 ha and is bound by Silvercroft Street, Crown Street, and the Mancunian Way. In addition to **Building C3**, the school there are two other residential towers currently under development **Building C4 THE BLADE** and **C5 THREE60**.

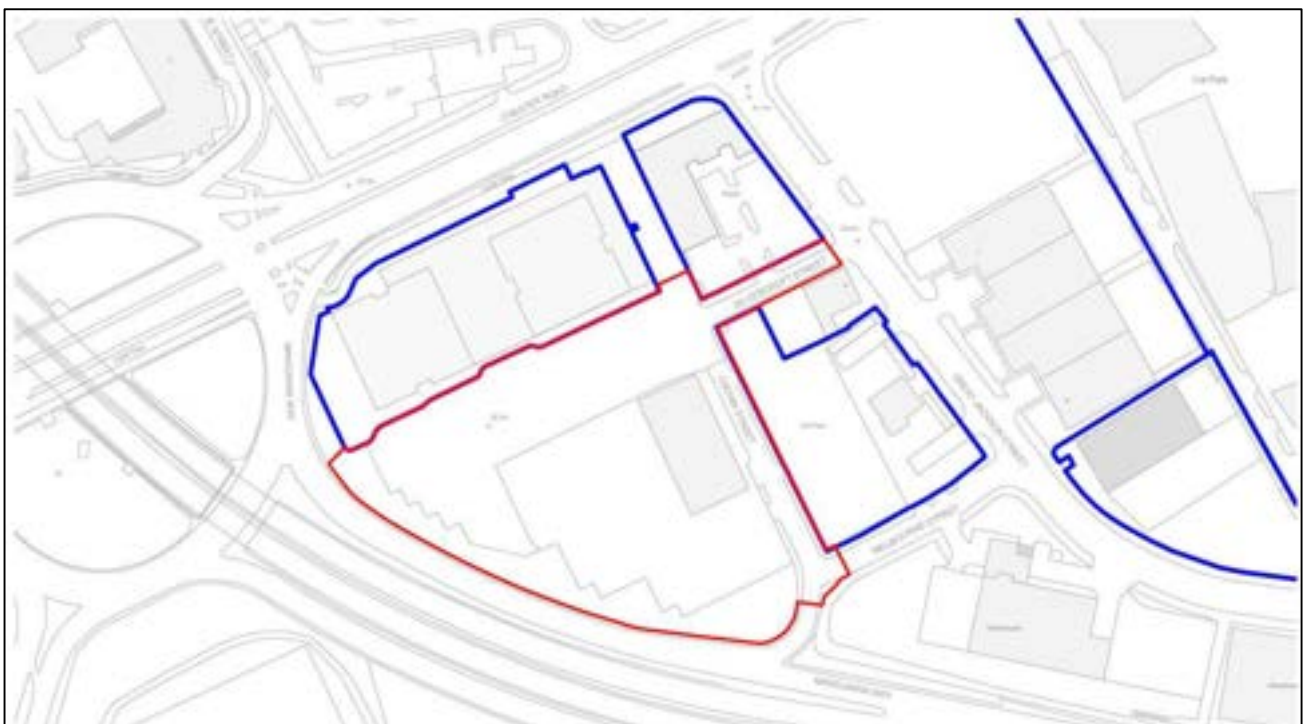


Figure 1.1 Crown Street Phase 2 - Redline Boundary

- 1.4 The surrounding adjacent area is being developed to create a predominantly residential area to the south on Manchester City Centre and north of Mancunian Way.
- 1.5 The development of Crown Street Phase 2 includes the following:
- Erection of two 51-storey residential buildings (Use Class C3) incorporating a shared podium accommodating residential amenity facilities and ground floor commercial units (Use Class A1, A3 & D1).
 - Each building has separate private car and cycle parking within a three-storey basement.
 - A three-storey basement public car park with access on to Silvercroft Street.
 - A new public park.
 - Landscaping and public realm works.
 - A highways and servicing route.
 - In addition, the proposals also include the following element for which outline planning permission (with all matters reserved) is sought:
 - A single-form entry primary school (Use Class D1)
- 1.6 The School will be operated by the **Laurus Trust**, who will manage the Travel Plan upon occupation.
- 1.7 This Travel Plan is prepared in the context of significant changes in traditional travel patterns following from the pandemic lockdowns, increased costs of fuel, changes in transport technology and environmental concerns which have already shown positive environmental benefits.

2 TRAVEL PLANNING POLICY CONTEXT

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) provides guidance for English Councils in producing local plans and making decisions on planning applications and the latest iteration was published by the Ministry for Housing, Communities and Local Government (MHCLG) in July 2021.
- 2.2 At the heart of the NPPF is a presumption in favour of sustainable development, which is to be seen as a golden thread for plan making and decision taking.
- 2.3 In respect of promoting sustainable transport, the NPPF outlines that transport issues should be considered from the earliest stages of development proposals, so that the potential impacts of development on transport networks can be addressed. Plans and decisions should take account of:
- Potential impacts of development on transport networks;
 - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 2.4 Significant development should be focussed on locations that are or can be made sustainable. It is recognised that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.
- 2.5 In assessing applications for development, the NPPF notes that appropriate opportunities to promote sustainable transport modes should be taken up, with safe and suitable access achieved for all users. It states that development should:
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

- 2.6 The NPPF defines sustainable transport modes as any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Overarching Principles on Travel Plans (DCLG)

- 2.7 In March 2014 the Department for Communities and Local Government published guidance on the overarching principles on Travel Plans, Transport Assessments and Statements.
- 2.8 Within this guidance it is specified that a Travel Plan is a long-term management strategy for integrating proposals for sustainable travel into the planning process. It is also detailed that a Travel Plan can positively contribute to a range of benefits, as described in **Chapter 2**.

Greater Manchester Transport Strategy 2040

- 2.9 In 2015, TfGM began consulting on a 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.
- 2.10 The vision is for Greater Manchester to have ‘World class connections that support long - term, sustainable economic growth and access to opportunity for all’. The Transport Vision aims are as follows:
- Supporting Sustainable Economic growth;
 - Protecting Our Environment;
 - Improving Quality of Life for All;
 - Developing an Innovative City Region.
- 2.11 Under Policy 3, the Transport Strategy states that TfGM will “maintain a conurbation-wide programme of travel choices interventions, supported by journey planning tools and information, to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity, particularly during peak periods”. Such interventions comprise:
- *“Encouraging employers to allow home working on some days;*
 - *Measures to encourage people to make at least some of their journeys by public transport, walking and cycling;*
 - *Physical measures (bus priority measures, reallocating road space for pedestrian and cycling infrastructure, car share schemes, and constraints on long-stay parking in key centres); and*
 - *Promotions and marketing to provide people and businesses with the information, training and incentives to make better informed decisions about how, when and where they travel and the impact of their choices.”*

2.12 Under Policy 4, TfGM will also “continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network”. This will be in accordance with the principles of:

- *“Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

MCC Guide to Development in Manchester SPG (2007)

2.13 This supplementary planning guidance forms part of MCC’s overall development framework and provides specific guidance for the preparation of Travel Plans. It is stated that a Travel Plan should contain package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use.

2.14 At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint. This Travel Plan reflects the guidance contained within this SPG.

MCC Core Strategy (2012)

2.15 The Core Strategy was adopted by MCC in 2012 and will be in place to guide development until 2027. Objective 5 within this document surrounds sustainable travel and states that the provision of excellent transport services can ensure good access to employment, education, leisure, retail, cultural opportunities and facilities.

2.16 This is reflected in Policy T-1 which states that to deliver a sustainable, high-quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, 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; and
- Improve pedestrian routes and the pedestrian environment.

Great Jackson Street Development Framework

- 2.17 The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all modern developments.
- 2.18 The Great Jackson Street Development Framework was updated in May 2018, with the revised document representing an evolution to the original framework (2007) and 2015 update, building upon the continued successful delivery in the area. The 2018 update provides a further refinement of the vision for Great Jackson Street in order to enhance the quality of the neighbourhood and maximise the regeneration outcomes of future development.
- 2.19 The 2018 Framework maintains the importance of creating “a vibrant, safe, secure and sustainable community”, however the 2018 update aims to further refine and improve the quality of the residential environment and public spaces. The key areas of change to the updated framework are as follows:
- Reinforcing previously identified opportunities for height;
 - Greater separation between buildings;
 - Increased quantum and variety of public space.
- 2.20 Overall, the Great Jackson Street Development Framework will deliver over 6300 residential units along with complementary commercial facilities and amenities of which the school is a key element.

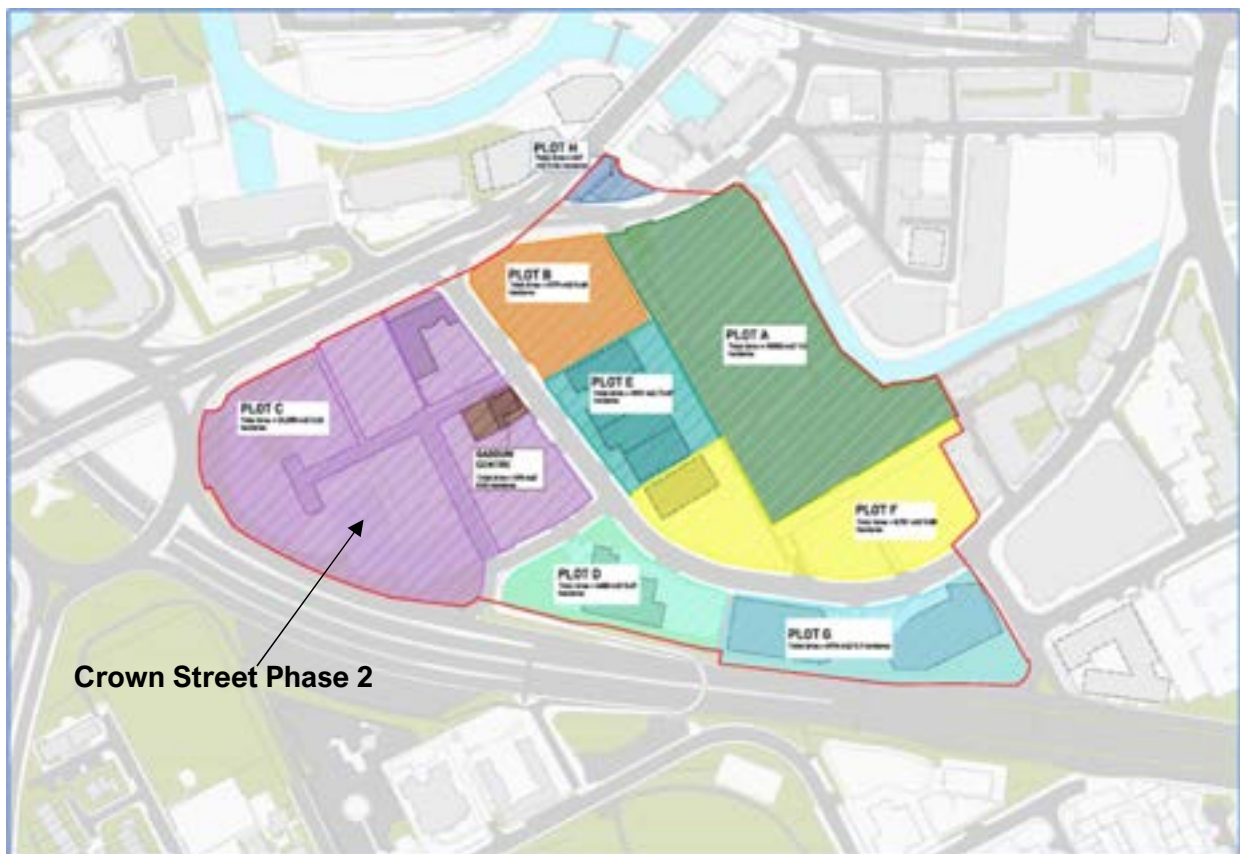


Figure 2.1 Great Jackson Street Development Framework Plots

Good Practice Guidelines

- 2.21 The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all modern developments. The Department for Transport issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled “*Good Practice Guidelines – Delivering Travel Plans through the Planning Process*”.
- 2.22 TfGM offer lots of good advice for schools in delivering great active travel outcomes. <https://beeactive.tfgm.com/the-school-run/> has lots of resources to plan active travel journeys and get good tools to use and advice and the best way forward.
- 2.23 This Travel Plan will draw upon the advice given in these Guidelines.



3 Travel Plan Benefits

Introduction

- 3.1 The benefits that the school can draw upon from a successful Travel Plan can be loosely categorised under the headings below:

- i) Health Benefits;
- ii) Environmental Benefits;
- iii) Financial Benefits; and
- iv) Mutual Benefits.

Health Benefits

- 3.2 There are well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

“Obesity was likely to have been between 25% and 29% for men, and between 27% and 31% for women. Overall, obesity including overweight has increased from 58% of men and 49% of women in 1993 to 68% of men and 60% of women in 2019.”

“It is likely that the proportion of children in the population in 2019 who were obese was between 17% and 23% of boys and 10% and 16% of girls.”

“In the 12 months to November 2018, two thirds of adults (66%) were considered active as per the government guidelines. 22% were considered to be inactive.”

Source: NHS. ‘Health Survey for England 2019. Overweight and obesity in adults and children’.

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

Environmental Benefits

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

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

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

- 3.5 Additionally, in November 2020 the British Government announced a 10-point plan for a “Green Revolution” supported on significant investments on alternative greener ways of travel including cycling, walking, and buses, as well as electric vehicles. These measures, along the promotion of alternative energy sources, carbon capture initiatives, or the construction of greener buildings, will allow the UK to eradicate its contribution to climate change by 2050.

- 3.6 A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area.

“Air pollution causes a considerable burden of death and disability annually and costs the UK economy £20bn every year.”

Source: Royal College of Physicians, ‘Every Breath We Take: The Lifelong Impact of Air Pollution’, 2016

Financial Benefits

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

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

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

- 3.8 Individuals (specifically staff members and students) can also benefit financially from travelling to and from a site with a Travel Plan in place, due to the improved range of transport options available, some of which may be more cost-effective than car travel.

- 3.9 An effective Travel Plan can help encourage staff members and pupils to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

Mutual Benefits

3.10 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Travel Plan will have a positive effect on the school staff members and students and the surrounding community.

3.11 The benefits of this Travel Plan must be communicated correctly:

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

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

Travel Plan Aims

3.12 This Travel Plan aims to achieve the following benefits:

- | | |
|------|--|
| i) | A clearer understanding of any transport issues for the School; |
| ii) | To encourage the use of alternatives to the private car by the Staff and pupils; |
| iii) | To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; |
| iv) | To improve the health and well-being of the development staff members and pupils through the promotion of travel by walking and cycling; and |
| v) | A reduction in financial wastage for all staff members and pupils when travelling to site; and |
| vi) | Increased accessibility to the site for all end users. |

3.13 The measures contained in this Travel Plan are intended to meet the above objectives.

4 DEVELOPMENT PROPOSALS

- 4.1 The development proposal is for a single-form entry primary school (Use Class D1).
- 4.2 The development plans are shown in **Dwg C3-AKL-G100-PL-00-0005** and indicated in **Figure 4.1** below. Given its excellent location for travel by modes other than the car, and the large number of households of over 6300 that have been and will be developed in the Great Jackson Street Development Framework area along with thousands of other households available within a short 15minute. Therefore, it is expected that for most pupils walking would be the most convenient way to access the school.

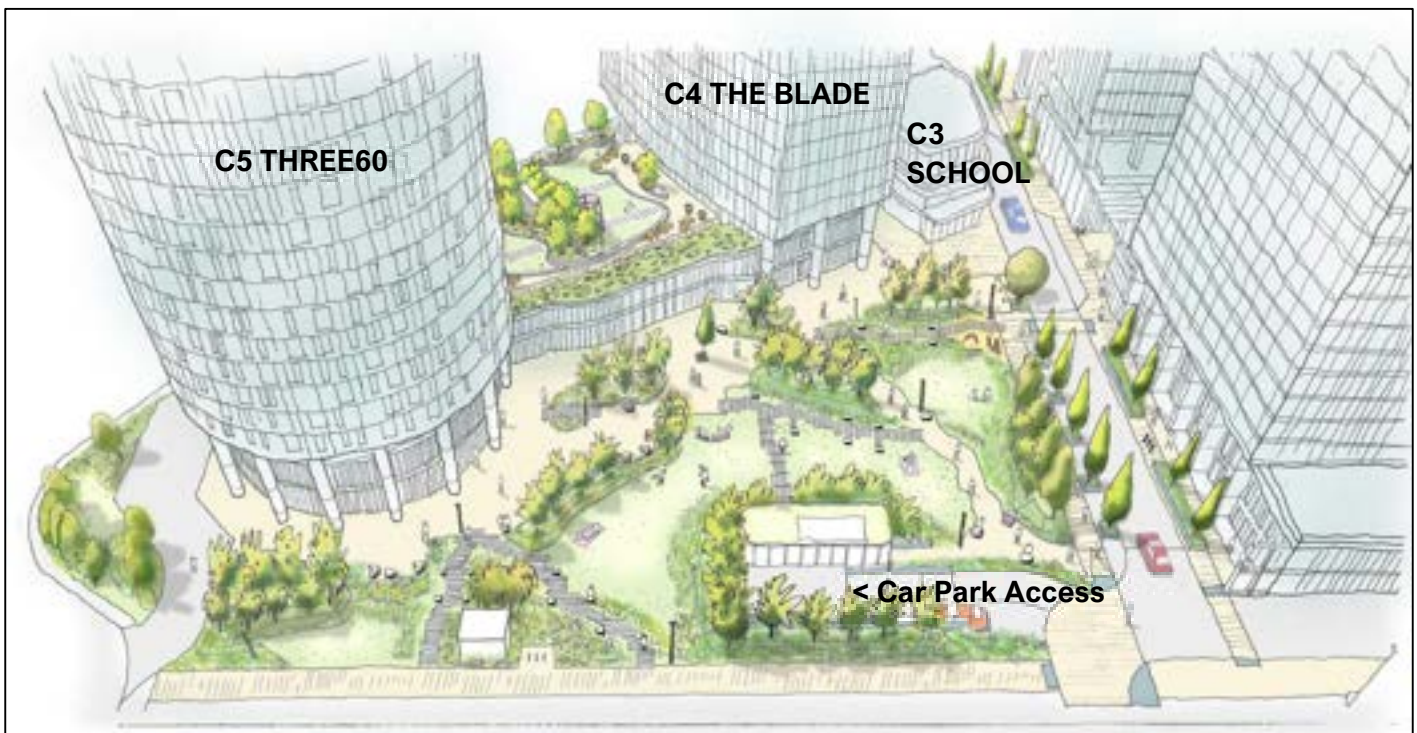


Figure 4.1 Crown Street Phase 2

Parking Provision

- 4.3 Reinforcing the excellent locational characteristics, this development does not provide any specific parking for staff or visitors. However, there is public parking available in the underground Crown Street car park where 389 spaces will be available for public use upon completion. Here, Disabled Drivers benefit from dedicated parking provision with the appropriate lifts and compliant features to permit disabled users to move from their car to the school.
- 4.4 Access to the public car park is from Silvercroft Street which leads to an access road that provides a route past the school site. This access route will be controlled to limit access just for essential vehicles including service vehicles and residential traffic running around the southern part of the site.
- 4.5 Therefore this strategy means that parents will not be able to drive up to the school building and if they do drive, provision is made for them to drop off/pickup their child from Great Jackson Street or to use the Crown Street Public Car Park.

- 4.6 There is currently on street parking on Great Jackson Street and this parking will be amended as the Great Jackson Street masterplan develops. To consider the specific requirements for the school drop-off and pickups by parents, a meeting was held with MCC parking officers and the minutes of that meeting are attached in **Appendix A**.
- 4.7 In summary, for the parents drop-off and pickups it was proposed that 4 on street parking bays would be provided north/west of Silvercroft Street which would have a dual use. These would have a general pay and display option for a typical day as per the current On Street Parking provision but during weekday AM and PM periods 0800-0900 and 1500-1600 there would be a Free, Time Limited (20 minute) option which allows parents to wait and pick up their child.
- 4.8 This provision of limited waiting allows parents to park for a short period to drop off their child or pick up at the start /end of the school day without charge. If the parent wants to wait longer then they have the opportunity to park in the public car park on the Crown Street site.
- 4.9 In addition to these specific parking bays for school drop off and pickup there will be additional standard on street Pay & Display parking bays as well as a disabled parking space which supports the needs of users for the wider development area. The provision of the P&D machines and the appropriate lining and signing would be incorporated into the Section 278 highway design scheme funded by Renaker as developer.
- 4.10 It is noted that elsewhere there are many car parking spaces available within the city centre and within a short walk of the site which include compliant disabled parking provision.

Cycle Parking

- 4.11 The cycle parking provision is made from a mix of cycle parking immediately adjacent to the school and those within the adjacent public realm.
- 4.12 The cycle and scooter parking adjacent to the school entrance is shown in **Figure 4.2** identifying 6 spaces for staff and 10 for pupils.



Figure 4.2 School Cycle parking Detail

- 4.13 As shown in **Dwg C3-AKL-G100-PL-00-0005** there are 44 cycle parking spaces within the public realm areas of Crown Street with a further 10 spaces available to the north as part of the Crown Street Phase 1 public realm as well as other spaces available across the Great Jackson Street Regeneration Area.

5 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

Introduction

- 5.1 Accessibility to good sustainable transport infrastructure has the potential to reduce the need to travel by single occupancy car and to encourage people to make sustainable transport choices to access jobs, local facilities and services.
- 5.2 This section considers the accessibility of the site by the following modes of transport:
- Accessibility on foot;
 - Accessibility by cycle; and
 - Accessibility by public transport.

Accessibility on Foot

- 5.3 Given the location of the site close to Manchester City Centre and many nearby residential properties, walking is a key mode to access the site either on its own or as part of a multi-modal journey.
- 5.4 A pedestrian catchment of the site has been completed to illustrate the site's walking accessibility including facilities situated within a 1km (12 minute) and 2km (25 minute) catchment. This walking catchment is illustrated **Dwg VN222279-G102**. As shown in the plan, there are numerous amenities close by plus bus stops, rail and Metrolink stations all within a short walk.
- 5.5 There are also a number of Public Right of Ways (PRoW) located in proximity of the site, including the Bridgewater Canal towpath around 100m to the north. The plan also shows that National Rail terminals are reachable on foot via use of the city centre's existing pedestrian infrastructure, such as Manchester Piccadilly and Manchester Oxford Road stations.
- 5.6 The existing pedestrian facilities in the vicinity of the site are of a good standard. Footways are provided surrounding the site with both formal and informal crossing facilities in place providing connectivity to the adjacent residential areas and Manchester City Centre.
- 5.7 When considering access by disabled users, including the visually impaired, the footways all benefit from drop kerbs. Not all kerbs in the area have tactile paving however all the access crossing on the highways adjacent to the Crown Street will in the future benefit from tactile paving for the visually impaired. The other residential developments within the Great Jackson Street Regeneration Area will improve the highway within their own vicinity to comply with the appropriate standards for disabled access on foot.
- 5.8 There are pedestrian crossing facilities across Chester Road Roundabout, on Chester Road to the north east and at the other main junctions in the area. These include the appropriate crossing facilities for disabled users including rotating tactile cones and audible signals.

- 5.9 Pedestrian activity to and from the site will also benefit from the provision of the footbridge across the A57 Mancunian Way. This provides a link between Crown Street to the north of the bridge and Jackson Crescent to the south. This footbridge is shown in **Figure 5.1** and shows the ramped access appropriate for wheelchair access.



Figure 5.1: Footbridge over the A57 Mancunian Way

- 5.10 Overall, it is considered that the pedestrian network in the area surrounding the site facilitates connectivity with a number of key services and therefore ensures walking can be actively promoted as a sustainable mode. The close proximity of the site to the city centre means journeys on foot are likely to be a significant mode choice for staff and pupils to the school.

Accessibility by Bicycle

- 5.11 The Department for Transport's (DfT) Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under three miles although for commuters a trip distance of over five miles is not uncommon. Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph).
- 5.12 To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km (15 minute) catchment is presented in **VN222279-G103**. The plan shows that a 5km catchment encompasses the whole of Manchester City Centre and surrounding areas including Old Trafford, Salford, Cheetham Hill, Broughton, Ancoats, New Islington, Miles Platting, Ardwick, Longsight, Moss Side, Whalley Range and parts of Chorlton-cum-Hardy.
- 5.13 It also highlights the cycling infrastructure available within that catchment. This plan shows that there are extensive cycling routes provided in close proximity of the site this includes on-road and off-road routes, signed routes and canal towpath routes.

- 5.14 The aspirations for improvements to pedestrian and cycle connections that form part of the Bee Network have also been reviewed, referencing TfGM's Bee Network interactive network map. The Bee Network is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. It is a decade-long plan to connect every neighbourhood in the city region starting with 1,000 miles of walking and cycling network planned as well as 1,400 new crossing points proposed. The network will consist of signed routes 'beeways' that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiative is being supported by the Greater Manchester Local Authorities and TfGM.
- 5.15 The existing and proposed cycle facilities as described on the Bee Network mapping are shown in yellow in **Figure 5.2**.

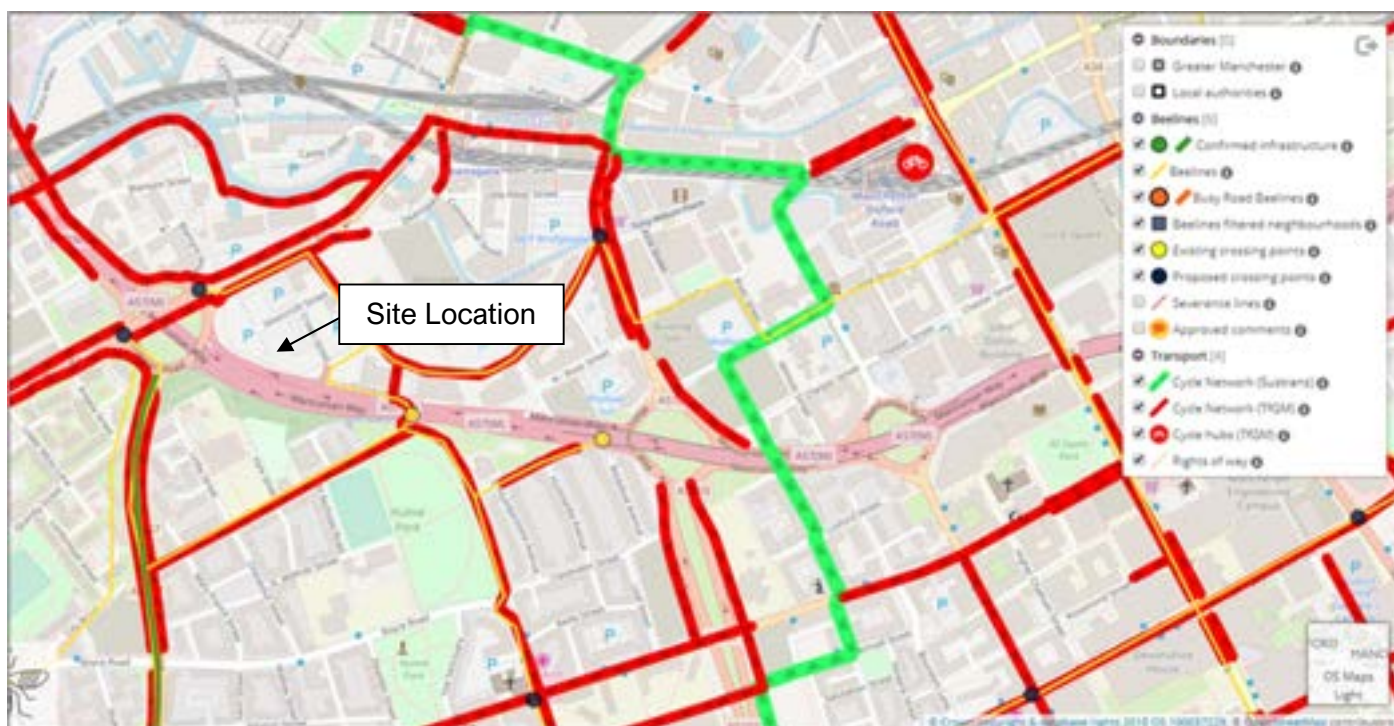


Figure 5.2: Bee Network Cycle Facilities alongside Existing Cycle Infrastructure

Accessibility by Bus

- 5.16 The IHT document '*Guidelines for Planning for Public Transport in Developments*' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 5.17 The closest bus stops to the development site are located on Whitworth Street West, Bridgewater Viaduct and Chester Road. These bus stops are located within a 5-minute walk (400m) of the proposed development. The existing footways can be used to access both bus stops.

5.18 A summary of the bus services that serve these stops is presented in **Table 5.1** below.

Table 5.1: Bus Services within 5-minute walk distance (400m)

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
255	Piccadilly Gardens to Partington via Stretford, Urmston and Flixton	3	2	2	1	2	2
X50	Piccadilly Gardens to Intu Trafford Centre	2	2	2	2	2	2

5.19 **Table 5.1** highlights that there are two high frequency bus routes which serve from stops within a 5-minute walk distance to the site.

5.20 All Manchester Buses comply with the minimum standards required by government regulations but many go beyond that. Many buses have ramps and can accommodate wheelchairs. Some new buses also have display screens, route numbers, destination displays and audio-visual 'next stop' announcements.

5.21 Most bus operators have low floor buses to make it easier for people who use wheelchairs, mobility scooters, and those with small children and pushchairs. Those with mobility scooters need to make sure they check with the bus operator to ensure they can be used safely.

5.22 Many bus operators now have supporting technology such as apps that let users know how crowded a bus is or if it has a wheelchair space free.

5.23 Access can also be gained to Route 3 of the Free Bus (former Metroshuttle) service which routes on Whitworth Street West, around 400m to the north of the site. Free Bus vehicles are highly branded, are accessible by disabled users which many supporting features including kneeling buses, and priority seating for the disabled. Route 3 is an evening only free bus service providing connections to the City Centre to link key destinations and the city's train stations. **Figure 5.3** overleaf shows the Free Bus service routes around the city.

free bus routes around the city centre



Salford City Council



MAYOR OF
GREATER
MANCHESTER

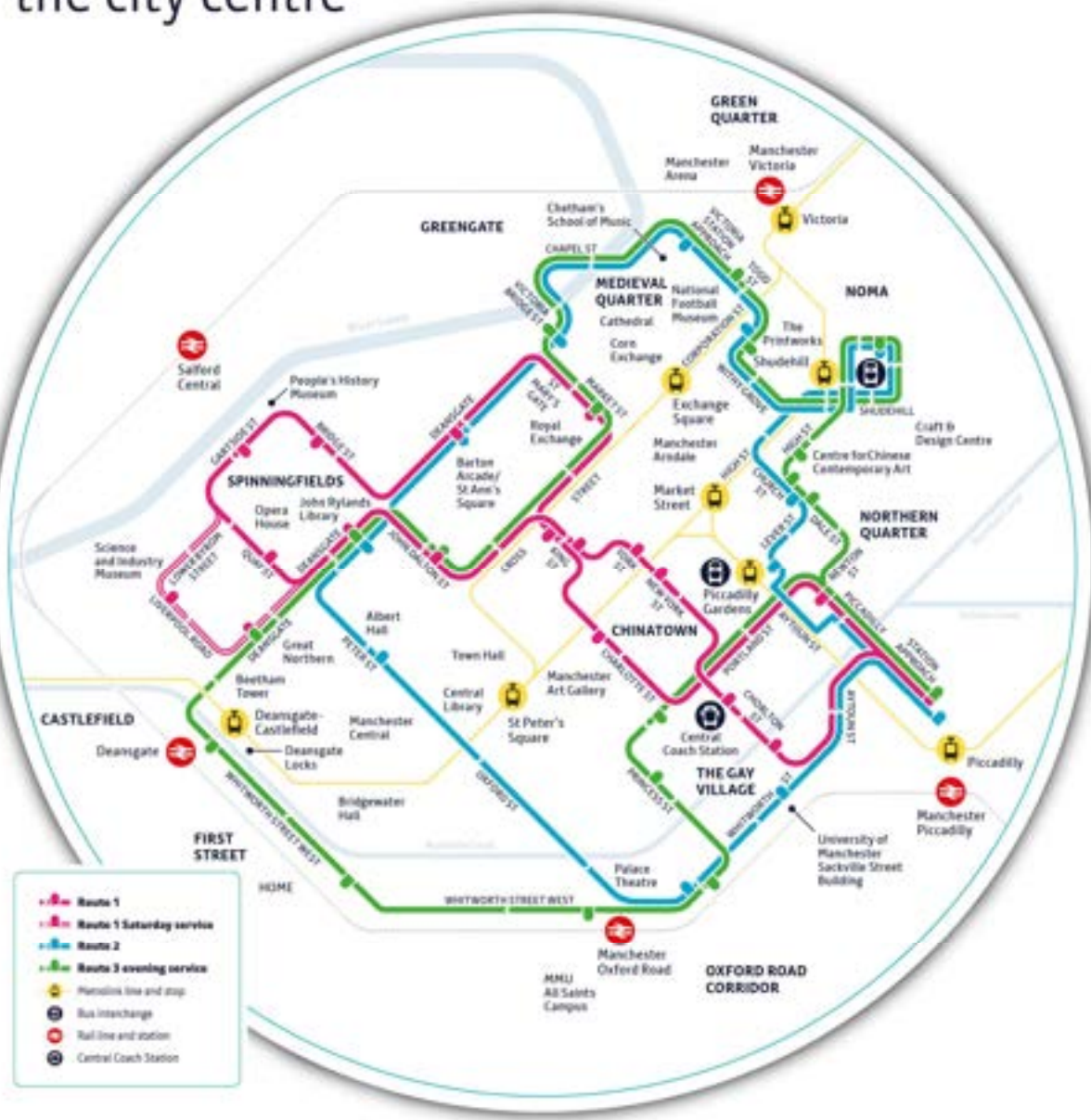


Figure 5.3: Manchester City Centre Free Bus Route Map

Metrolink

- 5.24 The nearest Metrolink stop is Deansgate-Castlefield which is about 550 metres walk from the site. This station is a major interchange station with high frequency services operating to Eccles, East Didsbury, Media City, Ashton, Manchester Airport, Rochdale and Bury.
- 5.25 The Greater Manchester Metrolink Network Map is provided in **Figure 5.4** below.
- 5.26 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.
- 5.27 Deansgate-Castlefield can be accessed using the existing pedestrian network surrounding the site. All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, and dropped kerbs and also include features for the visually impaired such as audible signals, tactile paving and high contrast visuals at the platform edge and steps.

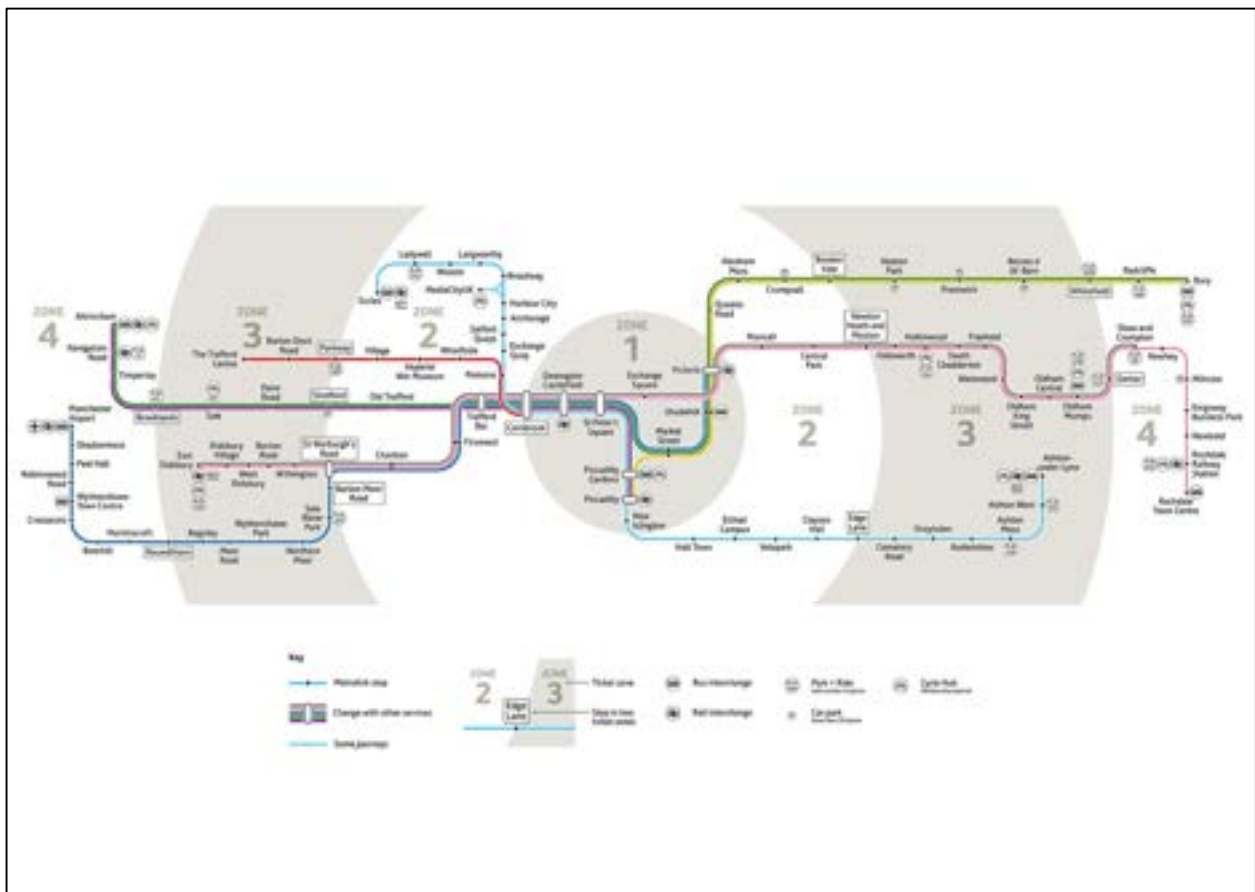


Figure 5.4: Greater Manchester Metrolink Network Map

- 5.28 Metrolink passengers have access to the 'Get Me There' App which enables customers to purchase all zone and stop to stop electronic travelcards on their smartphones. When using this initiative, passengers touch-in at a smart reader before boarding the tram and can then touch-out at the station they finish their journey at.

Rail

- 5.29 Deansgate Railway Station is the closest rail station to the site, and it is located around 470m north-east of the site. Services from Deansgate are operated by Northern trains with services operating to Manchester Piccadilly, Manchester Oxford Road, Alderley Edge, Blackpool North, Warrington Central, Barrow-in-Furness, Blackpool North and Preston.
- 5.30 This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.
- 5.31 Access can be easily gained to the station using the footway fronting the proposed development on Chester Road and crossing at the existing signalised facility at the junction of Bridgewater Viaduct/Whitworth Street West or by using the low trafficked routes through the Great Jackson Street Development Framework area.
- 5.32 Most Train Services and Stations are compliant with disability regulations for access by wheelchair users and visually impaired.
- 5.33 In addition, Oxford Road railway station is located just under 1.2km (approx. 16-minute walk) north-east of the site and provides frequent train services to major destinations such as Liverpool Lime Street and Manchester Airport.

Arriving by Taxi

- 5.34 For disabled users arriving by taxi there is scope to drop off and pick up on Great Jackson Street. All Hackney Cabs and many Privat Hire Cabs are disabled user compliant.

Accessibility Summary

- 5.35 The location of the site being close to Manchester City Centre offers a variety of regular public transport services to a wide range of destinations while also providing high quality and convenient walking and cycle links to the surrounding area. Sustainable modes of transport will therefore be a highly dominant movement pattern to and from the site.

6 TRAVEL PLAN MANAGEMENT

- 6.1 The operator of the school will be the Laurus Trust. Prior to occupation the interim Travel Plan Coordinator will be:

Interim Travel Plan Coordinator Elliot Read Vectos

elliott.read@slrconsulting.com 0161 228 1008

- 6.2 Upon occupation, the administration of the Travel Plan will transfer to:

Ultimate Travel Plan Coordinator Lisa Woolley The Laura Trust

Cheadle Hulme High School | Woods Lane | SK8 7JY

lisa.woolley@laurustrust.co.uk 0161 485 7201

- 6.3 The Travel Plan Coordinator would register the Travel Plan through the Travel Plan Toolkit portal <https://travelplantookit.tfgm.com/register#designer>. In addition, as this Travel Plan is related to a planning condition, the coordinator should email planningstrategy@manchester.gov.uk to initiate the process.

- 6.4 The Full Travel Plan Report incorporating the survey results will be submitted to MCC/TfGM within 6 months of occupation. In practice this Travel Plan can be used as the basis with additional Appendices added each time there is a survey or a new initiative.

- 6.5 The Travel Plans will be in operation for the life of the development and any changes in ownership or contact details must be sent to the relevant bodies.

- 6.6 The Travel Plan Coordinator will be the first point of contact for the staff, patients and other outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plans

Register for the Travel Plan Toolkit

The toolkit is available to use for anyone requiring information about Travel Plans or resources on how to implement them, or who wants to develop practice and policy examples.

Registration is only required for those who wish to design, with or without Travel Plans through the toolkit. Please sign up using one of the links below:

☐ I am a **Design**er in consultation who needs to produce a Travel Plan in Greater Manchester.

☐ I am a **Design**er who is responsible for creating planning applications and/or Travel Plans in Greater Manchester.

☒ Register as a Designer

☐ Register as an Approver

Register as a Designer

Please complete the form below to tell us about yourself and your role. You will then be sent an email concerning a link to complete the registration process.

The information you provide will be used for the purpose of creating and maintaining your account on the Travel Plan Toolkit. Transport for Greater Manchester (TfGM) provides your personal data for the performance of its role in the public transport industry on request. TfGM is a public body established under the Transport Act 2000 to promote the improvement of transport, and the environment with regard to transport. If you are a designer or consultant working on Travel Plans, your personal data will be shared with the system in this as all activities that it supports are considered as part of the Travel Plan and design process. It is a condition of using the system that you agree to the terms and conditions of the Travel Plan Toolkit.

Your personal data will be held for 3 years after you are no longer an active user, or until you give notice to be deleted. Information on protecting your rights under data protection law and on how to make information about personal data processing your personal data can be found in our Privacy Policy on the TfGM website at <https://tfgm.com/privacy-policy>. You can contact the Data Protection Officer by emailing data.protection@tfgm.com.

Full name

Email

Create a password

Confirm your password

Company/Organisation

☐ I agree to the Terms and Conditions (T/C).

7 OBJECTIVES AND MEASURES

Introduction

- 7.1 As noted in Section 1, this Travel Plan contains a strategy for reducing the dependence of staff and parents on travel by private car and to increase the use of public transport, walking and cycling.

Objectives

- 7.2 The objectives of the Travel Plan's overall strategy are as follows:
- **Objective 1** - To encourage the staff, parents and pupils to use alternatives to the private car;
 - **Objective 2** - To increase the awareness of the advantages and potential for travel by more environmentally friendly modes such as active travel and public transport; and
 - **Objective 3** – Ensure a package of measures is established that facilitate sustainable travel.

Targets

- 7.3 A forecast of the modal share of School trips will be difficult for forecast in this location as there are relatively few schools located so close to the city. It is expected that there will be a high level of non-car trips. As a baseline target it is proposed to use the Manchester Key Centre modal share data that is available from the GMTU website <https://www.gmtu.gov.uk/reports/default.htm>.
- 7.4 Using the pre-pandemic figures, the target for modal share by staff and pupils is shown below in **Table 6.1**. It is expected that any improvement on sustainable travel would be agreed with TfGM following the initial travel survey results are recorded.

Table 6.1 Target Modal Share

Year	Car	Bus	Rail	Metro	Cycle	Walk	Total	% Car	% Non-Car
2019	22623	22669	28709	18983	2477	14463	109924		
	21%	21%	26%	17%	2%	13%		21	79

Measures

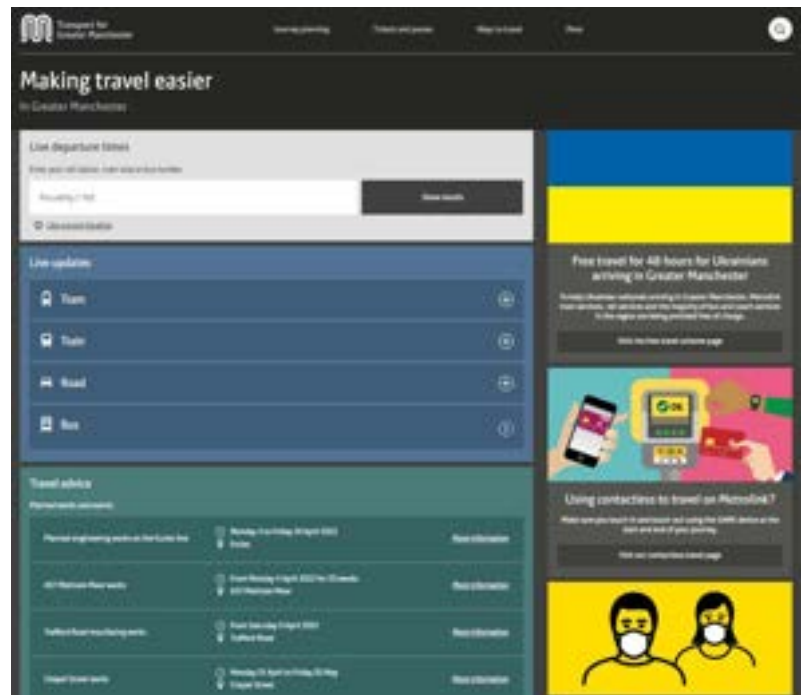
- 7.5 The Travel Plan now sets out measures to be put in place in order to achieve the objectives outlined above. The measures contained within the Travel Plan consist of the following:
- **Measure 1** – Providing Travel Information for staff, parents and pupils;
 - **Measure 2** – Implementing initiatives to raise the awareness of sustainable travel;
 - **Measure 3** – Undertake travel survey and establish a database to monitor mode share;
 - **Measure 4** – Establish user groups for both car sharing and cycling; and
 - **Measure 5** – Promote public transport and active travel modes to and from the site.

Measure 1 The Provision of Travel Information

- 7.6 As the development is occupied, Travel Information Packs will be provided to staff. The pack will include information on sustainable transport facilities as contained in the accessibility section of this Framework Travel Plan. Similarly Travel Information (including bus timetables) would be posted on noticeboards in the staff room.
- 7.7 The Travel Information Pack will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the site wide Travel Plan Co-ordinator. The packs will include current information on walking and cycling routes in the area and information on public transport (e.g. timetables, destinations and offers).
- 7.8 The Travel Information Pack will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on via an appropriate form of communication. This will be the responsibility of the site wide Travel Plan Co-ordinator.

- 7.9 Travel weblinks such as the TfGM Journey Planner will be included on the School website

<https://tfgm.com/>



Measure 2 Travel Awareness

- 7.10 It will be the responsibility of the Travel Plan Co-ordinator to ensure that all everyone located at the centre are aware of the existence of the Travel Pan.
- 7.11 Staff and parents will be kept informed of updates in public transport information or promotions etc via the school website. It is assumed that a website or emails would be the most effective tool, but other measures can be used.
- 7.12 TfGM offer a range of initiatives which would support the Travel Plan principally through the Travel Choices programme. These include advice to Travel Coordinators on how to raise awareness and offer personalised travel planning, grants for sustainable transport measures and Bike Loans to businesses that have developed a Travel Plan.
- 7.13 There are local and national events that promote sustainable travel including Walk to Work week and Bike Week. It would be the responsibility of the Travel Plan Coordinators to provide the Staff and parents information of these events using notice boards and/or via emails.



Before by bike. Take part in Bike Week from 6-12 June 2022

Bike Week 2022

This year Bike Week is all about you and your local community, we want to encourage as many people as possible to get out there and enjoy their community by bike. We want you to show us what you can do and how you can make a difference to your community. It's all about you and your local community, we want to encourage as many people as possible to get out there and enjoy their community by bike.

There have been many great things going on in our community, many people have been getting out there and enjoying their community by bike. We want you to show us what you can do and how you can make a difference to your community. It's all about you and your local community, we want to encourage as many people as possible to get out there and enjoy their community by bike.

We are Bike Week from 6-12 June and we really couldn't be happier. It's our chance to all come together and tell the world that we are all about you and your local community. We want you to show us what you can do and how you can make a difference to your community. It's all about you and your local community, we want to encourage as many people as possible to get out there and enjoy their community by bike.



What you can do this Bike Week

- ✓ **Register a ride** - If you would like to put on an event then check to see if you need to register on our website and then let us know what you are doing.
- ✓ **Encourage your workplace to take part in Bike Week** - If you need to know more about this please contact us.
- ✓ **Try something new** - Check out our Inspiration page, full of ideas and inspiration to help you get started.
- ✓ **Celebrate cycling** - With the Queen's Platinum Jubilee just before Bike Week, why not keep the celebrations going, take your pride party to some new streets by bike and don't forget to share your photos with us using the #BikeWeek hashtag.
- ✓ **Remain** - This year we will be giving money to help transform cycling in your local area. Together, we have already achieved so much across the UK. To make Highway Code, we have already achieved so much across the UK. To make Highway Code, we have already achieved so much across the UK. To make Highway Code, we have already achieved so much across the UK.

Measure 3 Travel Surveys/Database

- 7.14 In order to establish the travel patterns of the staff and pupils a travel survey will be carried out within 6 months of occupation which will form the basis of the Implementation Travel Plan.

Pupil Survey

- 7.15 In order to understand the pupil travel patterns to the school, a 'hands-up' survey would be conducted. This involves school teachers asking a simple question during the registration period and recording the number of pupils that responded by raising their hand. This can be expanded into classroom related activities using the Living Streets Activity Diary as below:

#WALKING FROM HOME
ACTIVITY DIARY FOR CHILDREN AGED 4 - 7

ACTIVITY 1
Did you know that Living Streets campaigned for the first pedestrian crossings in 1934? If you could design your own zebra crossing, what would it look like?

ACTIVITY 2
FUN FACT: The flashing orange lights on a zebra crossing are called bollards. Bollards. They are named after a British politician, Leslie Horn-Bolton. If you could design your own crossing, what would it look like?

ACTIVITY 3
Notice how the senses – sight, hearing, touch, taste and smell. What did you discover on today's walk?

I SAW...
I HEARD...
I FELT...
I COULD TASTE...
I SMELL...

ACTIVITY 4
What time did you go for a walk today?
What time did you get home?

ACTIVITY 5
Can you spy each of the following while out for a walk today?

ZEBRA CROSSING	RED POSTBOX
EARTHWORM	AGROPLANE
BLACKBIRD	SCORPION

#WALKING FROM HOME
ACTIVITY DIARY FOR CHILDREN AGED 8 - 11

ACTIVITY 1
Did you know that Living Streets campaigned for the first pedestrian crossings in 1934? The flashing orange lights on a zebra crossing are called bollards. Bollards. They are named after a British politician, Leslie Horn-Bolton. If you could design your own crossing, what would it look like?

ACTIVITY 2
Write a short story about what your school walk to school could be like in the future. How would it be different? Write children and families walked to school?

ACTIVITY 3
As you walk, notice the letters. Is a logic word to begin each line. All the letters of the word should relate to or describe the logic word. Can you write one in the space provided?

ACTIVITY 4
Tally charts are used to collect data quickly. Can you complete the Living Streets achievement tally chart while out for a walk today?

WHAT CAN YOU SPOT?	TALLY	TOTAL
CHILDREN ON SCOOTERS		
ZEBRA CROSSING		
SCORPION		
CHILDREN WALKING TO SCHOOL		

ACTIVITY 5
We have five senses that help us to experience the world around us: sight, hearing, smell, taste and touch. Using all five senses, can you describe today's walk?

Living Streets is the UK charity for everyday walking and the people behind the Walk to School campaign. Visit our website to find out more: Livingstreets.org.uk/primary-schools

#WalkingfromHome @LIVINGSTREETS @LIVINGSTREETS @LIVINGSTREETS

Living Streets (UK) is a registered charity, no. 1140468 (England and Wales) and 1140468 (Scotland). Company number 04460000. Registered office: 100, Victoria Road, London, W12 0JF.

Staff Survey

- 7.16 A staff travel survey has been designed by Vectos and can be found in **Appendix B**. The survey is based on previous experience of producing Travel Plan surveys, and in line with current local and national Travel Plan guidance.
- 7.17 We recommend that these questions are transferred to 'SurveyMonkey' and an electronic link distributed to employees. SurveyMonkey is an online survey service widely used by both private and public sector organisations for data collection.
- 7.18 Questions are designed to provide an indication of both travel habits and of travel related opinions of staff.
- 7.19 Staff will be encouraged to complete the surveys online but a paper copy with identical questions could also be provided for those employees who do not have access to a computer.

Cycle/Scooter Parking Survey

- 7.20 In addition to the survey, a snapshot survey of cycle and scooter parking would be conducted.



Reporting

- 7.21 The results of these surveys will be compiled by the Travel Plan Co-ordinator into a travel database so that a picture of travel patterns is provided. This will help the coordinator in more accurately defining travel requirements and the specific measures to be implemented to maximise the success of the Travel Plan. The results of the Travel Survey will then be submitted to MCC/TfGM.

Measure 4 Set Up Car Share & Bicycle User Group

- 7.22 The Travel Plan Coordinator will invite staff and pupils to car share if they cannot travel by other modes. This would be through the GM CarShare website where a sub group can be formed to allow people to share with the medical staff or through the wider GM database.

<https://carsharegm.com/index.html>



Cycle Measures

- 7.23 A Bicycle User Group (BUG) will be set up. Useful advice on this is given in the Cycling UK.
- <https://www.cyclinguk.org/article/campaigns-guide/bicycle-user-groups-bugs>
- 7.24 Use Promote and the available courses offered by Bikeability among staff members and pupils. Encourage cycling to school by allowing those who do it to access to the Breakfast Club and offering a free piece of fruit within a set week. Invite GM Police in to do bike security marking on staff and pupils' bikes.
- 7.25 TfGM can also help with cycle training and confidence building measures and there are often Cycle Doctor schemes to help repair and maintain cycles. Staff will also be offered to use the governments Cycle to Work Scheme which helps save money on cycle purchases.
- 7.26 Information on cycling in Manchester is available through other links below and would be made available to staff:
- www.cyclingmapsonline.co.uk
 - <http://cycling.tfgm.com/>
 - <http://www.ctc.org.uk/>
 - <http://www.sustrans.org.uk/>
- 7.27 To help change people's behaviours, the coordinator will consider the use of rewards and prizes.

Measure 5 Promote Access by Public Transport

- 7.28 There are a range of options for promoting travel by public transport particularly on ticketing options. The TfGM website: <https://tfgm.com/travel-planning-for-employers> is very useful in describing the various ticketing options available.



8 TRAVEL PLAN IMPLEMENTATION

Introduction

- 8.1 A programme of monitoring and review has been designed to generate information by which the success of each Travel Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Coordinator.

Travel Plan Implementation

- 8.2 **Table 7.1** below provides a framework and guidance as to timescales for the Travel Plan for the development.

Table 7.1 – Travel Plan Framework Timescales

Timescale	Actions
Before development is occupied	Confirm the Travel Plan Coordinator for the school and report their details to TfGM provide details to MCC at least 1 month before occupation. The Travel Plan Coordinator will register the Travel Plan using TfGM toolkit https://travelplantookit.tfgm.com/register#designer and contact MCC by the following email: planningstrategy@manchester.gov.uk Set up a travel web page site for on the School website. Ensure Travel Notice Boards are set up in staff room/reception areas.
0 - 6 Months	Travel surveys undertaken within 6 months of occupation. Travel Plan Coordinator to review travel survey results and identify possible improvements. Establish car share club, and bike user group. Snapshot survey of cycle parking Formal Travel Plan document to be submitted to and agreed with MCC within 6 months of occupation.
6 - 12 Months	Continuous updating of car share database. Continuous updating of all public transport information. Undertake travel survey (for a 5-year period). Travel Plan Progress Report to be submitted annually to MCC.
12 - 60 Months	Update and monitor travel survey on an annual basis for a 5-year period.

Monitoring

- 8.3 It is expected that the majority of the staff and pupils will benefit from the excellent location and sustainable transport characteristics of the area. Therefore, the aim of the Implementation Travel Plan is to ensure the staff and patients have the information and opportunities to make sustainable travel choices.
- 8.4 In practice, the document is seeking to ensure that this occurs, and any issues are addressed rather than setting targets to reduce travel by car.
- 8.5 The success of measures outlined in the Travel Plan will be monitored on a regular basis by the by the site wide Travel Plan Coordinator. 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. Suggested monitoring actions are:
- Monitor overall mode share at the development;
 - Monitor demand for facilities for those staff travelling by foot or by cycle;
 - Monitor the participation in car sharing schemes;
 - Monitor overall vehicular demand; and
 - Record comments received from the staff and patients to the operation and implications of the Plan so that improvements/alterations can be made should this be deemed necessary.
- 8.6 Information gathered through the monitoring process will be recorded and included in the Travel Plan Progress Report. The information will also be sent to the planning authority on an annual basis.
- 8.7 Modeshift STARS is an online travel planning toolkit for schools, which assists in:
- Creating, developing, and implementing travel plans
 - Monitoring and evaluating the initiatives contained within them
 - Recognising and rewarding excellence in the promotion of active and sustainable travel.
- 8.8 National STARS accreditation is awarded to the schools who show excellence in promoting walking, cycling, and wheeling to and from school. There are 5 levels of accreditation: Green, Bronze, Silver, Gold and Platinum.
- 8.9 Other less direct objectives of the Plan will be to increase the awareness of the staff and patients about the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Plan, measured by the volume and type of feedback, both at the outset and as the strategy evolves.

Travel Plan Progress Report

- 8.10 Each year, on the anniversary of the adoption of the Travel Plan, the Travel Coordinator will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement.
- 8.11 The Travel Co-ordinator will compile a Travel Plan Progress Report outlining the results of the annual review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be filed for record, with copies sent to MCC.

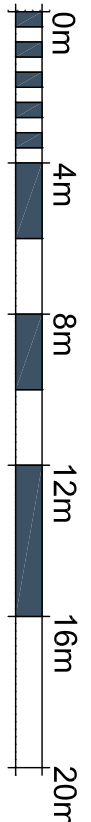
9 SUMMARY

- 9.1 This Travel Plan has been produced to set out the principles of a sustainable transport strategy for the School development on the Crown Street Phase 2 site and includes measures designed to influence travel behaviour.
- 9.2 The site is very well placed within Manchester City Centre, and it is considered to be very accessible on foot with a high-quality pedestrian network available and within a short (15minute) walk of many thousands of households within the immediate vicinity.
- 9.3 An interim Travel Plan Coordinator from Vectos is in place. The Schools Travel Plan Coordinator is indicated and will be confirmed prior to occupation.
- 9.4 Given the location of the site and the excellent public transport infrastructure, a key element will be to ensure occupiers are informed of all the transport opportunities available including car sharing and the city car club as well as bus and train timetables.
- 9.5 A wide range of measures and actions will be put in place to encourage public transport use, walking, cycling, car sharing and thus reduce the number of single occupancy car trips generated by the site and the Travel Plan Coordinator will be responsible for monitoring the success of the plan and liaising with both the local authority and key stakeholders.

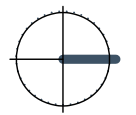
Drawings

General Notes

All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.
Any discrepancies are to be reported to the architect for clarification.
All materials and workmanship to be in accordance with the current British Standards and codes of practice.



North Arrow



DRAWING KEY

- +33.300 PROPOSED SITE LEVELS
- NEW TREES / LANDSCAPE
REFER TO PR-TM-6710-P-GRD-3442 101 P9
- LANDSCAPE ARCHITECTS DRAWING FOR MORE DETAILS
- EXISTING TREES / LANDSCAPE
- PROPOSED HOMOGENEOUS PAVING (vehicle)
COLOUR: SURESET BUTTERSCOTCH
- POROUS RUBBER PLAY SURFACE
- ASPHALT ROAD SURFACING
- NATURAL, LARGE OR HIGH QUALITY RECONSTITUTED STONE
TACTILE PROPOSED TACTILE PAVING MATERIALS
COLOUR: DARK GREY
- PROPOSED ORNAMENTAL PLANTING AND AMENITY GRASS
FOR DETAILS REFER TO LANDSCAPE ARCHITECTS DRAWING
PR-TM-6710-P-GRD-3442 101 P9
- WIND BARRIER PERFORATED METAL SCREEN



arkilab
DESIGN STUDIO

info@arkilab.co.uk

Remaker Build / MCC

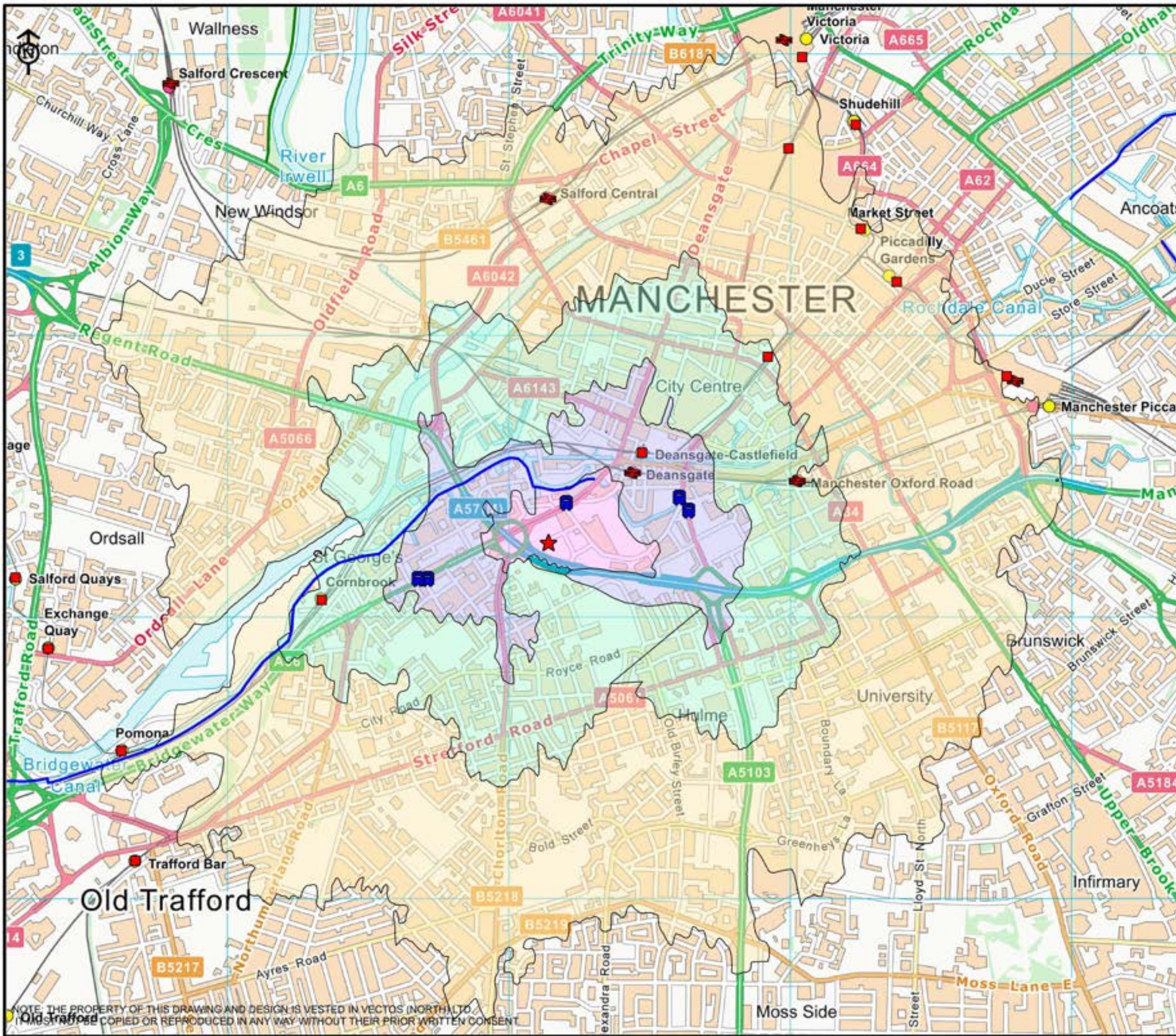
Crown Street School

Proposed Steplan

C3 - AKL - G100 - PL - 00 - 0005

Revision	Purpose
X01	Planning
Subsidiary	Subsidiary Description
AKL Job Number	For Client Approval
21018	Scale
1200 @ A1	Date
March 2022	Drawn By
Client UPR	Checked By
IKR	

Copyright of Arkilab Ltd 2022. All rights reserved. This drawing is not to be copied or reproduced in any form without the prior written consent of Arkilab Ltd.



- Legend**
- ★ Site Location
 - Bus Stop
 - Metrolink
 - Railway Station

Public Right of Way

- Footpath
- Canal Towpath

Walking Catchment

- 0 - 400m
- 400m - 800m
- 800m - 1.2km
- 1.2km - 2km

This is not a construction drawing
and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown
copyright and database right 2017.

CLIENT:
Renaker Build Ltd

PROJECT TITLE:
Crown Street Phase 2 School

DRAWING TITLE:
Walking Catchment

SCALE:
N.T.S

DRAWN: CJ	CHECKED: GD	DATE: August 2022
-----------	-------------	-------------------

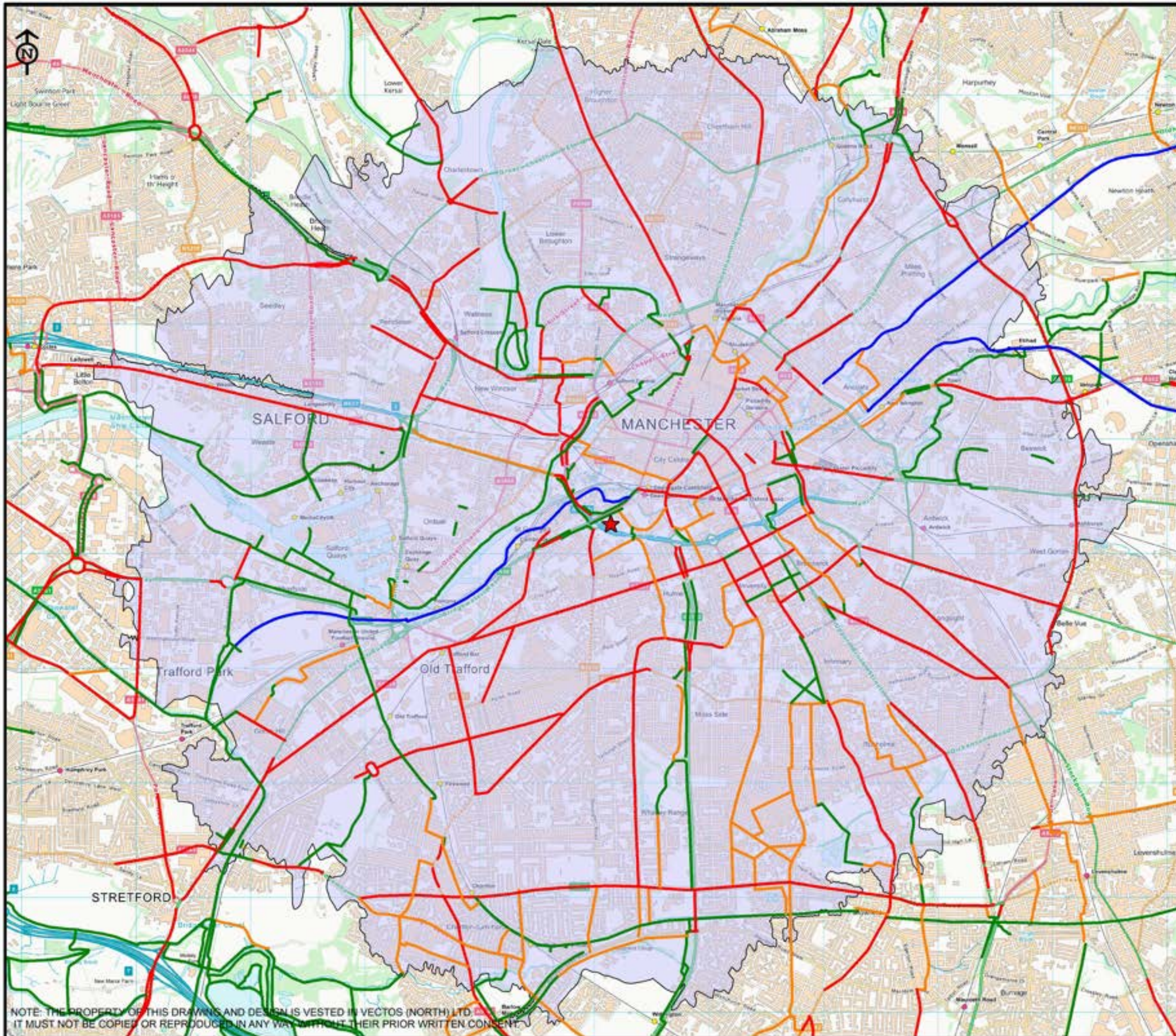
vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:
VN91388-G102

REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



Legend

- ★ Site Location
- Cycle Routes
 - Advisory/Signed Routes
 - On-road Cycle Route
 - Segregated/Off-road Cycle Route
 - Canal Towpath
- Cycling Catchment
 - 0 - 5 km

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2017.

CLIENT

Renaker Build Ltd

PROJECT TITLE

Crown Street Phase 2 School

DRAWING TITLE

Cycling Catchment

SCALE

N.T.S

DRAWN CJ

CHECKED GD

DATE August 2022

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN91388-G103

REVISION

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Appendix A

On Street Parking Strategy Meeting Minutes

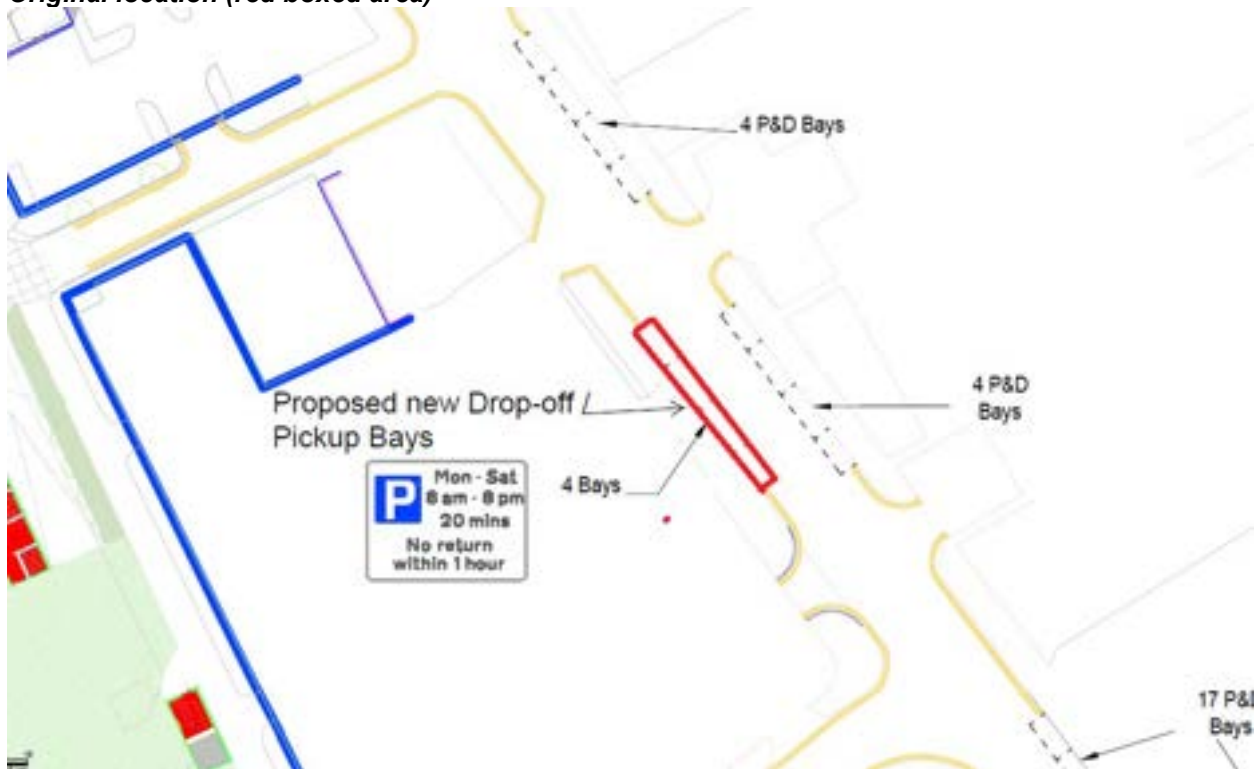
Crown Street Phase II – School Drop off Bays

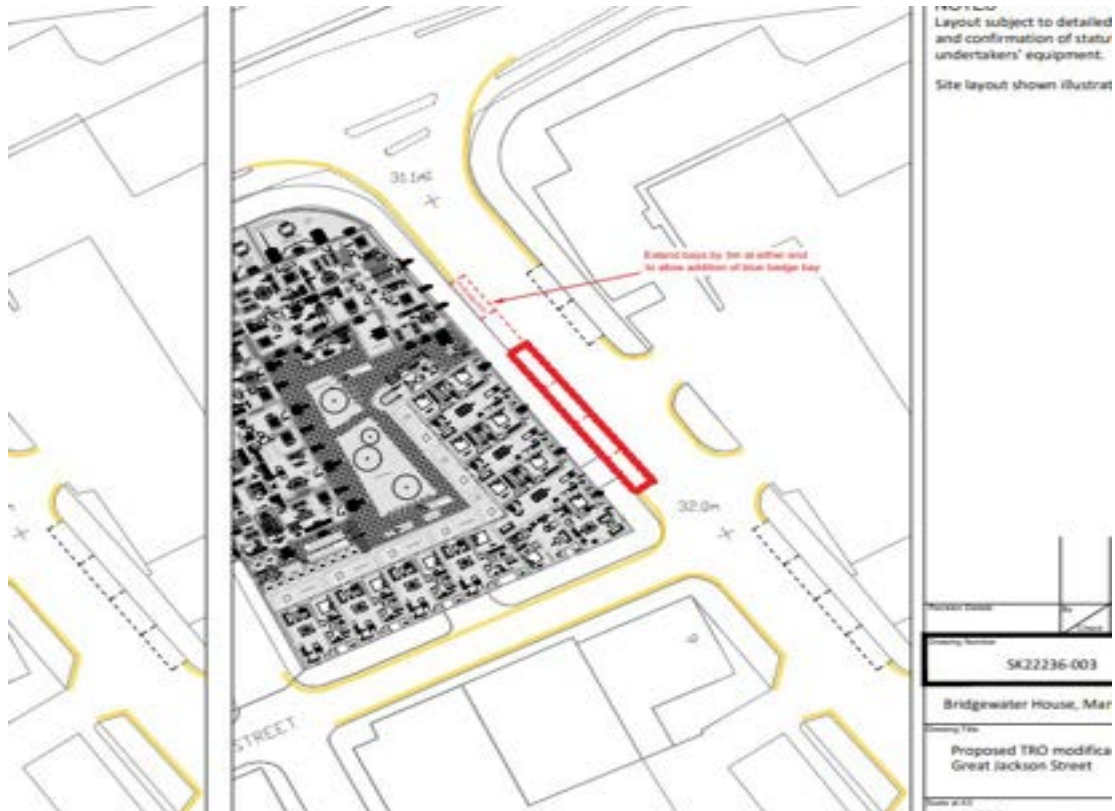
Meeting Minutes

Held on 07.02.2023

Attendees

James Sidlow (Renaker)
Pete Mills (Renaker)
Gareth Davis (Vectos)
Laura Wareing (Highways – Engineer)
Andy Connell (Highways)
Patricia Wilkinson (Parking Services)

Item	
1.	JS ran through Crown Street Phase III proposals (4 x residential towers plus associated public realm and highways improvements) and outlined rationale for moving the 4 x school drop off bays from outside what is currently Gaddam House further north to area outside Bridgewater House. This will help facilitate a car free area on the section of Great Jackson Street that forms part of the new public courtyard space with the Crown Street Phase III development proposals. Original location (red boxed area)  Proposed new location (red boxed area)



2. JS confirmed that the new location had been approved by the new owner of Bridgewater House – Michelle Rothwell from Watch This Space.
3. PW, AC and LW acknowledged the new position of the drop off bays and understood rationale for new location.
4. JS outlined desire for the drop off bays to be for FREE school drop off use during appropriate hours (typically the times around when the school starts and finishes so say 8-9am and 3-4pm. Exact hours to be determined by the school operator). Outside of these hours, the bays to be used as P&D bays.
5. AC and PW confirmed such bays would require a TRO (Traffic Road Order) for dual use. They would require their own signage to inform users and their own pay machine. It is likely that FREE drop off would not only be restricted to certain hours but also for a certain period per drop off (say 15 minutes per car)
6. AC had helpfully engaged Simon Massey (278 TRO dept) to establish that a dual use bay would be acceptable in principle. PW advised that such a TRO would be difficult to enforce without the presence from a traffic warden around the critical drop periods. They acknowledged however that wasn't necessarily different to any other P&D bay which for full enforcement would require a full time traffic warden. Given this, it was agreed the TRO would be enforced as per a typical P&D bay.
7. JS agreed to speak to Curtins (who are tasked with S278 works across the Crown Street Phase III development) and ask them to provide appropriate wording for the signage. This would be reviewed by the highways team (Simon Massey – who heads up TROs.).
8. Separately PM agreed the S278 works across the Crown Street Phase III scheme would need to be phased in order that that individual elements of the masterplan (whether in construction or further phases) could operate effectively. For example, the school would require the drop off bays upon the school opening, these bays couldn't be left to the end of the Crown Street Phase III development works. PM agreed to engage Curtins on agreeing phased S278 works for highways approval.

Appendix B Travel Survey

As part of the Schools environmental commitment we are developing a Travel Plan to encourage sustainable Travel by staff and pupils and minimise our impact on the environment.

We ask that all Staff undertake this short Travel Survey so we can identify the current travel patterns and identify where we can improve.

The survey should take between 2 and 5 minutes to complete. The information you provide will be treated as confidential and processed in accordance with Data Protection Act 1998.

EMPLOYEE INFORMATION

1. To understand where you start your journey from, please provide your home postcode (this will be used confidentially):

2. Do you work....

- ☐ Full Time
☐ Part Time
☐ Other (please specify): _____

3. What is your main mode of travel to/from work? (the mode you use the most)?

- | | |
|--|---|
| ☐ Car (drive alone) | ☐ Motorcycle |
| ☐ Car share (ie. with another member of staff) | ☐ Bicycle |
| ☐ Taxi | ☐ Walking |
| ☐ Train | ☐ Other (please specify): _____ |
| ☐ Bus | |

4. If you travel by different modes on different days or times of the year, please specify:

5. How far do you travel to work?

- | | |
|---|---|
| ☐ Up to 1 mile | ☐ Between 5 and 10 miles |
| ☐ Between 1 and 2 miles | ☐ Between 10 and 20 miles |
| ☐ Between 2 and 5 miles | ☐ Over 20 miles |

6. How long does your journey to work usually take?

- | | |
|---|---|
| ☐ 15 minutes or less | ☐ Between 46 and 60 minutes |
| ☐ Between 16 and 30 minutes | ☐ Over 60 minutes |
| ☐ Between 31 and 45 minutes | |

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (North) Limited
Oxford Place
61 Oxford Street
Manchester M1 6EQ.
Company no. 07794057