

IMPLEMENTATION TRAVEL PLAN

Renaker Build Ltd

Crown Street Phase II

Building C4 The Blade/Building C5 THREE60

Implementation Travel Plan

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1 Introduction

- 1.1 This Implementation Travel Plan is prepared by Vectos on behalf of Renaker Build Ltd in support of the Building C4/C5 residential tower developments within Crown Street Phase 2 which forms part of the Great Jackson Street Regeneration Area. This builds on the Framework Travel Plan dated February 2020 which was submitted in support of the planning application for Phase 2. This Travel Plan aims to discharge a planning condition and provides the BREEAM evidence base for the sustainability of the building including the accessibility of the site by those that are disabled or visually impaired.
- 1.2 The Crown Street Phase 2 boundary is shown in red in **Figure 1.1** and is 1.1 ha and is bound by Silvercroft Street, Crown Street, and the Mancunian Way. The development is currently progressing for two residential towers, **Building C4 THE BLADE** and **Building C5 THREE60**. These developments include a small amount of commercial/retail units and therefore this Travel Plan covers the staff of those units as well as the residents. Alongside the residential developments there is a primary school, **Building C3** which is supported by its own Travel Plan and a 389-space public car park which is also excluded from the Travel Plan process.

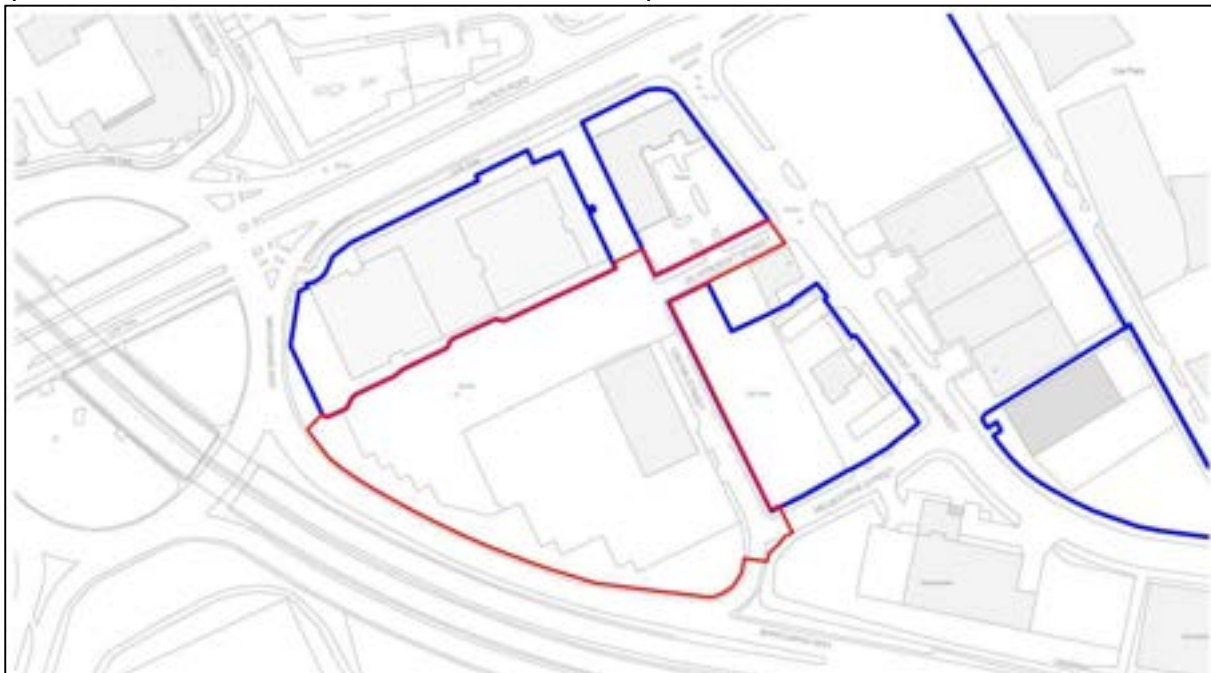


Figure 1.1 Crown Street Phase 2 - Redline Boundary

- 1.3 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.

1.4 The Crown Street Phase 2 development 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)

1.5 This Implementation 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 to change people's travel behaviours with positive environmental benefits.

1.6 This Plan builds on the information provided in the Framework Plan setting out the accessibility of the site by sustainable transport modes, incorporating a BREEAM sustainable access assessment. It then is more specific on the Management and Administration of the Plan, including liaising with MCC/TfGM, the Actions to be undertaken and the timescales.

2 Travel Plan Benefits

Introduction

- 2.1 The benefits from a Travel Plan can be loosely categorised under three main headings:
- i) Health Benefits;
 - ii) Environmental Benefits;
 - iii) Financial Benefits; and
 - iv) Mutual Benefits.
- 2.2 This section explores just some of the improvements which can be made to an organisation during a successful Travel Planning process.

Health Benefits

- 2.3 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’.

- 2.4 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

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

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

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

- 2.6 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.
- 2.7 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

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

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

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

- 2.9 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.
- 2.10 An effective Travel Plan can help encourage residents & staff to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

Mutual Benefits

- 2.11 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.
- 2.12 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

2.13 This Travel Plan aims to achieve the following benefits:

- i) A clearer understanding of any transport issues for the future occupiers;
- ii) To encourage the use of alternatives to the private car by the Residents & Staff;
- 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 residents & staff members through the promotion of travel by walking and cycling;
- v) Reduced travel costs for Residents /Staff; and
- vi) Increased accessibility to the site for all end users.

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

3 TRAVEL PLANNING POLICY CONTEXT

National Planning Policy Framework

- 3.1 The latest iteration of the National Planning Policy Framework (NPPF) was published by the Ministry for Housing, Communities and Local Government (MHCLG) in July 2021 and provides guidance for English Councils in producing local plans and making decisions on planning applications.
- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 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.

- 3.6 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)

- 3.7 In March 2014 the Department for Communities and Local Government published guidance on the overarching principles on Travel Plans, Transport Assessments and Statements.
- 3.8 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

- 3.9 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.
- 3.10 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.
- 3.11 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.”*

3.12 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)

3.13 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.

3.14 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)

3.15 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.

3.16 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

- 3.18 The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all modern developments.
- 3.19 The Great Jackson Street Development Framework (see **Figure 3.1**) 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.

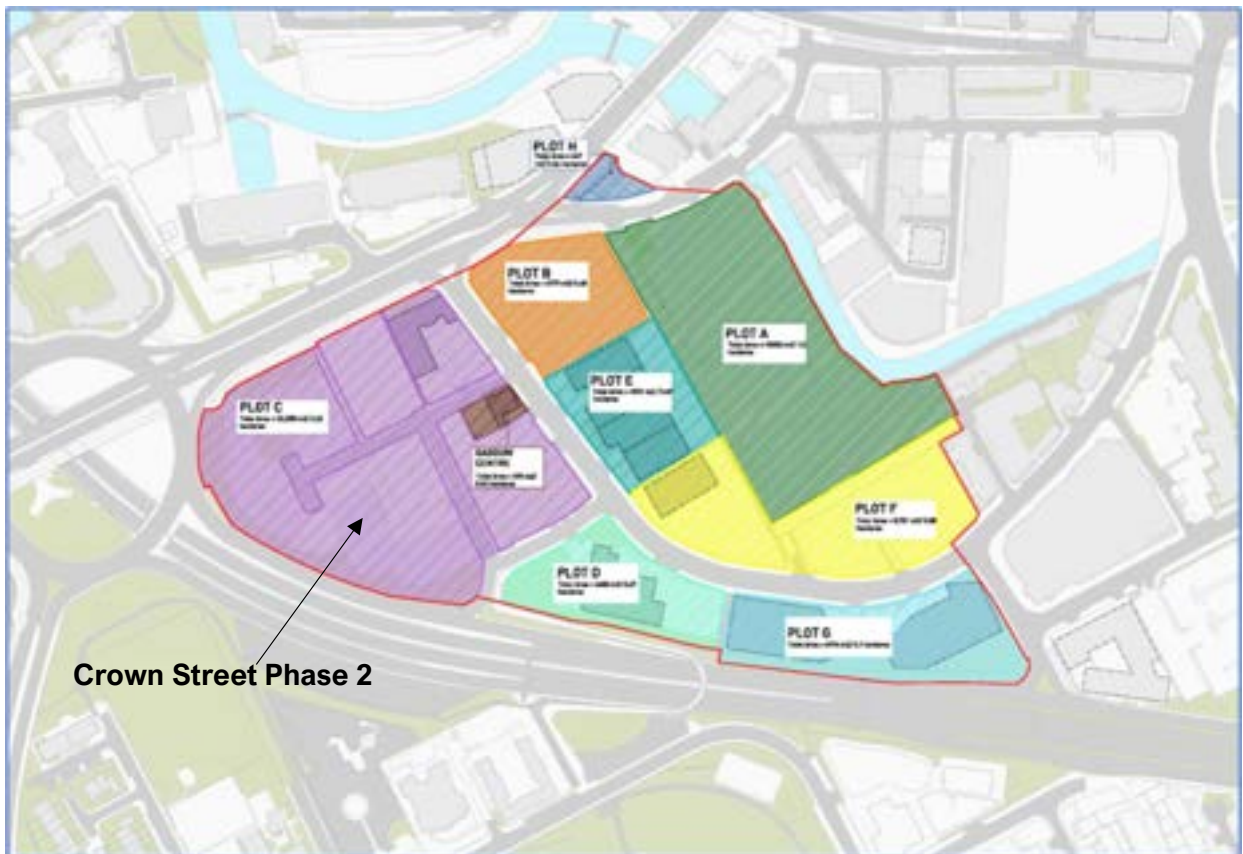


Figure 3.1 Great Jackson Street Development Framework Plots

- 3.20 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.
- 3.21 Overall, the Great Jackson Street Development Framework will deliver over 6300 residential units along with complementary commercial facilities and a primary school.

Good Practice Guidelines

- 3.22 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”*.
- 3.23 TfGM offer lots of good advice for developments in delivering great active travel outcomes, see <https://travelplantookit.tfgm.com/about> where there are lots of resources to plan active travel journeys and get good tools to use and advice and the best way forward.
- 3.24 This Travel Plan will draw upon the advice given in these Guidelines.



4 DEVELOPMENT PROPOSALS

- 4.1 The proposed Crown Street Phase 2 development will include three buildings. Buildings **C4 THE BLADE** and **C5 THREE60** are residential towers that will be 51-storeys in total. The lower floors of C4 and C5 are connected, to create an attractive entrance for residents as well as private residential amenity space.
- 4.2 Building C3 will be a school which is covered by a separate Travel Plan.
- 4.3 With the residential Buildings C4 & C5 a total of 855 residential units will be provided according to the following mix:

Building C4 THE BLADE

414 units
 129 x one beds
 262 x two beds
 18 x three beds
 5 x penthouses

Building C5 THREE60

441 units
 149 x one beds
 252 x two beds
 36 x three beds
 4 x penthouses

- 4.4 The development plans are shown in **Dwg C3-AKL-G100-PL-00-0005**. The proposals include a new public park covering an area of c. 0.5ha. Underneath that park, an underground car park over 3 levels will be provided offering 633 spaces. This is divided with 389 public car parking spaces accessed from Silvercroft Street.
- 4.5 The remaining 244 car parking spaces are allocated for residents. To gain access to these spaces There is a private access road that provides a route past the Phase 1 site, past the school heading south east behind the residential towers where the entrance to the residential car park can be found.
- 4.6 This route will have access controls which will limit access to cars registered to park in the resident's car park and service vehicles.
- 4.7 5% of the parking bays as described above will be dedicated as disabled parking spaces.

- 4.8 There is currently parking on Great Jackson Street which will need to be amended as the Great Jackson Street masterplan develops. The current proposed parking provision is as shown in **Dwg VN91388-D105**, although this may change as the further phases of the Great Jackson Street regeneration continue. Most of the On-Street parking Bays are Pay & Display bays, however, 4 limited stay (20 minute) parking bays plus a disabled bays are proposed north of Silvercroft Street which are intended to offer a suitable facility for parents to drop-off and pickup their children for the school and for short stay visitors the rest of the time.
- 4.9 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

- 4.10 Cycle parking for the residential element of the development will be provided at one space per apartment, 855 in total. The cycle parking will be located within the basement levels and will therefore be secure and covered, with access available via the lift.
- 4.11 There will also be cycle parking within the public realm areas with 44 spaces available within the public park area, convenient for visitors to the site with a further 10 spaces available to the north as part of the Crown Street Phase 1 Public Realm. Finally, there are, or will be other cycle parking 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, Milles 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**.

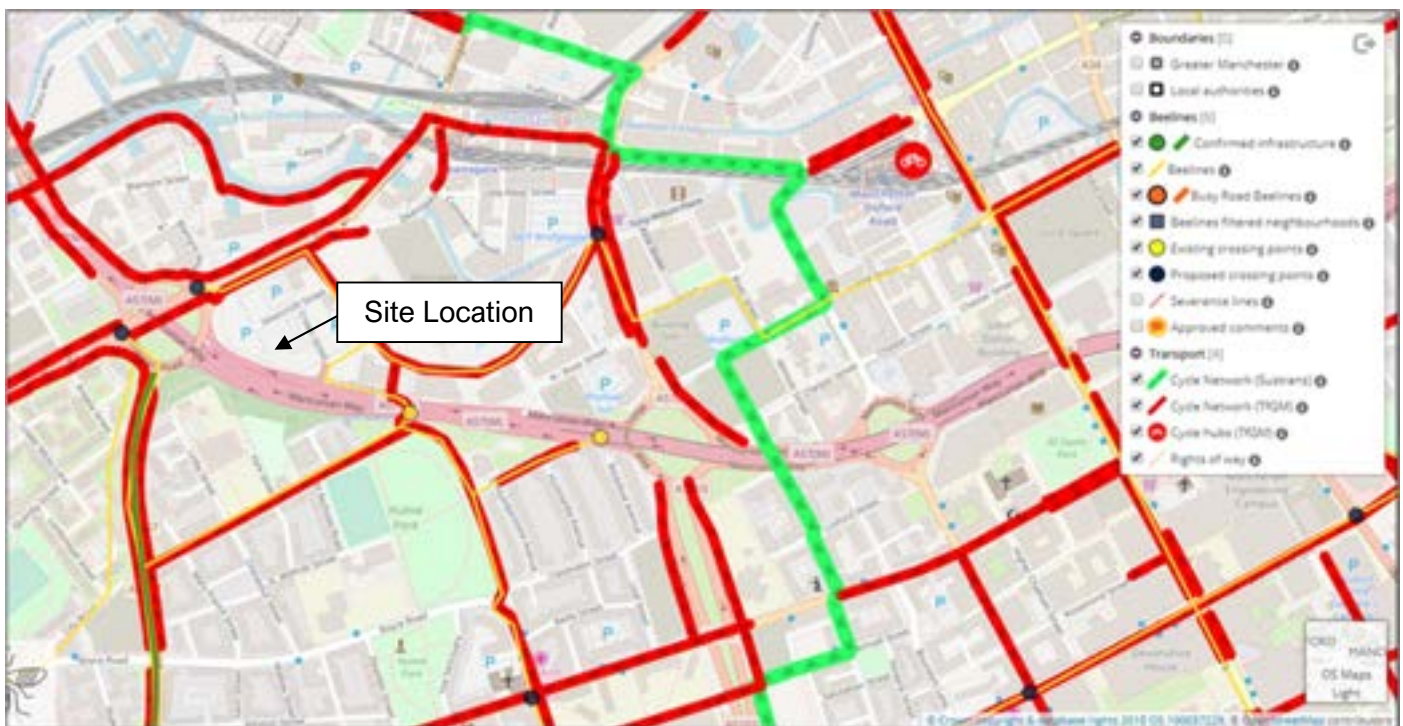


Figure 5.2: Bee Network Cycle Facilities alongside Existing Cycle Infrastructure

Accessibility by Public Transport Overview

- 5.16 **Greater Manchester Accessibility Level (GMAL)** is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.
- 5.17 **Figure 5.3** provides an extract of the GMAL Map for the area in the vicinity of the site, with the site itself indicated by the red star and shows the site benefits from an excellent location for access by public transport and is in the highest level of accessibility available.

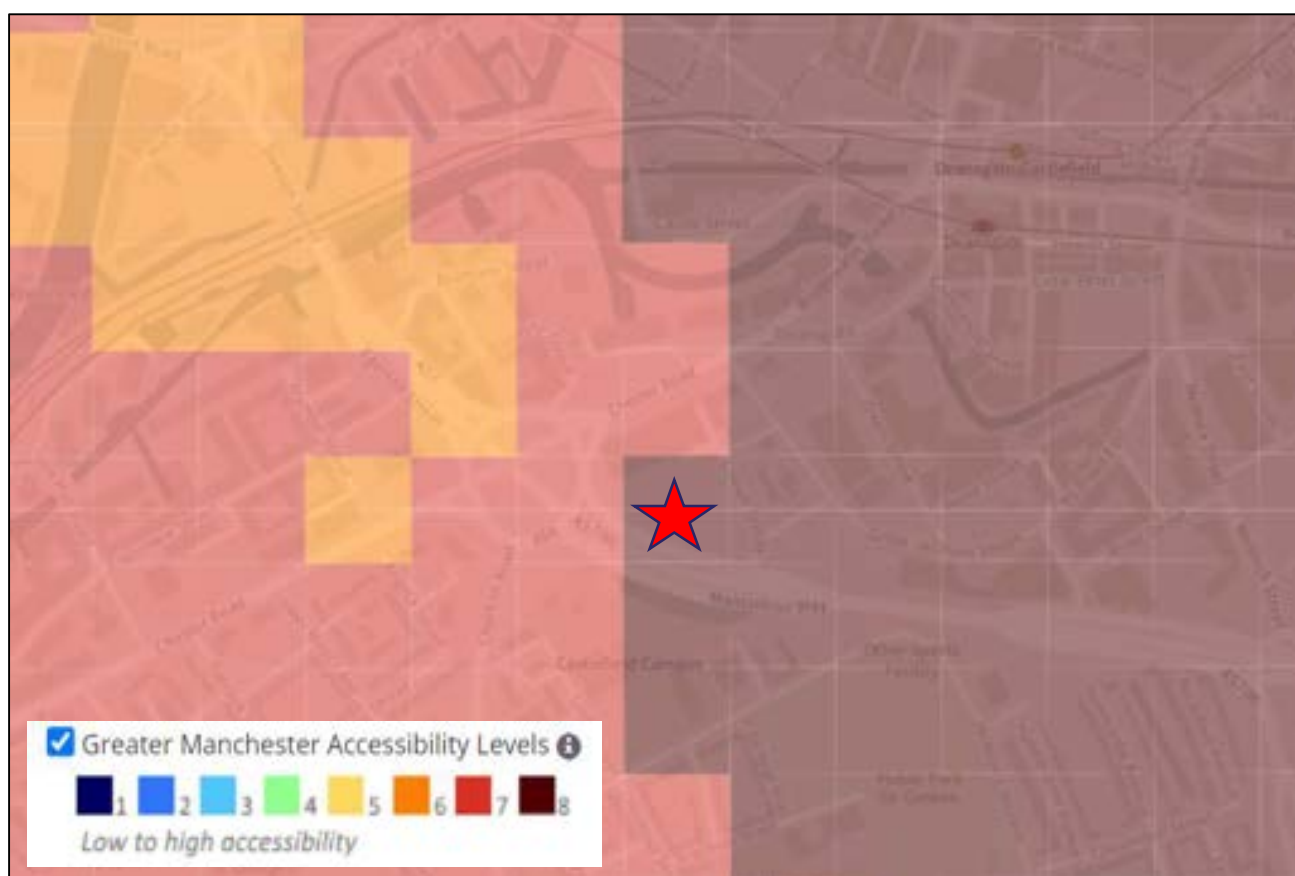


Figure 5.3 GM Public Transport Accessibility Level

Accessibility by Bus

- 5.18 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.
- 5.19 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.
- 5.20 A summary of the bus services that serve these stops is presented in **Table 5.1** below.

Table 5.1: Sample 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

- 5.21 **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.
- 5.22 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.
- 5.23 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.
- 5.24 In addition, 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.
- 5.25 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 5.4** overleaf shows the Free Bus service routes around the city.

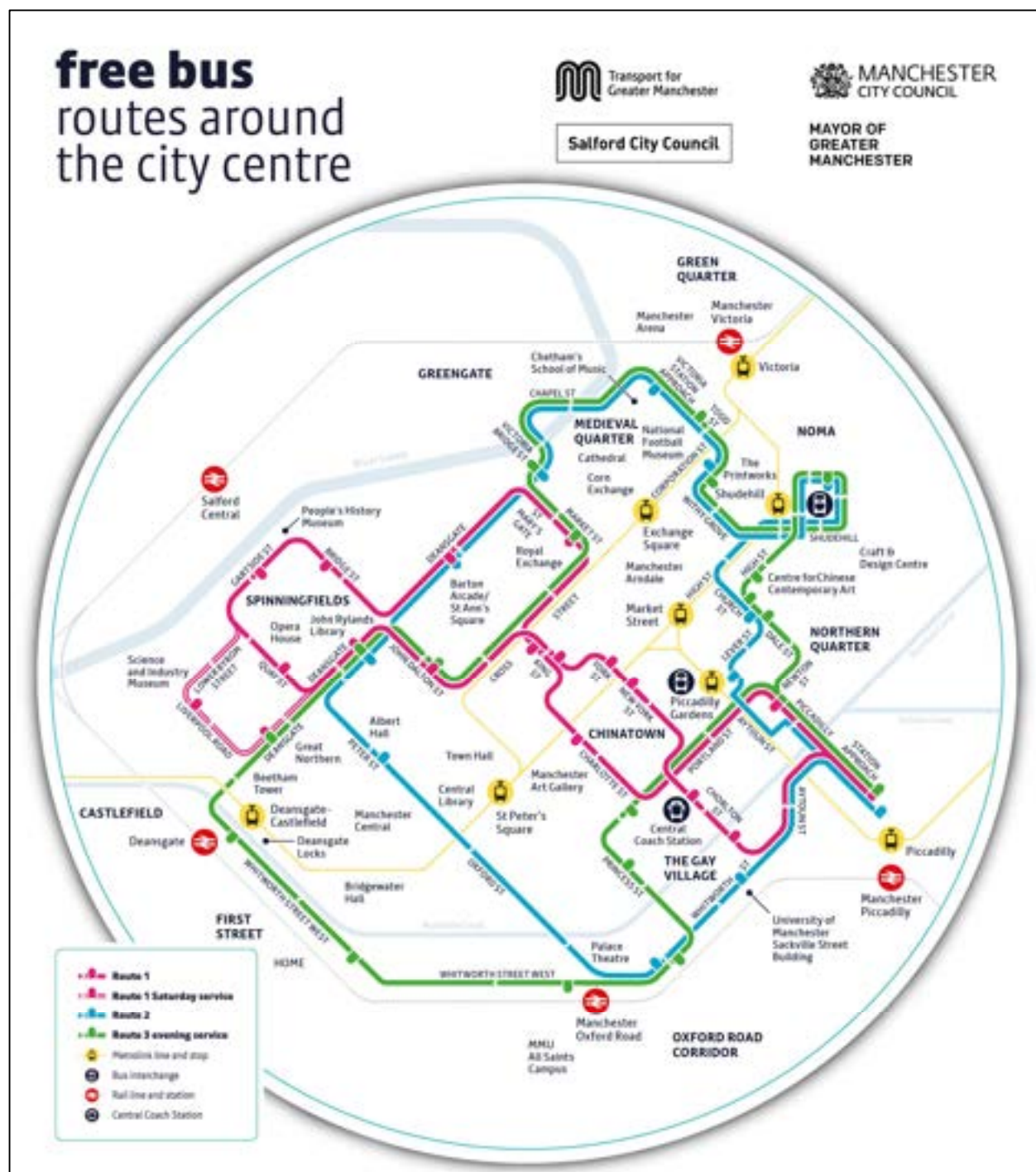


Figure 5.4: Manchester City Centre Free Bus Route Map

Metrolink

- 5.26 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.
- 5.27 The Greater Manchester Metrolink Network Map is provided in **Figure 5.5** below.
- 5.28 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.
- 5.29 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.

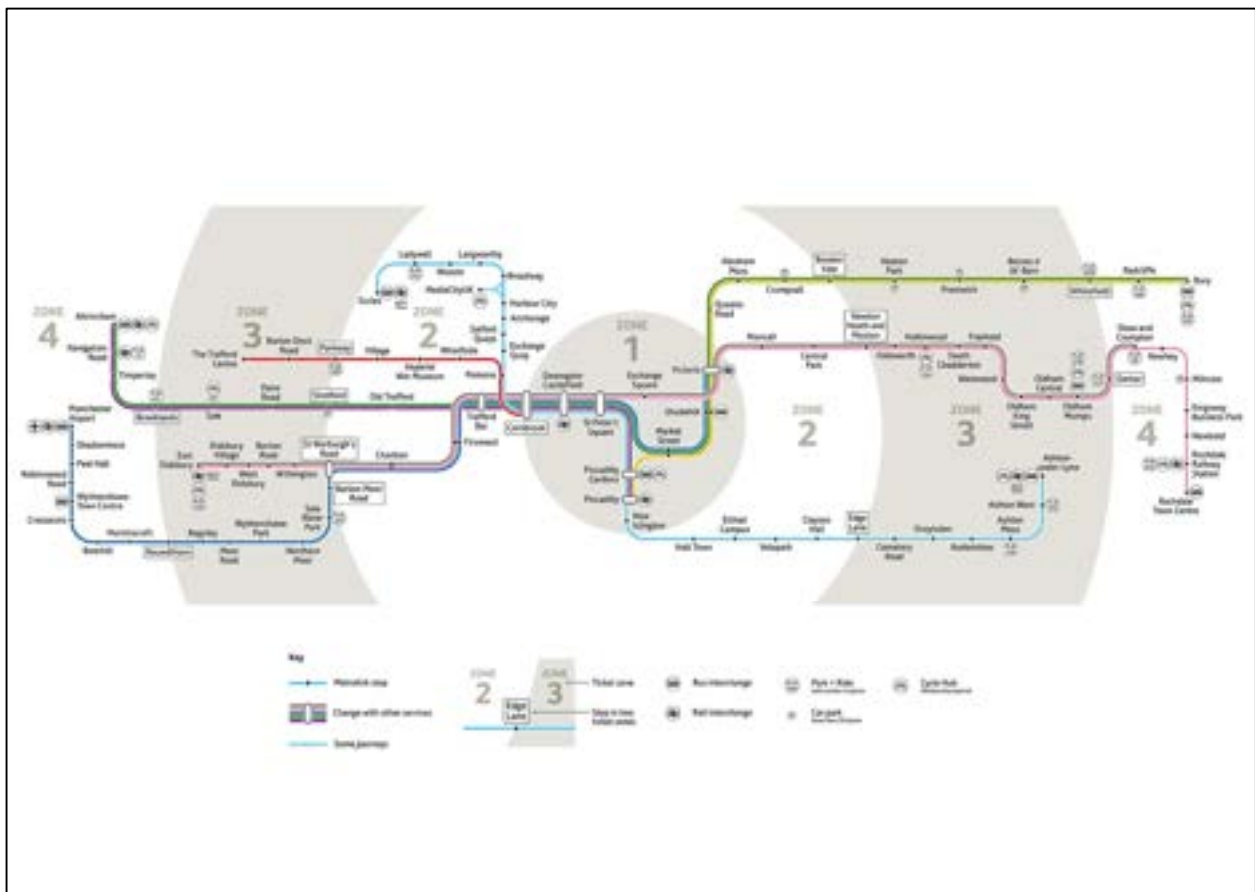


Figure 5.5: Greater Manchester Metrolink Network Map

- 5.30 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

- 5.31 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.
- 5.32 This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.
- 5.33 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. A pedestrian bridge across Whitworth Street links the Rail Station with the Metrolink Station
- 5.34 Most Train Services and Stations are compliant with disability regulations for access by wheelchair users and visually impaired.
- 5.35 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

- 5.36 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

- 5.37 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 OBJECTIVES AND MEASURES

Introduction

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

Objectives

- 6.2 The objectives of the Travel Plan's overall strategy are as follows:

- Objective 1** To encourage residents/occupiers 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

- 6.3 A forecast of Residential trips was made in the Transport Statement as in **Table 6.1** below.

	Total Person Trip Rates			Total Person Trip Forecasts (855 apartments)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
AM	0.071	0.456	0.527	61	390	451
PM	0.663	0.262	0.925	567	224	791
Daily	2.634	2.588	5.222	2252	2213	4465

Table 6.1. Residential Total Person Trip Rates and Trip Forecasts

	Vehicle Trip Rates			Vehicle Trip Forecasts (855 apartments)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
AM	0.028	0.060	0.088	24	51	75
PM	0.079	0.063	0.142	68	54	121
Daily	0.433	0.443	0.876	370	379	749

Table 6.2. Residential Vehicle Trip Rates and Trip Forecasts

- 6.4 It can be seen that of the 4465 trips made from the development per day only around 17% of those trips use a vehicle. These figures include service vehicle trips and taxis so the proportion using a car is relatively low compared to the 60% level of car use by standard residential housing.

6.5 This figure of 17% is lower than the existing car modal share from the Manchester Key Centre modal share data of 21% that is available from the GMTU website <https://www.gmtu.gov.uk/reports/default.htm>. Therefore, it is proposed that we use 17% as the initial car mode share target with the additional proportions allocated to walking and cycling.

6.6 Therefore, the initial target modal share for Buildings C4 and C5 are shown below in **Table 6.1**.

Table 6.1 Target Modal Share

Mode	Car	Bus	Rail	Metro	Cycle	Walk
Modal Share	17%	21%	26%	17%	4%	15%

Measures

6.7 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 Residents/Staff;
- **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

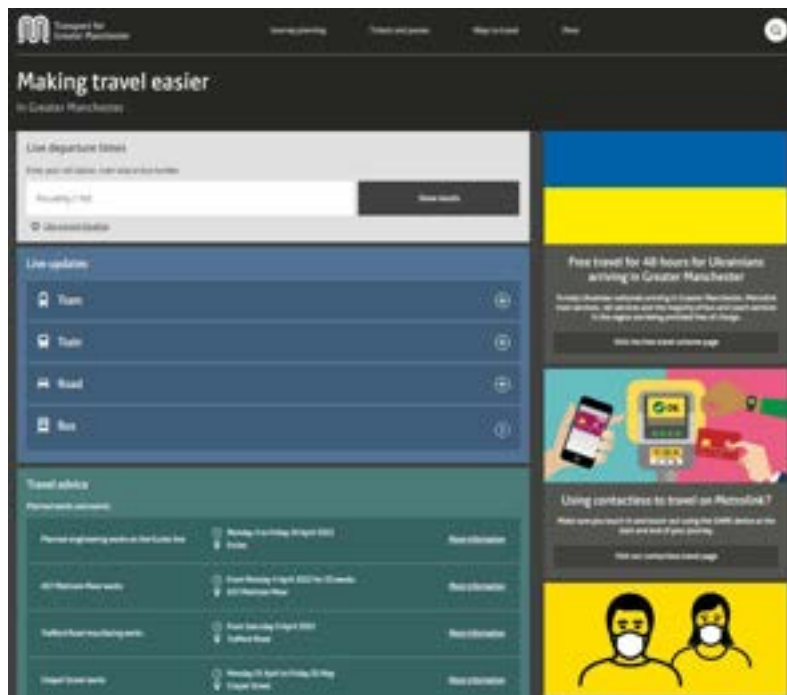
6.8 As the development is occupied, Travel Information Packs will be provided to residents/staff. Initially this will be in the form of a Welcome Pack as indicated in **Appendix A**.

6.9 The pack includes information on sustainable transport facilities and would be posted on noticeboards or on screens in public areas. This Welcome Pack includes details on the intentions of the Travel Plan and why the Travel Plan has been produced, and upon occupation will include contact details for the site wide Travel Plan Co-ordinator. The packs include current information on walking and cycling routes in the area and information on public transport (e.g. timetables, destinations and offers).

6.10 This Welcome 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.

6.11 Travel weblinks such as the TfGM Journey Planner will be included on the development website.

<https://tfgm.com/>



Measure 2 Promoting Travel Awareness

- 6.12 It will be the responsibility of the Travel Plan Co-ordinator to ensure that all occupiers are aware of the existence of the Travel Plan.
- 6.13 Residents and staff will be kept informed of updates in public transport information or promotions etc via the site's website. It is assumed that a website or emails would be the most effective tool, but other measures can be used.
- 6.14 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.
- 6.15 In particular the proposals include the promotion of local and national events on sustainable travel including Walk to Work week and Bike Week. It would be the responsibility of the Travel Plan Coordinators to provide the Residents and Staff information of these events using notice boards and/or via emails.



Measure 3 Travel Surveys/Database

- 6.16 In order to establish the travel patterns of residents and staff, a travel survey will be carried out within 6 months of occupation which will inform the success of the Implementation Travel Plan and the future ongoing targets.

Residents & Staff Survey

- 6.17 A residents & 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.
- 6.18 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.
- 6.19 Questions are designed to provide an indication of both travel habits and of travel related opinions of staff.
- 6.20 Occupiers 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 Parking Survey

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

Reporting

- 6.22 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

- 6.23 The Travel Plan Coordinator will invite residents and staff 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 residents or staff to share or through the wider GM database.

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



Cycle Measures

- 6.24 The Travel Plan Coordinator will promote available courses offered by Bikeability among residents and staff. 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>

- 6.25 They will invite GM Police in to do bike security marking on bikes. TfGM can also help with cycle training and confidence building measures and there are often Cycle Doctor schemes to help repair and maintain cycles. They will also advertise the benefits of the governments Cycle to Work Scheme which helps save money on cycle purchases.

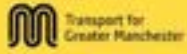
- 6.26 Information on cycling in Manchester is available through other links below and would be made available to staff:

- www.cyclingmapsonline.co.uk
- <http://cycling.tfgm.com/>
- <http://www.ctc.org.uk/>
- <http://www.sustrans.org.uk/>

- 6.27 To help change people's behaviours, the coordinator will consider the use of rewards and prizes.

Measure 5 Promote Access by Public Transport

- 6.28 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.



Flexible ticket options

There are a range of flexible ticket options across all modes of transport, to suit your business, staff and customers, that will assist people who are working more flexibly and travelling less often.

Corporate ticketing

Tram – Please visit [corporate tickets](#) for information on our corporate scheme and to complete an enquiry form to discuss further options with our team.

Rail – Contact the relevant operator to discuss options around corporate ticketing.

- For Northern contact Gill.Gourley@northernrailway.co.uk
- For TransPennine Express visit tpexpress.co.uk/help/contact-us

Flexible tickets for employees

New ticket options are being introduced to support different types of commutes. You can share our [employee journey planning guide](#) with your staff to help them make the right decisions and travel with confidence.

Commuting by tram

More information about Metrolink ticketing options is available at getmethere.com

Flexible options include:

- Clipper which provides 10 days' travel for the price of nine with journeys taken over 35 days.
- Contactless early bird bonus saves money for travel before 7am on weekdays.
- After the success of daily capping, weekly capping is now live. With contactless capping, the most you'll ever pay for Monday to Sunday travel is £31 – even if you travel in all zones.

Commuting by rail

A new Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

Commuting by bus

Find out from your local operator what flexible ticket options they offer.






7 TRAVEL PLAN IMPLEMENTATION, ADMINISTRATION AND MONITORING

Introduction

- 7.1 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 Coordinator

- 7.2 The Interim Travel Plan Coordinator prior to occupation is:

Elliot Read elliott.read@vectos.co.uk 0161 220 1008

- 7.3 A least 1 month prior to occupation, Renaker will appoint an onsite Travel Plan Coordinator and this person will make themselves known to MCC highways and register the Travel Plan via the website link below:

<https://travelplantoolkit.tfgm.com/help/help-registration>

- 7.4 The Travel Plan Toolkit website has lots of useful information and examples in order to provide a successful Travel Plan.

Register for the Travel Plan Toolkit

The toolkit is available to use for anyone seeking information about Travel Plans or resources on how to implement them, or who want to view best practice and policy examples.

Registration is only required for those who wish to design, with or access Travel Plans through the toolkit. Please sign up using one of the links below.

1 I am a site developer or consultant who needs to produce a Travel Plan in Greater Manchester. 2 I am a council employee who is responsible for assessing 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 containing 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) reserves your personal data for the performance of its task in the public domain, namely for delivery of the Local Transport Act 2008 to promote the improvement of economic, social and environmental well-being of Greater Manchester.

If you are a designer or consultant producing a Travel plan, your personal data will be shared with the authority to the local authority that is responsible for assessing your Travel Plan, and if you are an employer or a local authority, with the designer or consultant producing a Travel Plan.

Your personal data will be held for 1 year after you are no longer an active user, at which point your data will be deleted.

Information on accessing your rights under data protection law, or details on how information about how we protect your personal data can be found in our Privacy Policy on the TfGM website at <http://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

[Register](#)

Plan Administration

- 7.5 The administration of the Travel Plan will initially be the responsibility of Renaker appointed Travel Plan Co-ordinator for the development. As well as registering the Travel Plan through the TfGM Travel Plan Toolkit portal, the coordinator should email planningstrategy@manchester.gov.uk as the Travel Plan is a condition to planning approval.
- 7.6 This is a live document and 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. In practice this Plan can be used as the basis with additional Appendices added each time there is a survey or a new initiative.
- 7.7 The Travel Plan Coordinator will be the first point of contact for the residents, staff, 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.

Travel Plan Implementation

- 7.8 **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	Appoint the Travel Plan Coordinator and report their details to provide details to MCC at least 1 month before occupation. The Travel Plan Coordinator will register the Travel Plan using TfGM toolkit https://travelplankit.tfgm.com/register#designer and contact MCC by the following email: planningstrategy@manchester.gov.uk Set up a travel web page site on the development website promoting the excellent accessibility of the site and links to other websites as described in this Plan. Ensure Travel Notice Boards/screens are set up in public 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

- 7.9 It is expected that the majority of residents and staff working on site will benefit from the excellent location and sustainable transport characteristics of the area. Therefore, the aim of this Implementation Travel Plan is to ensure the residents and staff have the information and opportunities to make sustainable travel choices.
- 7.10 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 residents/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.
- 7.11 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.
- 7.12 Other less direct objectives of the Plan will be to increase the awareness of residents/staff 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

- 7.13 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.
- 7.14 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.

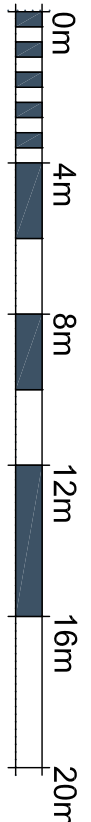
8 SUMMARY

- 8.1 This Implementation Travel Plan has been produced to set out the principles of a sustainable transport strategy for Buildings **C4 THE BLADE** and **C5 THREE60** residential development on the Crown Street development and includes measures designed to influence travel behaviour.
- 8.2 The site is very well placed within Manchester City Centre, and it is considered to be highly accessible on foot for the many households that have been or are being developed in the vicinity, it is close for access to public transport and high-quality cycle facilities. The area is developing a high-quality pedestrian network and public realm as part of the area regeneration which makes walking the most convenient means to access day-day day amenities.
- 8.3 A strategy for appointing the Travel Plan Coordinator has been outlined. A Travel Plan Coordinator will be appointed to ensure the Travel Plan is implemented and is operating effectively. 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.
- 8.4 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.

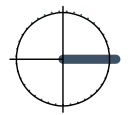
Drawings

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 ARCHITECT'S 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 ARCHITECT'S DRAWING
PR-TM-6710-P-GRD-3442 101 P9
- WIND BARRIER PERFORATED METAL SCREEN



arkilab
DESIGN STUDIO

info@arkilab.co.uk

Remaker Build / MCC

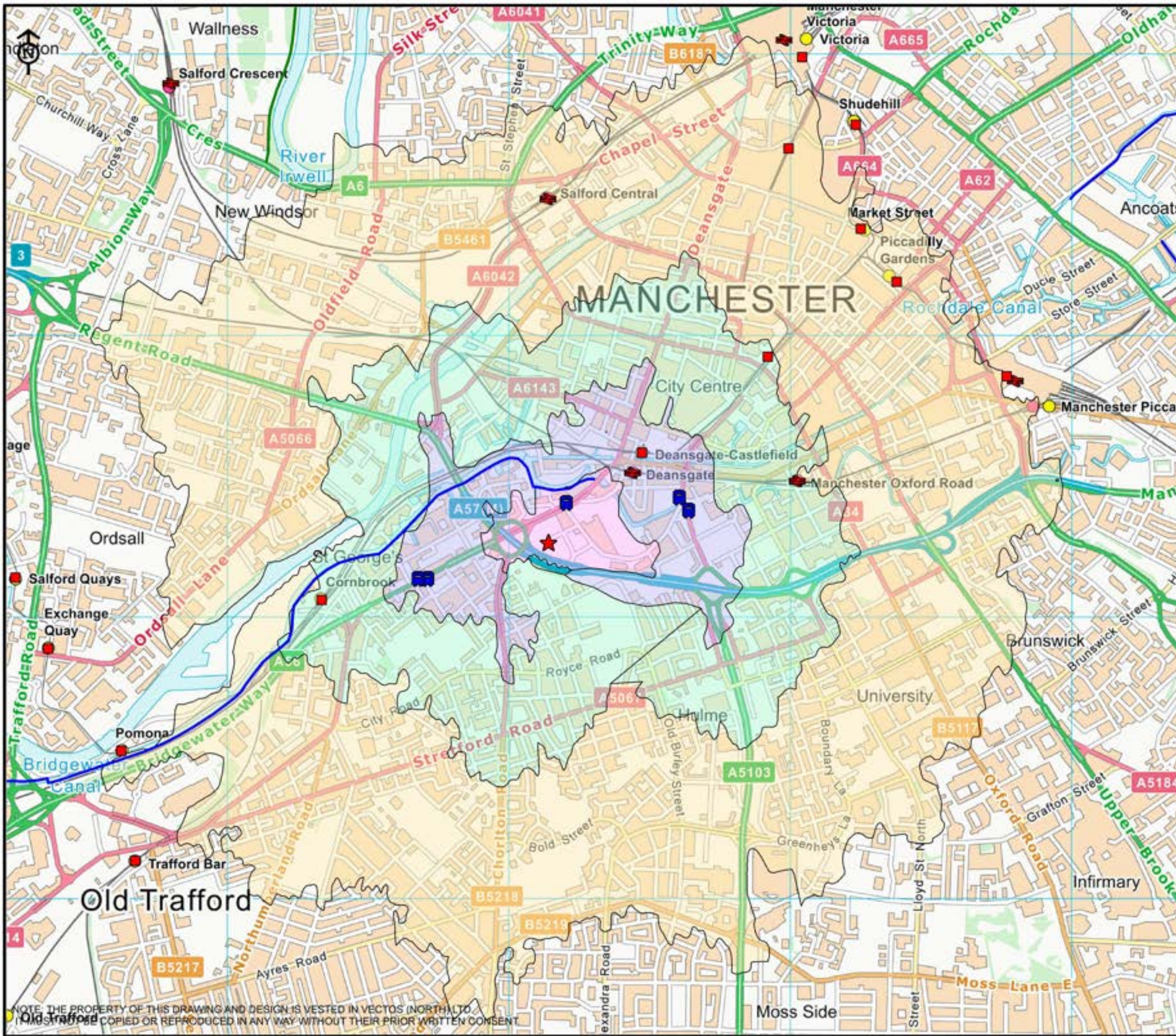
Crown Street School

Proposed Steplan

C3 - AKL - G100 - PL - 00 - 0005

Revision	Purpose
X01	Planning
Subsidiary	Subsidiary Description
AKL Job Number	For Client Approval
21018	1200 @ A1
March 2022	Client UPRN

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- 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

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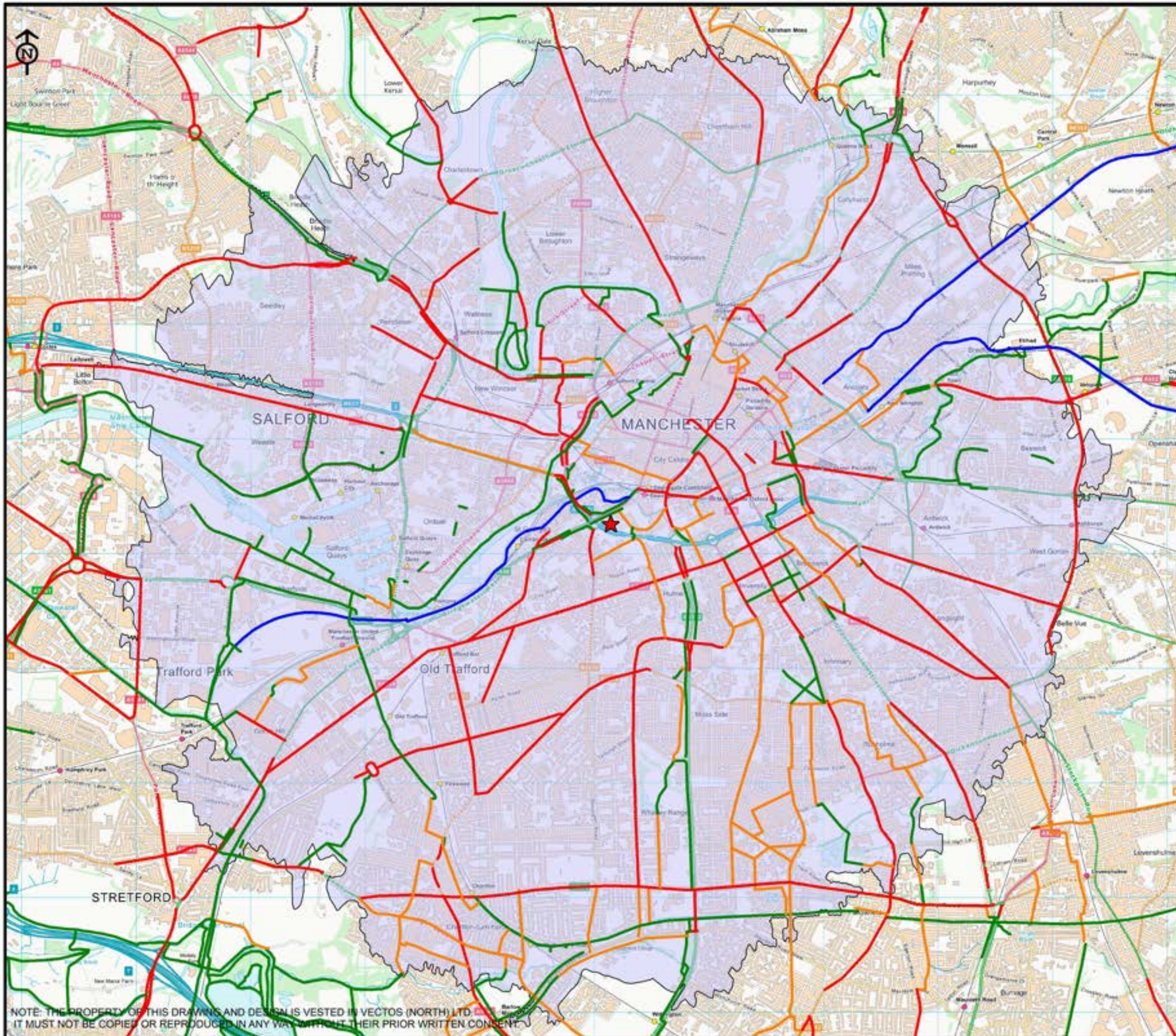
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Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk

DRAWING NO:
VN91388-G102

REVISION

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Legend

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

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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

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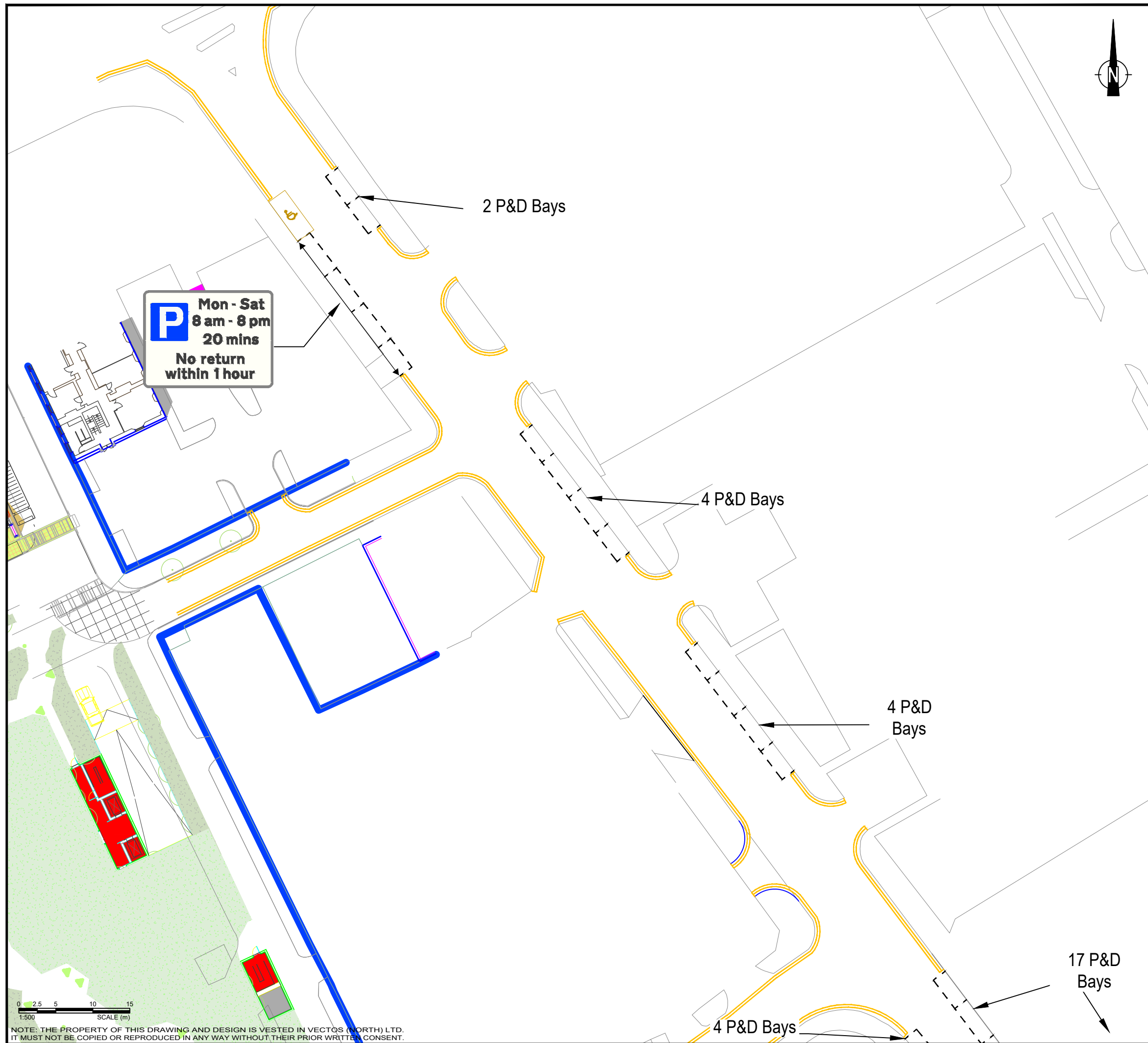
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2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Renaker

PROJECT:
Crown Street, Phase 2

DRAWING TITLE:
Proposed Parking and Drop-off Arrangement

SCALES:
1:500 at A3

DRAWN: WD
CHECKED: GD
DATE: 23.01.20


4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN91388-D105
REVISION: .

Appendix A Travel Welcome Pack

Crown Street, Manchester Travel Information Pack





Contents

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Introduction

Welcome to Crown Street, Manchester. This Travel Information Pack will help you make the most of your new home, by providing you with the details needed to make informed travel choices around your new community.

The pack contains information on ways to reduce car use and to utilise the numerous active travel and public transport routes available to you. Additionally, other methods such as car-sharing and working from home are included for your benefit.

All of the above can ensure that you are able to thrive in your new home in a sustainable, healthy way.



Walking

Walking makes you feel good and benefits your health!

For adults, 30 minutes of walking, five days a week dramatically cuts the risk of developing heart disease, type 2 diabetes, obesity and some cancers. It also reduces cholesterol, lowers high blood pressure and is good for mental-wellbeing.

Walking:

- Burns nearly as many calories as jogging the same distance;
- Is a low impact exercise, so won't stress your knees;
- Great for strengthening muscles, bones and joints;
- Reduces the risk of stroke;
- Walking is great for children's fitness, well-being and development
- Improves your mood and boosts self-esteem;
- Helps you maintain flexibility and co-ordination as you get older; and
- Provides valuable links to services and facilities, including shops, schools, rail and bus stops.



**BOOST
HEART HEALTH**



**IMPROVE
MOOD**



**HELPS CHILDRENS
DEVELOPMENT**



**CUT TYPE 2
DIABETES RISK**



**LOWER ODDS OF
SOME CANCERS**



**STRENGTHEN
MUSCLES & BONES**



Located in close proximity to Manchester City Centre, walking is an attractive option for many shorter journeys from your home.

Your home is surrounded by an established network of footpaths and crossing points for you to explore your local surroundings by foot.

Key facilities such as numerous bus stops and a large number of retail, leisure, educational and medical facilities can be accessed in less than 15 minutes walk away.

The map shows all surrounding areas that can be accessed within a 800m and 2km walking distance.



Local Amenities

Local Amenities	Distance
Crown Street School	0m
Castlefield General Store	300m
Chester Road Bus	400m
Freebus Stops	530m

Local Amenities	Distance
Deansgate Rail Station	470m
Deansgate Castlefield Metrolink Station	550m
Sainsburys Local	650m
Home Cinema & Arts Centre	700m

Local Amenities	Distance
Hulme Post Office & District Centre	875m
Albert Square, Manchester	1300m
Manchester Arndale	1800m



“Your home is in walking distance to a number of local amenities which can be accessed by the established network of footways and crossing points.”



Cycling

Why spend time and money in the gym when you can build exercise into each day by cycling to work, the station or the shops?

Various studies have shown that regular physical exercise reduces the risk of mortality. Cycling to work can reduce the overall risk of dying prematurely from any cause by 40%.

Cycling:

- Is one of the quickest ways to get about for short journeys;
- Allows you to take short cuts, avoid traffic and make sure you always arrive on time;
- Provides a valuable, hassle-free connection across Manchester Town Centre and numerous destinations in the Manchester City Region;
- Reduces your risk of developing a range of preventable illnesses;
- Saves money on travel expenses; and
- Makes you feel great!



**OFTEN QUICKER
THAN A CAR**



**IMPROVE
MOOD**



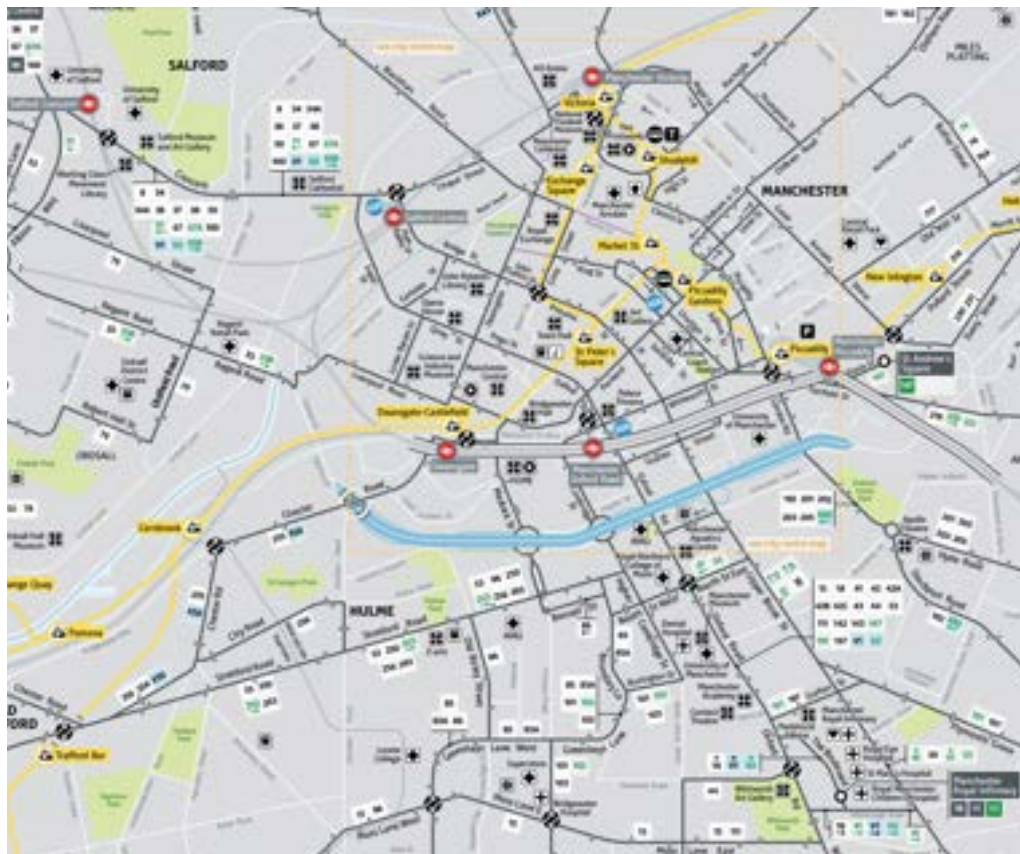
Cycling is often the quickest way to reach your destination.

This map shows the location of the existing cycle routes. The A56 Chester Road offers an on-road segregated cycle route towards Trafford and to Manchester where most streets are designed as 20mph cycle friendly routes.

National cycle route 6 is located around 600m away from your home. Route 6 runs between London and the Lake District.

The recently improved Bridgewater Canal cycle path provides a quality off road route south into Cheshire connecting in with other leisure cycle routes.

Bus



The closest bus stops to your home are on Whitworth Street West, Bridgewater Viaduct and Chester Road, located within about a 5-minute walk. Two high frequency bus services, the 255 and X50, are served from these bus stops. Combined, these services provide connections to Manchester City Centre every 15 minutes throughout the day, as well as to the Trafford Centre and Flixton every 30 minutes and 20 minutes respectively. These high frequency services to key destinations make travel by public transport a real alternative to travelling by car for commuting, amenity and leisure trips.

The Whitworth Street West bus stops is also served by Route 3 of the Free Bus service, this is an evening only free bus service providing connections to the City Centre to link key destinations and the city's train stations.



“ During peak times, local bus services 255 and X50 are each available every 30 minutes ”

Bus

The Deansgate-Castlefield station is a major interchange with high frequency services operating to Eccles, East Didsbury, Media City, Ashton, Manchester Airport, Rochdale and Bury. 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.

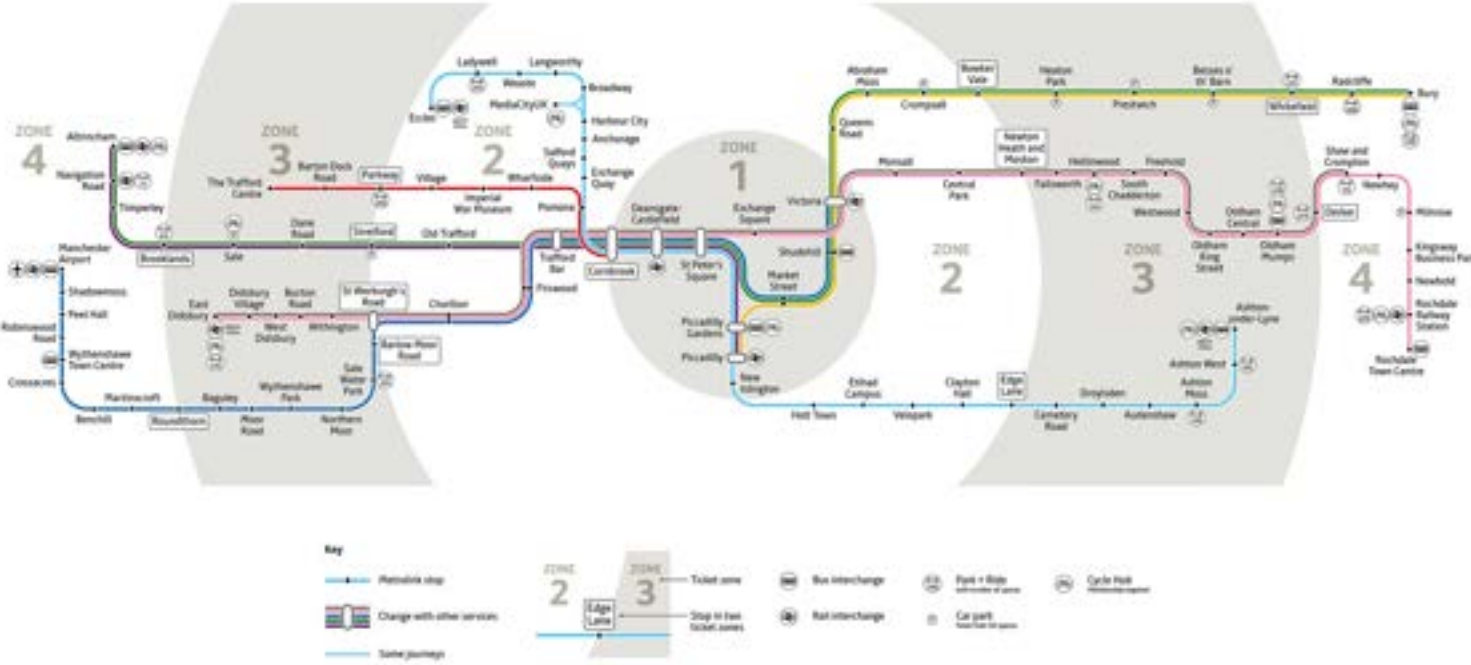


No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
255	Piccadilly Gardens to Partington via Stretford, Urmston and Flixton	3	2	2	1	2	2
X50	Piccadilly Gardens to Intu Trafford Centre	2	2	2	2	2	2



Metrolink

The most accessible Metrolink stop to your home is Deansgate-Castlefield, located 550 metres to the north on Whitworth Street West. This metro stop is accessible within a 6-minute walk or 2-minute cycle.



Railway

Deansgate Rail Station is the closest station to your home, located around 470m to the north-east. 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.

In addition, Oxford Road Rail Station is located just under 1.2km (approx. 16-minute walk) north-east of the building and provides frequent train services to major destinations such as Liverpool Lime Street and Manchester Airport.

This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.

Destination	Approx Journey (mins)	Approx Frequency (per hour)
Manchester Oxford Road	2	5
Manchester Piccadilly	5	3
Liverpool Lime Street	60-110	2



BETTER FOR THE ENVIRONMENT



ENABLE YOU TO WORK ON THE GO



Car Club/Sharing

Are you wasting hundreds of pounds a year on fuel by driving alone?

Car sharing is where two or more people share a car together, cutting the cost of fuel, parking and the stress of driving. You don't even need to have your own car, as many drivers are happy to give a lift in exchange for a contribution to the journey's fuel costs.

Liftshare is a national database of people offering and requesting lifts, become a member:

- FREE to register and use
- Find drivers and passengers, online instantly and securely
- Save money on petrol and parking
- Reduce traffic congestion and pollution
- Help the household to forego a second car

Visit: <https://www.carsharegm.com/index.html> to find who can provide lifts in your area!



Walking / Cycling User Groups

Are you wanting to make new friends while also being active?

From improving your health and fitness to establishing new relationships, joining a walking / cycling user group has many benefits and is a simple, cost-effective way of keeping fit.

Benefits include:

- Increased motivation
- Increased confidence
- Increased safety
- Making friends
- Shared learning / knowledge

WalkBUDi / BikeBUDi schemes are part of the National Life Share Network and are simple and free to use. They simply match local individuals so you can walk / cycle together.

The aim is to help you meet others wanting to travel the same way and can be used for regular trips such as walking / cycling to the office or going to the station.



Remote Working



The Covid-19 pandemic resulted in a major shift to how we approach working from home. The UK government aims for a proportion of the workforce to work remotely in some capacity, either through working from home or by utilising remote hubs.

For many, this shift in approach reduces the need to travel long journeys to work every day. By taking fewer journeys, we can reduce our personal contributions to carbon emissions whilst benefiting from a better quality of life. As such, where possible it is worth considering the possibility of working from or at a remote hub more often, reducing the need to travel and subsequently our personal contributions to carbon emissions.

Home Delivery Services



Apart from reducing the need for travel, home delivery services can save time, especially for those with a child, with other personal commitments or those who have difficulties carrying the weight of the groceries or find food shopping stressful.

ASDA, Morrisons, Tesco and Sainsbury's all offer home delivery services for your convenience, right to your doorstep.



Further Information

Your Travel Plan Co-ordinator is available to provide you with guidance in relation to the way you travel and provide further information about sustainable transport methods available to you.

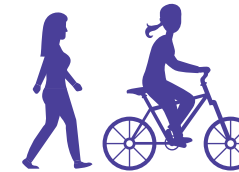
For information on walking and cycling visit:

<https://tfgm.com/walking>

<https://tfgm.com/Cycling>

<https://www.sustrans.org.uk/>

www.cyclegm.com



For all mode public transport planning visit:

www.traveline.info

For bus timetables visit:

<https://www.stagecoachbus.com/timetables>

<https://www.gonorthwest.co.uk/>

www.moovitapp.com



For rail timetables visit:

www.nationalrail.co.uk

<https://www.thetrainline.com/>

<https://www.northernrailway.co.uk/travel/timetables>



For information about sustainable travel initiatives visit:

www.cyclinguk.org/bikeweek

<https://liftshare.com/uk/liftshare-week>



Download the associated apps that provide quick and easy access to information on sustainable travel routing, timetables and live service information. Visit and download from:

<https://www.apple.com/uk/app-store/>

<https://play.google.com/store/apps>

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Appendix B Travel Survey

Residents Travel Survey

Please complete this Survey by _____DATE_____

1 Name* _____
Providing your name is not essential but it does help us target measures in the right areas.

2 Building / Apartment No.

3 Gender
☐ Male ☐ Female

4 Age
☐ Under 25 ☐ 45-54
☐ 25-34 ☐ 55 or Over
☐ 35-44

5 On a normal trip which form of transport do you usually use?

- ☐ Car (as driver on my own)
☐ Car (as passenger or as driver with passenger)
☐ Bus
☐ Train
☐ Tram
☐ Motorbike
☐ Bicycle
☐ Walk
☐ Other (specify)

6 ☐ If you travel by different modes on different days/times of the year please specify

7 Do you own a car?
☐ Yes ☐ No

8 How long does it normally take you to travel to work?

- ☐ 0 to 15 minutes
☐ 16 to 30 minutes
☐ 31 to 60 minutes
☐ 61 to 90 minutes
☐ More than 90 minutes

9 Do you have a Disability that may affect your travel arrangements?
☐ Yes ☐ No

10 Do you require a Disabled Parking Space
☐ Yes ☐ No

11 If you have indicated 'Car driver' in Q8, what are the main reasons for doing so? (tick 3 most applicable)

- ☐ Need for business travel during day
☐ Giving a lift to others
☐ Health reasons
☐ Faster than other modes of transport
☐ More convenient than alternative
☐ Need to travel off site at lunchtime
☐ No alternative available
☐ Other (specify)
- _____

12 If you indicated car driver in Q8, would you consider car sharing?

- ☐ Yes regularly
☐ Yes occasionally
☐ No

13 Which of the following changes would encourage you to use green transport. Please tick the 3 most applicable.

- ☐ Financial help on the cost of tickets
☐ Personalised journey plan
☐ Better Travel Information
☐ More convenient bus service
☐ Other (specify)
- _____

14 If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)

- ☐ Bus
☐ Train
☐ Tram
☐ Bicycle
☐ Car passenger
☐ Walk
☐ Motorbike
☐ None
☐ Other (specify)
- _____

15 Your views and ideas are important, so please add any other comments.

Contact

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